

# **PUBLIC IMPROVEMENT PLAN NARRATIVE**

## **STAFFORD LOGISTICS CENTER**

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Revised: March 1, 2019  
Revised: April 19, 2019  
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Revised: Oct 26, 2020 - 1<sup>st</sup> Amendment  
WM: DCS18-4121  
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## 1. Introduction



The Stafford Logistics Center is proposed at the southwest corner of Picadilly Road and Colfax Avenue in Aurora, CO. The site is bounded by Colfax Avenue to the North, existing Picadilly Road **immediately** to the east with the Horizon Uptown Development beyond, and the proposed Stephen D. Hogan parkway to the south.



VICINITY MAP

revised

Ensure zoning referenced is I-1 (Business/Tech District)

The development consists of 347 acres with a mix of E-470 Light Industrial and E-470 Mixed Commercial Zoning. The proposed improvements will be constructed in stages to meet the needs of both the present and future developments within the overall Stafford Logistics Center. The E-470 Light Industrial phases will be started upon approval of the **Framework Development Plan (FDP) Master Plan (MP)**; however, the E-470 Mixed Commercial phases will be postponed until the public improvement project (realignment) at Picadilly Road and Colfax Avenue is completed and would allow for development. The following describes the general parameters of each planning area and the improvements necessary to service the planning areas independently. Each planning area will be required to meet Fire Life Safety requirements. The roadway network adjacent to and proposed within the development will need to be evaluated when each planning area is developed.



## 2. General Development Parameters



### Land Development

The Stafford Logistics Center will be divided into ~~10~~ 9 planning areas (**PA1A, PA1B, PA2, PA3, PA4, PA6, PA7, PA9, PA10**). PA 1 – 6 will be zoned Light Industrial I-1 (Business & Tech District) and PA 7, 9, and 10 will be zoned E-470 Mixed Commercial MU-C (Mixed Use Corridor District). **Planning areas 5 and 8 have been removed from the Public Improvement Plan and have been absorbed by PA-3.**

A public roadway network will be developed through the site to provide vehicular access to the various planning areas. Utilities will be installed within the public right of ways to provide service to the planning areas throughout the development.

The requirements of development for the various planning areas will be detailed later in this narrative.

## Roadway Improvements

The perimeter public improvements required for the development of Stafford Logistics Center include:

- Perimeter roadway improvements for the south side of Colfax Avenue to include acceleration and deceleration lanes at the access points to the development. Intersection improvements, including a future traffic signal, at the intersection of Colfax Avenue and Lisbon Street when warranted. Existing U-turn cross over points proximate to the proposed access locations are to be eliminated when median improvements are required as associated with the full buildout of Colfax **or as warranted by the CDOT access permits.**
- A right in / right out public access at the northwest corner of the overall Stafford Logistics Center Development with an associated deceleration lane. This is a secondary point of entry and exiting which is on the west side of planning area #1 **and is to serve as the primary access to the adjacent property to the west.**
- Perimeter roadway improvements to construct the north side (ultimate westbound lanes) of Stephen D. Hogan Parkway (6<sup>th</sup> Avenue) across the frontage of the property and associated acceleration and deceleration lanes at the Lisbon Street intersection. Intersection improvements, including traffic signal at the intersection, Stephen D. Hogan Parkway and Lisbon Street when warranted.

The internal roadway improvements to service the development of the Stafford Logistics Center include:

Two collector streets, 80' ROW, will be installed to service the Light Industrial zoning areas. Lisbon Street will be extended from the Colfax Avenue to Stephen D. Hogan Parkway and 13<sup>th</sup> Avenue will be extended from Lisbon Street to the realigned Picadilly Road.

The internal public improvements required for the development of Stafford Logistics Center include:

- The construction of two (2) collector streets (80' ROW). Lisbon Street in the north – south direction and 13<sup>th</sup> Avenue in the east – west direction.
- The construction of 1 alternate collector (68' ROW). 12<sup>th</sup> Avenue from Lisbon street to the connection at 13<sup>th</sup> Avenue.
- An internal public trail network linking the Aurora Sports Park along the western property limits to the eastern property limits.

The Lisbon Street extension to Stephen D. Hogan Parkway will be completed as part of PA 6 or as required based on traffic generation from the industrial zoned areas. It is anticipated that the Lisbon Street Extension to Stephen D. Hogan Parkway will be required per traffic generation internal to the development.

Roadways will be constructed to service the planning areas immediately adjacent, however roadways may be required to be constructed to provide both vehicular and fire life safety access to planning areas not immediately adjacent. The construction of half roadway sections will be reviewed during the development of planning areas on a case by case basis.

The internal public improvements which will be constructed within the development as a result of the regional public improvement project (Picadilly Road Re-Alignment) include:

- Installation of the re-aligned Picadilly Road, including traffic signals at the intersections of the realigned Picadilly Road and Existing Colfax Avenue and the realigned Picadilly Road and realigned Colfax Avenue.
  - Two (2) lanes of the re-aligned Picadilly Road, with necessary turn lanes, acceleration/deceleration lanes, and sidewalk along the west side of the roadway, will be required to be installed when any of the conditions below are met.
    - Development of the third (3rd) proposed building of the Stafford Logistics Center.
    - ADT on existing Picadilly Road exceeds LOS C as identified in the NEATS.
    - Construction of adjacent development to the planned realigned roadway.
  - The four (4) outside lanes of the re-aligned Picadilly Road, including necessary turn lanes, acceleration/deceleration lanes, and sidewalks along both sides of the roadway, will be required to be installed when the Picadilly Interchange (Regional Transportation Project) construction begins.
  - The full six (6) lane section of the re-aligned Picadilly Road will be required to be installed when the ADT on Picadilly Road exceeds the lower value of the Major Arterial's LOS D (36,000 ADT) as identified in the NEATS.
- Realigned Colfax Avenue from the realigned Picadilly Road east to the property limits.
  - Construction of one half (1/2) of the full section of realigned Colfax from the eastern property limits to the realigned Picadilly Road will be required to be installed when any of the conditions below are met.
    - Any of Planning areas 3, 7, & (PA8 Removed), 9, or 10 are developed.
  - Construction of the full section of realigned Colfax from the eastern property limits to the realigned Picadilly Road will be required to be installed when any of the conditions below are met.
    - Planning Area 9 is developed, if Planning Area 10 has already been developed.
    - Planning Area 10 is developed, if Planning Area 9 has already been developed.

**Table 2.**  
**Recommended Traffic Volume Thresholds**

ROADWAY CLASSIFICATION	NUMBER OF LANES EACH DIRECTION	RECOMMENDED DAILY TRAFFIC VOLUME LOS THRESHOLDS (VEHICLES PER DAY)		
		C	D <sup>(2)</sup>	E
Collector	1	> 9,500 to 10,500	> 10,500 to 12,000	> 12,000 to 13,500
Minor Arterial	2	> 22,500 to 25,500	> 25,500 to 28,500	> 28,500 to 32,000
Minor Arterial <sup>(1)</sup>	3	>30,000 to 34,500	>34,500 to 38,500	>38,500 to 43,000
Major Arterial	2	> 30,000 to 36,000	> 36,000 to 40,000	> 40,000 to 45,000
Major Arterial	3	> 46,000 to 53,000	> 53,000 to 60,000	> 60,000 to 67,000
Major Arterial <sup>(1)</sup>	4	> 56,000 to 64,000	> 64,000 to 72,000	> 72,000 to 80,000
Expressway	2	> 38,000 to 44,000	> 44,000 to 49,000	> 49,000 to 55,000
Expressway	3	> 56,000 to 64,000	> 64,000 to 72,000	> 72,000 to 80,000

<sup>(1)</sup> System performance evaluation only.

<sup>(2)</sup> LOS D threshold volumes used for development roadway planning consistent with traffic impact study guidelines.



**Table 2 - ADT Thresholds Table per NEATS 2018 Update**

The I-70 frontage road connection to Colfax Avenue will be **eventually be transitioned to a 2 lane frontage road connecting to existing Colfax** when Picadilly road is realigned. It is anticipated that existing traffic will be routed south onto the existing Picadilly Road to the realigned Colfax Avenue and then onto the realigned Picadilly Road. The above traffic pattern will exist until the realigned Colfax Avenue is installed as part of the neighboring development.

Signal Escrows will be required per the City of Aurora Signal Escrow Ordinance. Escrow will be assessed at the time of development of planning areas adjacent to signalized intersections. As previously indicated the realignment of Piccadilly Road due to the Regional Transportation Project places future traffic signals within the limits of the Stafford Logistics Center whereas they would otherwise be located along the periphery of the project. Stafford Logistics Center will be responsible for 100% escrow of the proposed traffic signal at the intersection of the realigned Colfax Avenue and the realigned Picadilly Road and 50% of the proposed traffic signal at the intersection at existing Colfax Avenue and the realigned Picadilly Road. **As well as a ½ signal escrow for the intersection of Lisbon at existing Colfax, and a ¼ signal escrow for the intersection of Lisbon S.D. Hogan Pkwy.** The proposed roadway improvements shall be consistent with the approved Traffic Impact Study prepared by Felsburg Holt & Ullevig prepared for the Stafford Logistics Center and approved with the Framework Development Plan.



**Mobility Improvements**

Colfax Avenue and Picadilly Road will have public transit stops, specific locations are to be identified in future with RTD. A mobility hub will be located in the vicinity of Colfax Avenue and Picadilly Road intersection the Stafford Logistics Center will provide internal site circulation to support walking or biking to the mobility hub.

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## Drainage Improvements

The Stafford Logistics Center Development is entirely within the Sand Creek drainage basin. The proposed development will comply to the Sand Creek (I-225 – E-470) Right Bank Tributaries Outfall Systems Plan (OSP).

A regional stormwater basin to provide stormwater detention and water quality volume will be constructed to service the northern area of the Stafford Logistics Center development, including PAs **1A, 1B, 2, 3, and 4 (PA5 removed) and 7, 9, and 10 (PA8 removed)** and a portion of PA 6. A stormwater channel will also be installed to convey stormwater flows from the Horizon Uptown development and further upstream areas to the regional stormwater basin. The regional basin and channel will be designed to be maintenance eligible per UDFCD standards.



The regional basin will be fully constructed with the first planning area to be constructed. The stormwater channel will be constructed concurrently with the first development to be constructed that is tributary to the channel (PA-3, PA-4, **PA-5 (PA5 removed)**, PA-7, **PA-8 (PA8 removed)**, PA-9 or PA-10) and the entirety of the channel will be constructed in a single phase.

Planning Area 6 straddles a local drainage divide. The north limits of the planning will drain to the regional pond and the southern extents of the planning area will have a stormwater basin to service the areas tributary to the south.

## Water Main Improvements

The Stafford Logistics Center will be serviced by the existing 24" water main within Colfax Avenue, the existing 30" water main along the southern extents of the property and a proposed 12" water main along Piccadilly Road to be installed per the Horizon Uptown Development PIP.



Watermain will be installed within proposed Lisbon Street, **12<sup>th</sup> Avenue**, and 13<sup>th</sup> Avenue ROW's. Additional watermain will be installed to provide the necessary looped water main around the proposed developments within the Stafford Logistics Center to provide fire protection and domestic service for all buildings per the Master Utility Study.

## Sanitary Sewer Improvements

The Stafford Logistics Center will be serviced by the existing 42" Sand Creek Interceptor that is adjacent to the southern extents of the site.

A public sanitary sewer will be installed within Lisbon Street and outfall to the Sand Creek Interceptor. A public sanitary sewer will also be installed within the **12<sup>th</sup> 13<sup>th</sup> Avenue ROW** and extend to the far northeast extents of the site.





## Specific Planning Area Improvement Descriptions

### **Planning Area 1A (33.50 Acres) E-470 Light Industrial I-1 (Business and Tech District):**

Prior to the development of PA 1 the following public improvements shall be designed and approved for construction:

- The intersection of Colfax Avenue and Lisbon Street Public Roadway will be improved and signalized, when warrants are met.
- Additional lane adjacent to the eastbound lanes of Colfax Avenue and a right in – right out access constructed at the northwest corner of PA-1A.
- Lisbon Street Public Roadway improvements to the southern extent of PA-1A and public utilities will also be installed within this right of way.
- 13<sup>th</sup> Street Private Roadway improvements extend to the western extent from Lisbon. PA-1A and public utilities will also be installed within this private drive.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Domestic water connection and fire loop will be provided from the existing 24-inch watermain within the Colfax Avenue ROW to service PA 1A and future planning areas adjacent.
- Sanitary sewer extension within the planned Lisbon Street Public Roadway ROW from PA-1A to the Sand Creek Interceptor.
- Storm sewer to provide conveyance from the planning area to the regional stormwater basin.



### **Planning Area 1B (27.14 Acres) E-470 Light Industrial I-1 (Business and Tech District):**

Prior to the development of PA 1 the following public improvements shall be designed and approved for construction:

- The intersection of Colfax Avenue and Lisbon Street Public Roadway will be improved and signalized, when warrants are met.
- Additional lane adjacent to the eastbound lanes of Colfax Avenue.
- Lisbon Street Public Roadway improvements to the southern extent of PA-1B and public utilities will also be installed within this right of way.
- 13<sup>th</sup> Street Public Roadway improvements extend from Lisbon to the eastern extent of PA-1B. Public utilities associated with PA-1B will also be installed within this right of way.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Domestic water connection and fire loop will be provided from the existing 24-inch watermain within the Colfax Avenue ROW to service PA 1B and future planning areas adjacent.
- Sanitary sewer extension within the planned 12<sup>th</sup> Avenue Roadway and Lisbon Street Public Roadway ROW from PA-1B to the Sand Creek Interceptor.
- Storm sewer to provide conveyance from the planning area to the regional stormwater basin.



**Planning Area 2 (37.38 Acres) E-470 Light Industrial I-1 (Business and Tech District):**

Prior to the development of PA 2 the following public improvements shall be designed and approved for construction:

- All necessary Public improvements are in place as proposed for Planning Area 1 or will need to be approved.
- Lisbon Street Public Roadway improvements to the southern extent of PA-2 and public utilities will also be installed within this right of way.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area.
- Storm sewer to provide conveyance from the planning area to the regional stormwater basin.



**Planning Area 3 (72.06 Acres) E-470 Light Industrial I-1 (Business and Tech District):**

Prior to the development of PA 3 the following public improvements shall be designed and approved for construction:

- All necessary Public improvements are in place as proposed for Planning Area 1 or will need to be approved.
- 13<sup>th</sup> Street Public Roadway improvements to the eastern extent of PA-3 and public utilities will also be installed within this right of way.
- A Roadway connection from 13<sup>th</sup> Street to the realigned Picadilly Road will be installed.
- ½ section of realigned Colfax Avenue is required.
- Half Right of Way improvements of the realigned Picadilly Road noted in the Roadway Improvements section previously discussed from the realigned Colfax Avenue to the existing Picadilly Road, including a bridge / box culvert at the Channel Crossing.
- The construction of the Stafford responsible improvements to realigned Picadilly Road from Colfax Avenue to the existing Picadilly Road is required based on existing background or proposed traffic counts.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Watermain to service this planning area.
- Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Area 1 or will need to be approved.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior it will be installed with this Planning Area.
- 25% signal escrow shall apply for the signal at realigned Picadilly and realigned Colfax Avenue.



**Planning Area 4 (15.75 Acres) E-470 Light Industrial I-1 (Business and Tech District):**

Prior to the development of PA 4 the following public improvements shall be designed and approved for construction:

- All necessary Public improvements are in place as proposed for Planning Area 1 or will need to be approved.
- 13<sup>th</sup> Street Public Roadway improvements to the eastern extent of PA-4 and public utilities will also be installed within this right of way.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior it will be installed with this Planning Area.



## Planning Area 5 (15.33 Acres) E-470 Light Industrial:

**Planning areas 5 has been removed from the Public Improvement Plan and has been absorbed by PA-3.**

~~Prior to the development of PA 5 the following public improvements shall be designed and approved for construction:~~

- ~~• All necessary Public improvements are in place as proposed for Planning Areas 1, 3, and 4 or will need to be approved.~~
- ~~• 12<sup>th</sup> Avenue Public Roadway improvements to the northern extent of Planning Area 5.~~
- ~~• Secondary Emergency Access roads adjacent to the proposed developments.~~
- ~~• Watermain to service this planning area.~~
- ~~• Sanitary sewer to service this planning area.~~
- ~~• Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior it will be installed with this Planning Area.~~

## Planning Area 6 (70.36 Acres) E-470 Light Industrial I-1 (Business and Tech District):

~~Prior to the development of PA 6 the following public improvements shall be designed and approved for construction:~~

- The northside (ultimate westbound lanes) of Stephen D. Hogan Parkway (6<sup>th</sup> Avenue) across the frontage of the property. Intersection improvements, including potential traffic signal and auxiliary lanes at the intersection Stephen D. Hogan Parkway and the Lisbon Street.
- Lisbon Street Public Roadway improvements from Stephen D. Hogan Parkway to Colfax Avenue and public utilities will also be installed within this right of way.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area.
- Storm sewer to provide conveyance from the planning area to the regional stormwater basin.
- Storm sewer to provide conveyance to the on-site stormwater detention basin along the southern limits of the planning area.
- 25% signal escrow shall apply for the signal at Lisbon St. and existing Stephan D. Hogan Parkway.





## Planning Area 7 (13.48 Acres) ~~E-470 Mixed Commercial MU-C (Mixed Use Corridor District):~~

Prior to the development of PA 7 the following public improvements shall be designed and approved for construction:

- Half Right of Way improvements of the realigned Picadilly Road noted in the Roadway Improvements section previously discussed from the connection of Colfax Avenue to the southern boundary of PA 7. A connection to 13<sup>th</sup> Avenue Public Road, the construction of the half ROW of the realigned Colfax Avenue, and the construction of the half ROW of the realigned Picadilly Road to the existing Picadilly Road is required to provide multiple access points for the development. **A CDOT access permit will be required for the new access of Picadilly Ave at existing Colfax Ave.**
- ~~The construction of the Stafford responsible improvements to realigned Picadilly Road from Colfax Avenue to the existing Picadilly Road may be required based on existing background or proposed traffic counts.~~
- Secondary Emergency Access roads adjacent to the proposed developments.
- Domestic water connection and fire loop, if required, will be provided from adjacent planning areas within the Stafford Logistic Center.
- Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Areas 1 & 3 or will need to be approved.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior it will be installed with this Planning Area.
- 25% signal escrow shall apply for the signal at realigned Picadilly and Existing Colfax Avenue.
- 25% signal escrow shall apply for the signal at realigned Picadilly and Realigned Colfax Avenue.



## Planning Area 8 (30.38 Acres) ~~E-470 Light Industrial:~~

**Planning area 8 has been removed from the Public Improvement Plan and has been absorbed by PA-3.**

~~Prior to the development of PA 8 the following public improvements shall be designed and approved for construction:~~

- ~~All necessary Public improvements are in place as proposed for Planning Areas 1, 3, and 5 or will need to be approved.~~
- ~~13<sup>th</sup> Street Public Roadway improvements to the eastern extent of PA-8 and public utilities will also be installed within this right of way.~~
- ~~A Roadway connection from 13<sup>th</sup> Street to the realigned Picadilly Road will installed.~~
- ~~½ section of realigned Colfax Avenue is required.~~
- ~~Half Right of Way improvements of the realigned Picadilly Road noted in the Roadway Improvements section previously discussed from the realigned Colfax Avenue to the existing Picadilly Road, including a bridge / box culvert at the Channel Crossing.~~
- ~~The construction of the Stafford responsible improvements to realigned Picadilly Road from Colfax Avenue to the existing Picadilly Road is required based on existing background or proposed traffic counts.~~
- ~~Secondary Emergency Access roads adjacent to the proposed developments.~~
- ~~Watermain to service this planning area.~~
- ~~Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Areas 1, 3, and 5 or will need to be approved.~~
- ~~Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior it will be installed with this Planning Area.~~
- ~~25% signal escrow shall apply for the signal at realigned Picadilly and realigned Colfax Avenue.~~



## Planning Area 9 (9.47 Acres) E-470 Mixed Commercial MU-C (Mixed Use Corridor District):

Prior to the development of PA 9 the following public improvements shall be designed and approved for construction:

- Half Right of Way improvements of the realigned Picadilly Road noted in the Roadway Improvements section previously discussed from the realigned Colfax Avenue to the existing Picadilly Road, including a bridge / box culvert at the Channel Crossing.
- The construction of the Stafford responsible improvements to realigned Picadilly Road from Colfax Avenue to the existing Picadilly Road is required based on existing background or proposed traffic counts.
- Realigned Colfax Avenue Public Roadway improvements may be required to provide multiple access points for the development.
- Intersection improvements, including potential traffic signal and auxiliary lanes at the realigned Picadilly Road and the realigned Colfax Avenue.
- Intersection improvements including possible signalization of the common access point of PA 9 and PA 10 onto the realigned Colfax Avenue. Signalization at this intersection will need further study to ensure minimum signal spacing criteria, at the time of development, are met.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Domestic water connection and fire loop, if required, will be provided from the existing 24-inch watermain within the existing Picadilly Road ROW.
- Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Areas 1 & 3 or will need to be approved.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior it will be installed with this Planning Area.
- 25% signal escrow shall apply for the signal at realigned Picadilly and realigned Colfax Avenue.



## Planning Area 10 (25.79 Acres) E-470 Mixed Commercial MU-C (Mixed Use Corridor District):

Prior to the development of PA 10 the following public improvements shall be designed and approved for construction:

- Half Right of Way improvements of the realigned Picadilly Road noted in the Roadway Improvements section previously discussed from the connection of Colfax Avenue to the southern boundary of PA 10. A connection to 13<sup>th</sup> Avenue Public Road, the construction of the half ROW of the realigned Colfax Avenue, and the construction of the half ROW of the realigned Picadilly Road to the existing Picadilly Road is required to provide multiple access points for the development. **A CDOT access permit will be required for the new access of Picadilly Ave at existing Colfax Ave.**
- The construction of the Stafford responsible improvements to realigned Picadilly Road from Colfax Avenue to the existing Picadilly Road may be required based on existing background or proposed traffic counts.
- Intersection improvements, including potential traffic signal and auxiliary lanes at the realigned Picadilly Road and the realigned Colfax Avenue.
- Intersection improvements including possible signalization of the common access point of PA 9 and PA 10 onto the realigned Colfax Avenue. Signalization at this intersection will need further study to ensure minimum signal spacing criteria, at the time of development, are met.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Areas 1 & 3 or will need to be approved.
- Domestic water connection and fire loop, if required, will be provided from the existing 24-inch watermain within the existing Picadilly Road ROW.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior, it will be installed with this Planning Area.

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- Closure of the Frontage Road connection to US40 if the CSP/PLAT precedes the realignment of Picadilly/ New I-70 interchange connection with the approval from CDOT.
- 25% signal escrow shall apply for the signal at realigned Picadilly and realigned Colfax Avenue.
- 25% signal escrow shall apply for the signal at realigned Picadilly and Existing Colfax Avenue.

# STAFFORD LOGISTICS CENTER FRAMEWORK DEVELOPMENT PLAN (FDP)

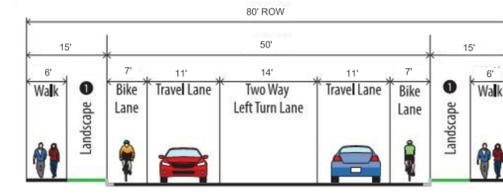
LOCATED IN SECTION 2, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE  
6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

Table 2. Recommended Traffic Volume Thresholds

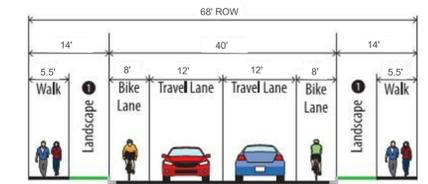
ROADWAY CLASSIFICATION	NUMBER OF LANES EACH DIRECTION	RECOMMENDED DAILY TRAFFIC VOLUME LOS THRESHOLDS (VEHICLES PER DAY)		
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<sup>1</sup> System performance evaluation only.  
<sup>2</sup> LOS D threshold volumes used for development roadway planning consistent with traffic impact study guidelines.

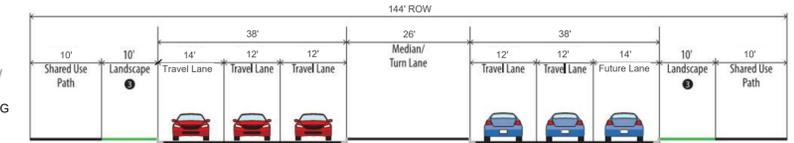
ADT THRESHOLDS PER OCTOBER 2018 NEATS REFRESH



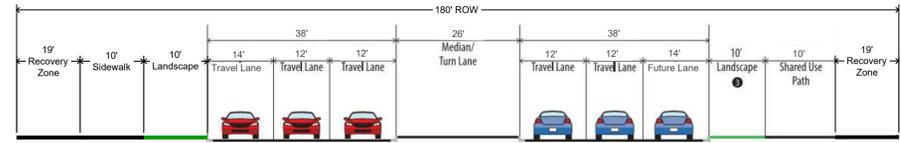
THREE LANE COLLECTOR(S1.3)  
(MEDIAN TURN LANE WIDTH = 14')



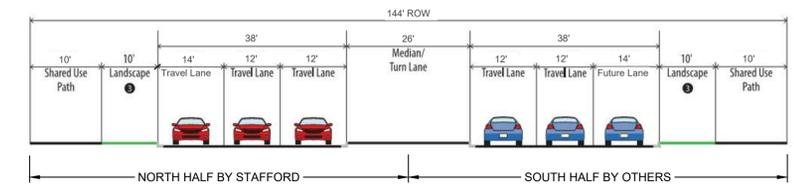
ALTERNATIVE TWO LANE COLLECTOR(S1.3)



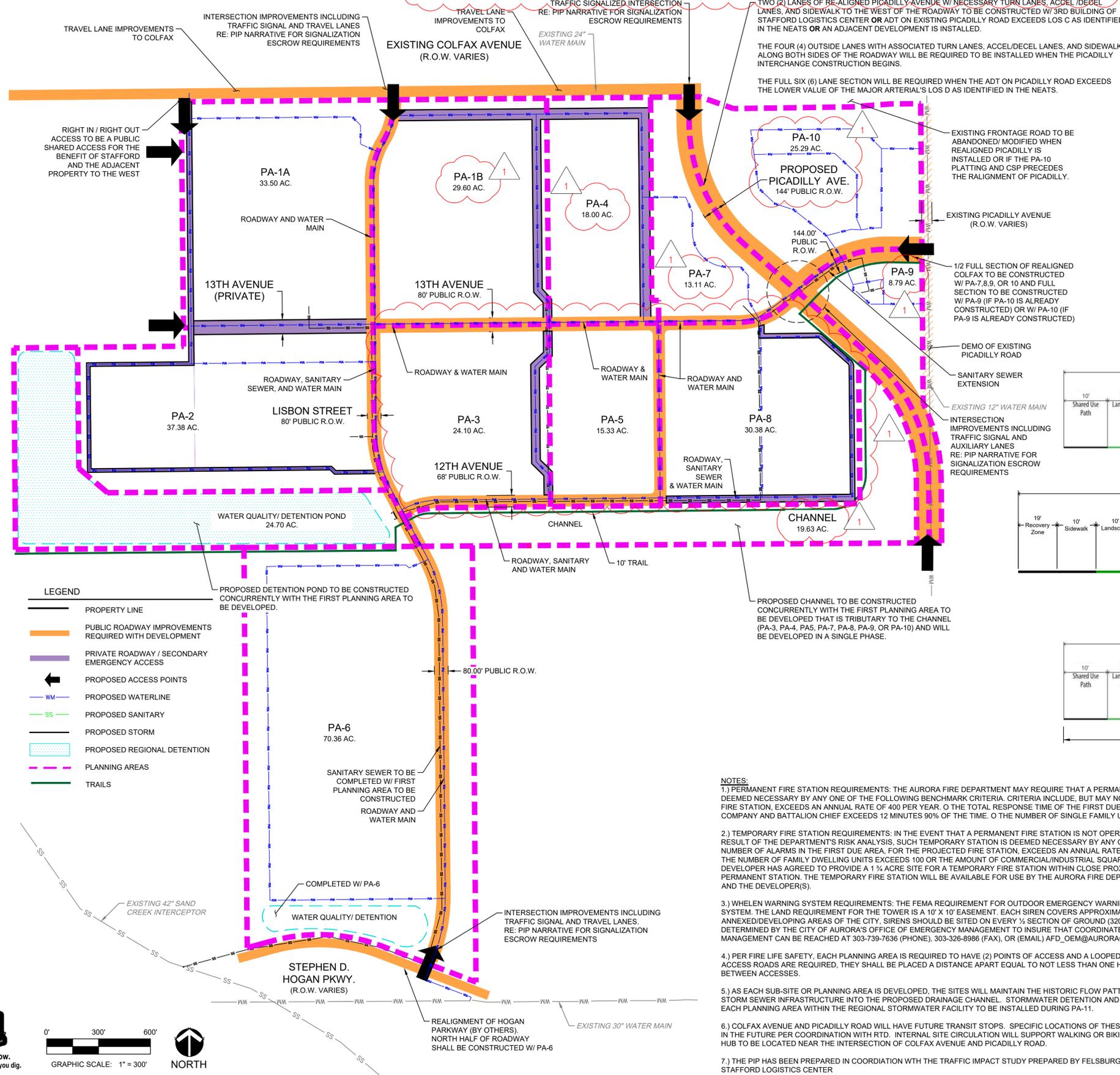
BOULEVARD - SIX LANE(S1.18)  
(MEDIAN TURN LANE WIDTH = 26-28')



BOULEVARD - SIX LANE(S1.18)  
E. COLFAX AVENUE  
(MEDIAN TURN LANE WIDTH = 26-28')



BOULEVARD - SIX LANE(S1.18)  
STEPHEN D. HOGAN PARKWAY  
(MEDIAN TURN LANE WIDTH = 26-28')



- NOTES:**
- 1) PERMANENT FIRE STATION REQUIREMENTS: THE AURORA FIRE DEPARTMENT MAY REQUIRE THAT A PERMANENT STATION BE OPENED WHEN, AS A RESULT OF THE DEPARTMENT'S RISK ANALYSIS, SUCH PERMANENT STATION IS DEEMED NECESSARY BY ANY ONE OF THE FOLLOWING BENCHMARK CRITERIA. CRITERIA INCLUDE, BUT MAY NOT BE LIMITED TO, THE FOLLOWING: O THE NUMBER OF TOTAL RESPONSES IN THE FIRST DUE AREA, FOR THE PROJECTED FIRE STATION, EXCEEDS AN ANNUAL RATE OF 400 PER YEAR. O THE TOTAL RESPONSE TIME OF THE FIRST DUE COMPANY EXCEEDS 8 MINUTES 90% OF THE TIME, AND THE RESPONSE TIME OF THE NEXT DUE ENGINE COMPANY, TRUCK COMPANY AND BATTALION CHIEF EXCEEDS 12 MINUTES 90% OF THE TIME. O THE NUMBER OF SINGLE FAMILY UNITS EXCEEDS 500, OR THE AMOUNT OF COMMERCIAL/INDUSTRIAL SQUARE FOOTAGE EXCEEDS 4 MILLION SQUARE FEET.
  - 2) TEMPORARY FIRE STATION REQUIREMENTS: IN THE EVENT THAT A PERMANENT FIRE STATION IS NOT OPERATIONAL, THE AURORA FIRE DEPARTMENT MAY REQUIRE THAT A TEMPORARY FIRE STATION BE OPENED WHEN, AS A RESULT OF THE DEPARTMENT'S RISK ANALYSIS, SUCH TEMPORARY STATION IS DEEMED NECESSARY BY ANY ONE OF THE FOLLOWING BENCHMARK CRITERIA. CRITERIA INCLUDE, BUT MAY NOT BE LIMITED TO, THE FOLLOWING: O THE NUMBER OF ALARMS IN THE FIRST DUE AREA, FOR THE PROJECTED FIRE STATION, EXCEEDS AN ANNUAL RATE OF 100 PER YEAR. O THE TOTAL RESPONSE TIME OF THE FIRST DUE COMPANY EXCEEDS 8 MINUTES, 90% OF THE TIME. THE NUMBER OF FAMILY DWELLING UNITS EXCEEDS 100 OR THE AMOUNT OF COMMERCIAL/INDUSTRIAL SQUARE FOOTAGE EXCEEDS 2 MILLION SQUARE FEET. IF AND WHEN A TEMPORARY STATION IS DEEMED NECESSARY, THE DEVELOPER HAS AGREED TO PROVIDE A 1 1/4 ACRE SITE FOR A TEMPORARY FIRE STATION WITHIN CLOSE PROXIMITY TO THE (SITE NAME) DEVELOPMENT. THIS SITE WOULD BE SEPARATE FROM THE SITE DESIGNATED FOR THE PERMANENT STATION. THE TEMPORARY FIRE STATION WILL BE AVAILABLE FOR USE BY THE AURORA FIRE DEPARTMENT FOR 10 YEARS, OR AS OTHERWISE DETERMINED BY AN AGREEMENT BETWEEN THE AURORA FIRE DEPARTMENT AND THE DEVELOPER(S).
  - 3) WHELEN WARNING SYSTEM REQUIREMENTS: THE FEMA REQUIREMENT FOR OUTDOOR EMERGENCY WARNING SYSTEMS IS A 60-70 FOOT MONOPOLE TOWER USING AN ALERT SIREN. THE CITY OF AURORA USES THE WHELEN SIREN SYSTEM. THE LAND REQUIREMENT FOR THE TOWER IS A 10' X 10' EASEMENT. EACH SIREN COVERS APPROXIMATELY 3,000 RADIAL FEET AT 70 DB AND IS TYPICALLY SPACED ONE SIREN PER SQUARE MILE. IN NEWLY ANNEXED/DEVELOPING AREAS OF THE CITY, SIRENS SHOULD BE SITED ON EVERY 1/2 SECTION OF GROUND (320 ACRES) OR 6000 FEET APART TO PROVIDE EDGE TO EDGE COVERAGE. THE EXACT PLACEMENT OF SIRENS WILL BE DETERMINED BY THE CITY OF AURORA'S OFFICE OF EMERGENCY MANAGEMENT TO INSURE THAT COORDINATED COVERAGE IS PROVIDED ON A SYSTEM-WIDE BASIS. FOR SPECIFIC QUESTIONS, THE OFFICE OF EMERGENCY MANAGEMENT CAN BE REACHED AT 303-739-7636 (PHONE), 303-326-8986 (FAX), OR (EMAIL) AFD\_OEM@AURORAGOV.ORG.
  - 4) PER FIRE LIFE SAFETY, EACH PLANNING AREA IS REQUIRED TO HAVE (2) POINTS OF ACCESS AND A LOOPED WATER SUPPLY. FURTHERMORE, PER THE 2015 IFC, SECTION D104.3 IT STATES THAT WHERE (2) FIRE APPARATUS ACCESS ROADS ARE REQUIRED, THEY SHALL BE PLACED A DISTANCE APART EQUAL TO NOT LESS THAN ONE HALF OF THE MAXIMUM OVERALL DIAGONAL DIMENSION OF THE LOT BEING SERVED, MEASURED IN A STRAIGHT LINE BETWEEN ACCESSSES.
  - 5) AS EACH SUB-SITE OR PLANNING AREA IS DEVELOPED, THE SITES WILL MAINTAIN THE HISTORIC FLOW PATTERN VIA OVERLAND FLOW OR PRIVATE STORM SEWER INFRASTRUCTURE INTO THE PROPOSED DRAINAGE CHANNEL. STORMWATER DETENTION AND WATER QUALITY WILL BE PROVIDED FOR EACH PLANNING AREA WITHIN THE REGIONAL STORMWATER FACILITY TO BE INSTALLED DURING PA-11.
  - 6) COLFAX AVENUE AND PICADILLY ROAD WILL HAVE FUTURE TRANSIT STOPS. SPECIFIC LOCATIONS OF THESE TRANSIT STOPS WILL BE IDENTIFIED IN THE FUTURE PER COORDINATION WITH RTD. INTERNAL SITE CIRCULATION WILL SUPPORT WALKING OR BIKING TO THE PROPOSED MOBILITY HUB TO BE LOCATED NEAR THE INTERSECTION OF COLFAX AVENUE AND PICADILLY ROAD.
  - 7.) THE PIP HAS BEEN PREPARED IN COORDINATION WITH THE TRAFFIC IMPACT STUDY PREPARED BY FELSBURG HOLT & ULLEVIG DEVELOPED FOR THE STAFFORD LOGISTICS CENTER

**AMENDMENTS**

1) PLANNING AREAS 3, 5, & 8 HAVE BEEN MERGED INTO ONE PLANNING AREA (PA-3). 13TH AVENUE REVISED FOR NEW BUILDING ALIGNMENT. CLOUDED PA'S HAVE ADJUSTED AREAS. TITLE AT TOP OF PAGE ADJUSTED PER COMMENTS.

ENGINEER

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STAFFORD LOGISTICS CENTER  
FRAMEWORK DEVELOPMENT PLAN (FDP)  
E. COLFAX AND PICADILLY, AURORA, COLORADO

PROFESSIONAL STAMP

**PROJECT INFORMATION**

PROJECT #:	DCS18-4121
DRAWN BY:	RK
CHECKED BY:	PG

**ISSUE RECORD**

FDP #1	12/14/2018
FDP #2	03/01/2019
FDP #3	04/19/2019

SHEET NUMBER

X1

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

GRAPHIC SCALE: 1" = 300'

NORTH

# STAFFORD LOGISTICS CENTER MASTER PLAN (MP)

## PUBLIC IMPROVEMENT PLAN (PIP)

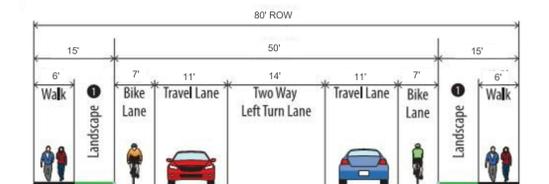
LOCATED IN SECTION 2, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

Table 2: Recommended Traffic Volume Thresholds

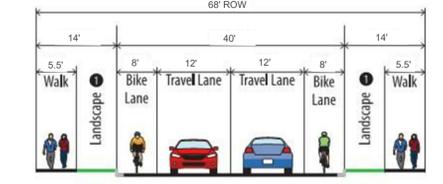
ROADWAY CLASSIFICATION	NUMBER OF LANES EACH DIRECTION	RECOMMENDED DAILY TRAFFIC VOLUME LOS THRESHOLDS (VEHICLES PER DAY)		
		C	D	E
Collector	1	8,500 to 10,000	10,500 to 12,000	12,000 to 13,500
Minor Arterial	2	22,500 to 25,500	25,500 to 28,500	28,500 to 32,000
Minor Arterial	3	30,000 to 34,500	34,500 to 38,500	38,500 to 43,000
Major Arterial	2	30,000 to 36,000	36,000 to 40,000	40,000 to 45,000
Major Arterial	3	46,000 to 53,000	53,000 to 60,000	60,000 to 67,000
Major Arterial	4	56,000 to 64,000	64,000 to 72,000	72,000 to 80,000
Expressway	2	38,000 to 44,000	44,000 to 49,000	49,000 to 55,000
Expressway	3	56,000 to 64,000	64,000 to 72,000	72,000 to 80,000

1) System performance evaluation only.  
2) LOS D threshold volumes used for development roadway planning consistent with traffic impact study guidelines.

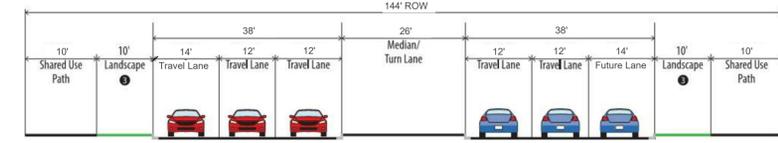
ADT THRESHOLDS PER OCTOBER 2018 NEATS REFRESH



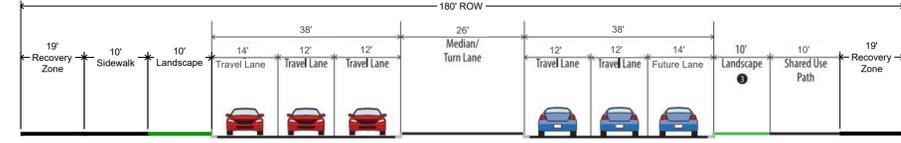
THREE LANE COLLECTOR(S1.3)  
(MEDIAN TURN LANE WIDTH = 14')



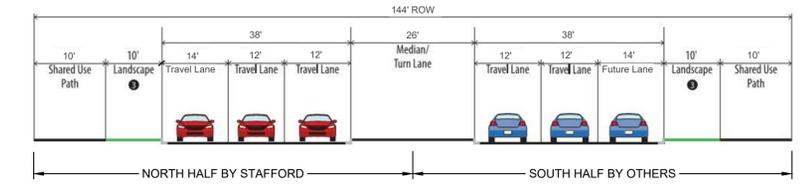
ALTERNATIVE TWO LANE COLLECTOR(S1.3)



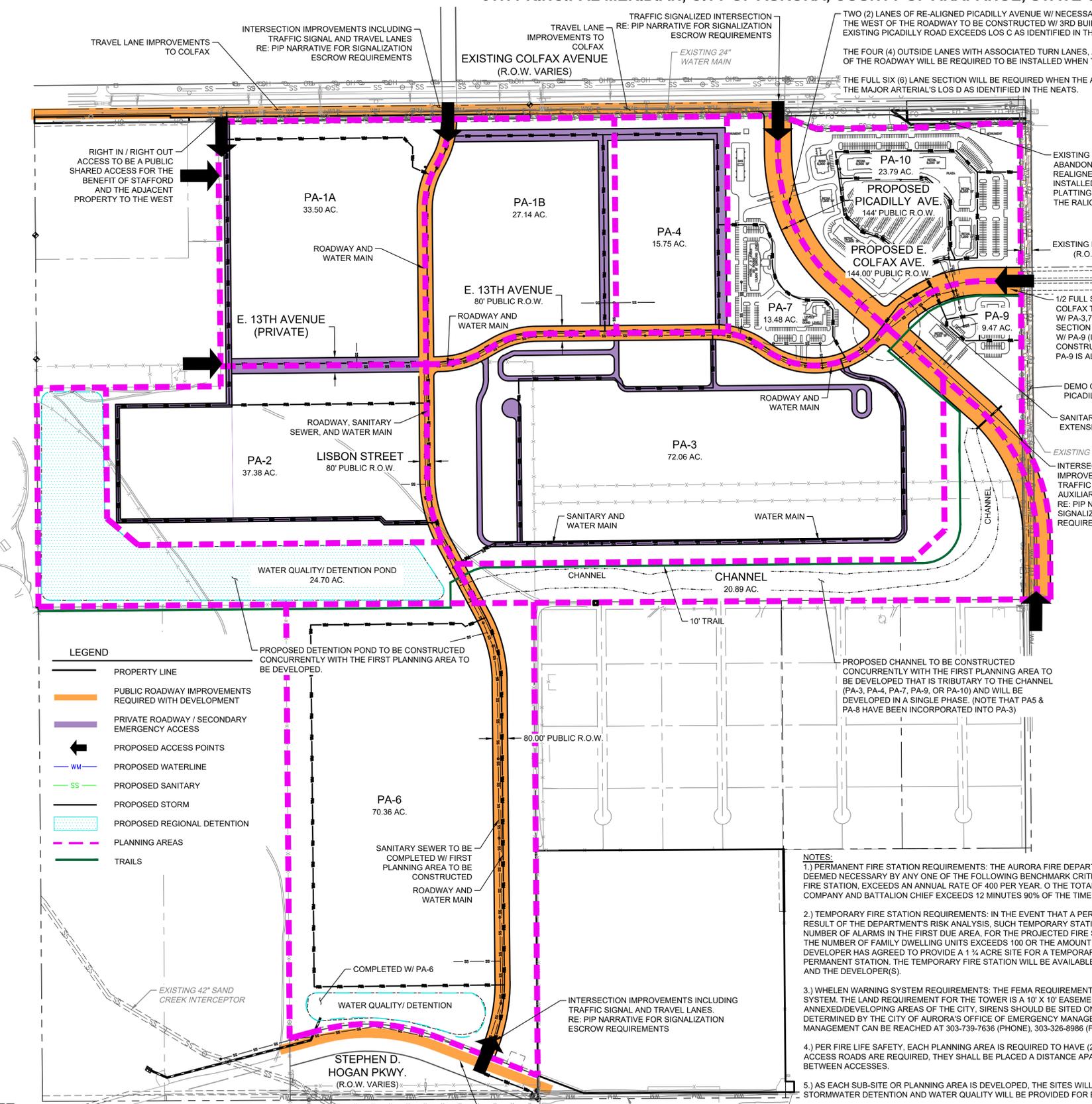
BOULEVARD - SIX LANE(S1.18)  
(MEDIAN TURN LANE WIDTH = 26-28')



BOULEVARD - SIX LANE(S1.18)  
E. COLFAX AVENUE  
(MEDIAN TURN LANE WIDTH = 26-28')



BOULEVARD - SIX LANE(S1.18)  
STEPHEN D. HOGAN PARKWAY  
(MEDIAN TURN LANE WIDTH = 26-28')



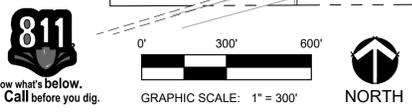
### LEGEND

- PROPERTY LINE
- PUBLIC ROADWAY IMPROVEMENTS REQUIRED WITH DEVELOPMENT
- PRIVATE ROADWAY / SECONDARY EMERGENCY ACCESS
- PROPOSED ACCESS POINTS
- PROPOSED WATERLINE
- PROPOSED SANITARY
- PROPOSED STORM
- PROPOSED REGIONAL DETENTION
- PLANNING AREAS
- TRAILS

### NOTES:

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STAFFORD LOGISTICS CENTER  
MASTER PLAN (MP)  
E. COLFAX AND PICADILLY, AURORA, COLORADO

PROFESSIONAL STAMP

### PROJECT INFORMATION

PROJECT #: DCS20-4039  
DRAWN BY: IH  
CHECKED BY: JC

### ISSUE RECORD

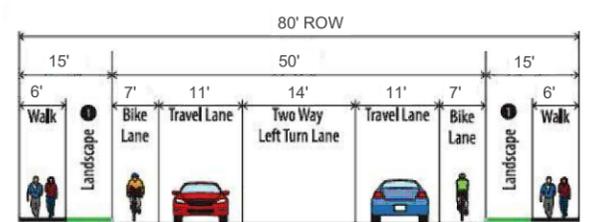
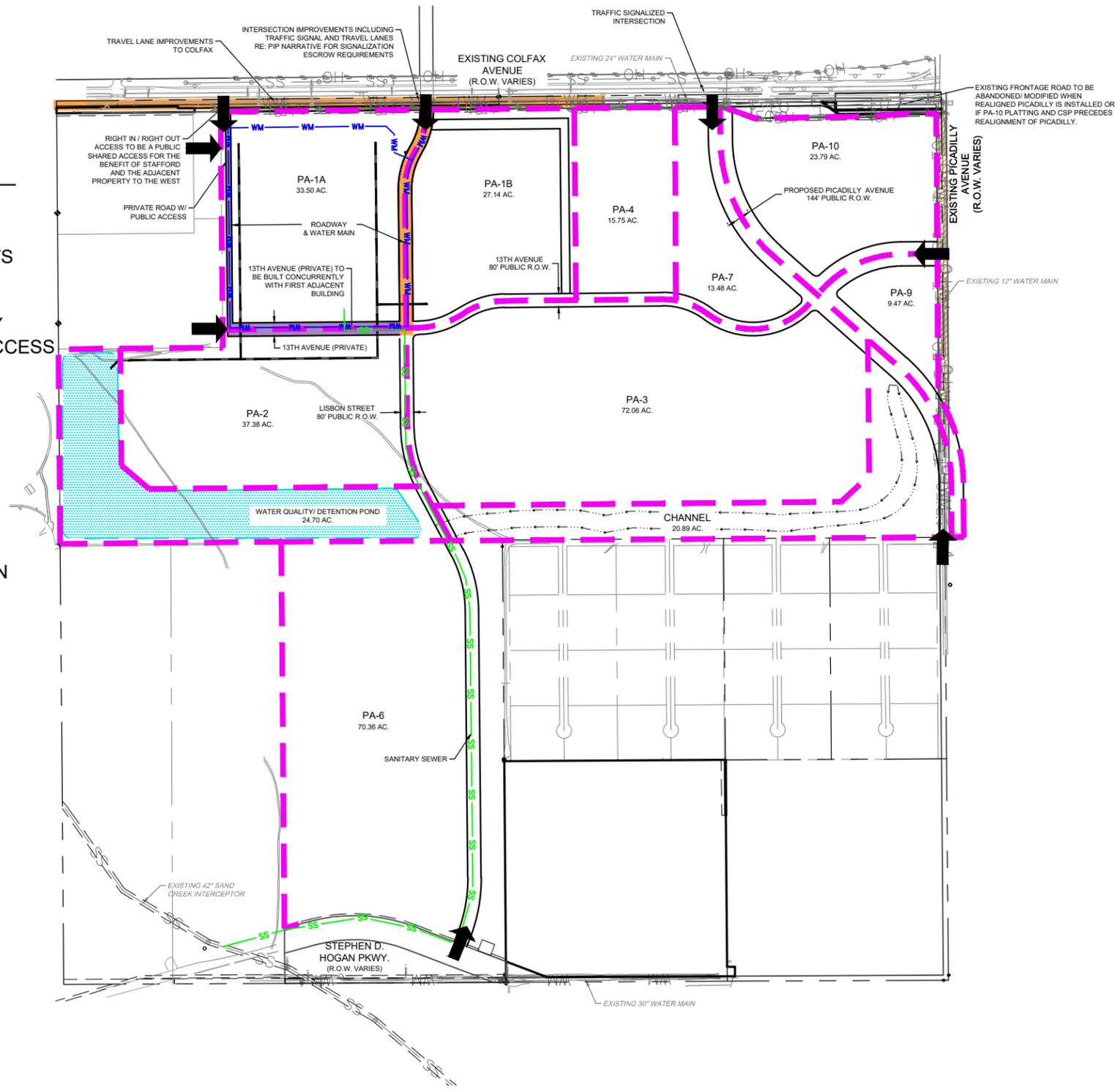
FDP #	DATE
FDP #1	12/14/2018
FDP #2	03/01/2019
FDP #3	04/19/2019
FDP #4	07/10/2019
FDP #5	09/26/2019
FDP #6 (APPROVED)	04/30/2020
FDP #7 (REVISION)	08/26/2020
MP #8 (REVISION)	10/26/2020

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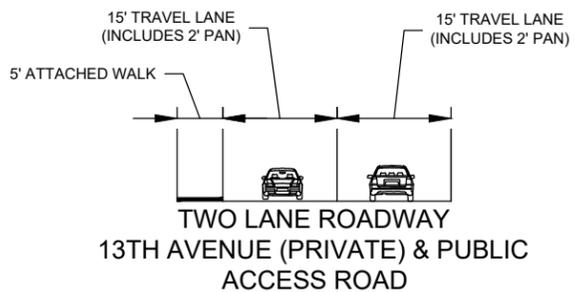
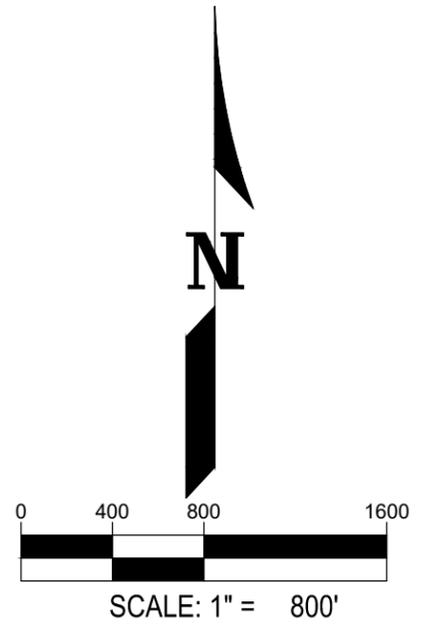
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13 OF 14

**LEGEND**

-  PROPERTY LINE
-  PUBLIC ROADWAY IMPROVEMENTS REQUIRED WITH DEVELOPMENT
-  PRIVATE ROADWAY / SECONDARY EMERGENCY ACCESS / PUBLIC ACCESS
-  PROPOSED ACCESS POINTS
-  PROPOSED WATERLINE
-  PROPOSED SANITARY
-  PROPOSED STORM
-  PROPOSED REGIONAL DETENTION
-  PLANNING AREAS



**THREE LANE COLLECTOR(S1.3)**  
(MEDIAN TURN LANE WIDTH = 14')



NOTE: 5' ATTACHED WALK CONTINUOUS ON 13TH AVE WHEN CONSTRUCTED AS NOTED IN PLAN. PUBLIC ACCESS ROAD AT WEST PROPERTY LINE TO HAVE AREAS WITH NO WALK. NO WALK PROVIDED ON WEST SIDE OF PUBLIC ACCESS ROAD.

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PUBLIC IMPROVEMENT PLAN**  
PLANNING AREA 1A  
PIP PLAN

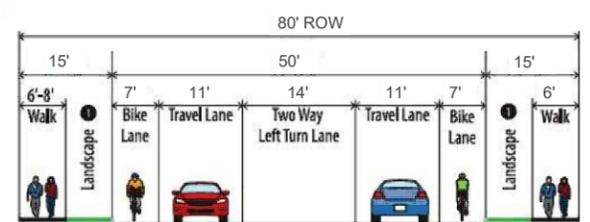
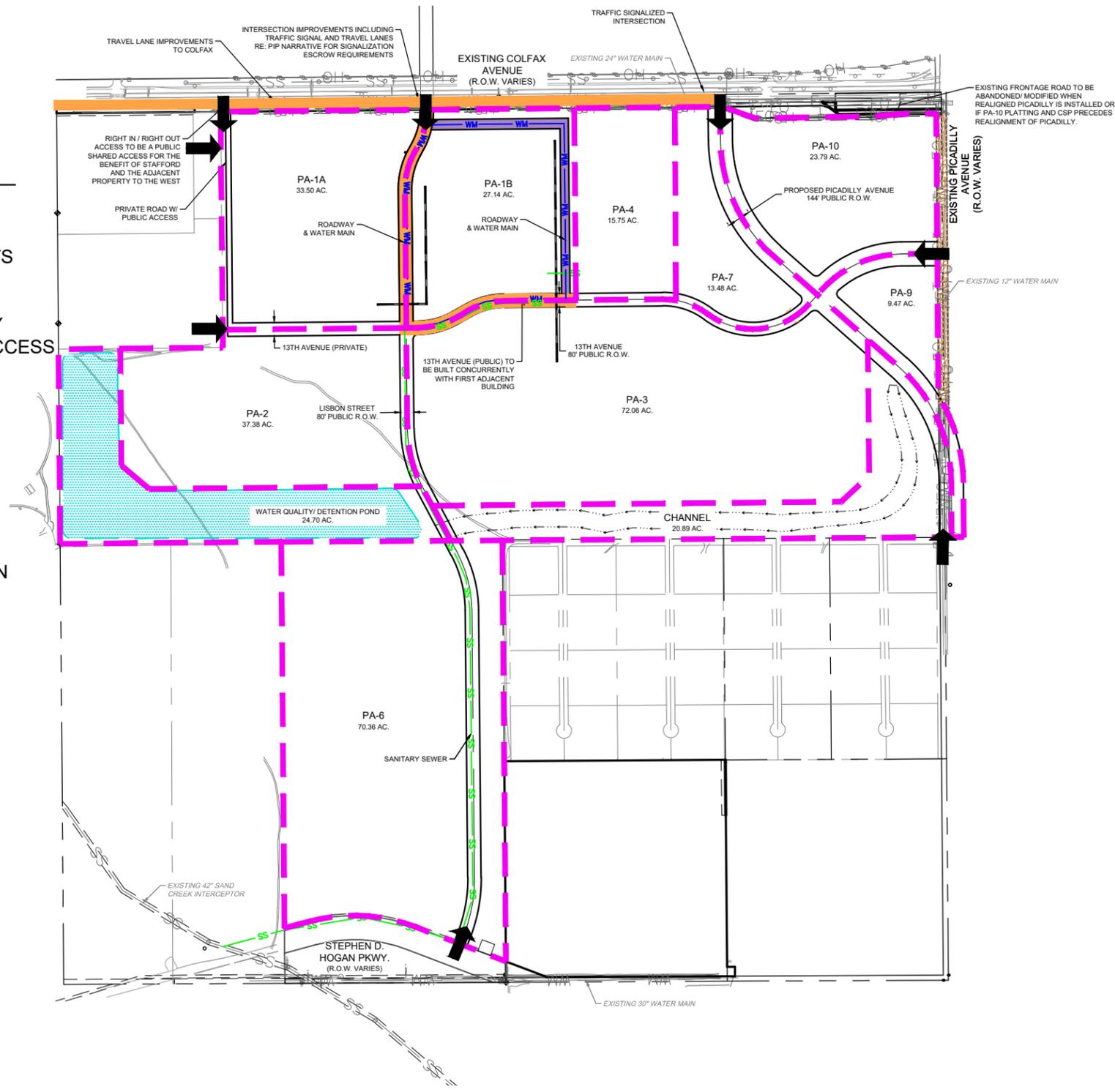
NO.	DATE	REMARKS

JOB NO.:	DCS20-4039
PA / PM:	JC
DRAWN BY:	AN
DATE:	10/26/2020

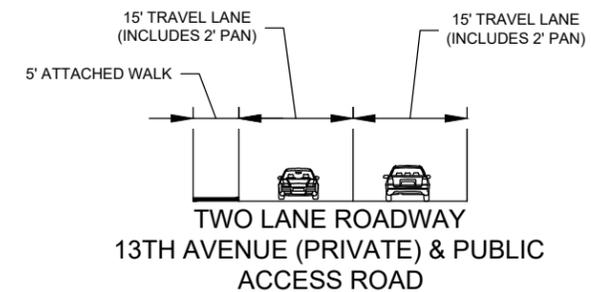
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Sheet 1 of 9

**LEGEND**

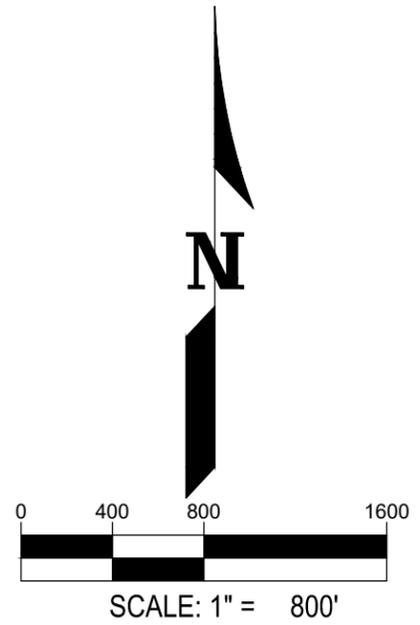
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(MEDIAN TURN LANE WIDTH = 14')



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**PUBLIC IMPROVEMENT PLAN**

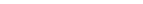
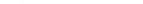
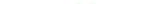
PLANNING AREA 1B  
PIP PLAN

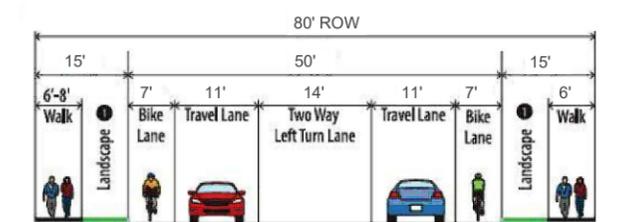
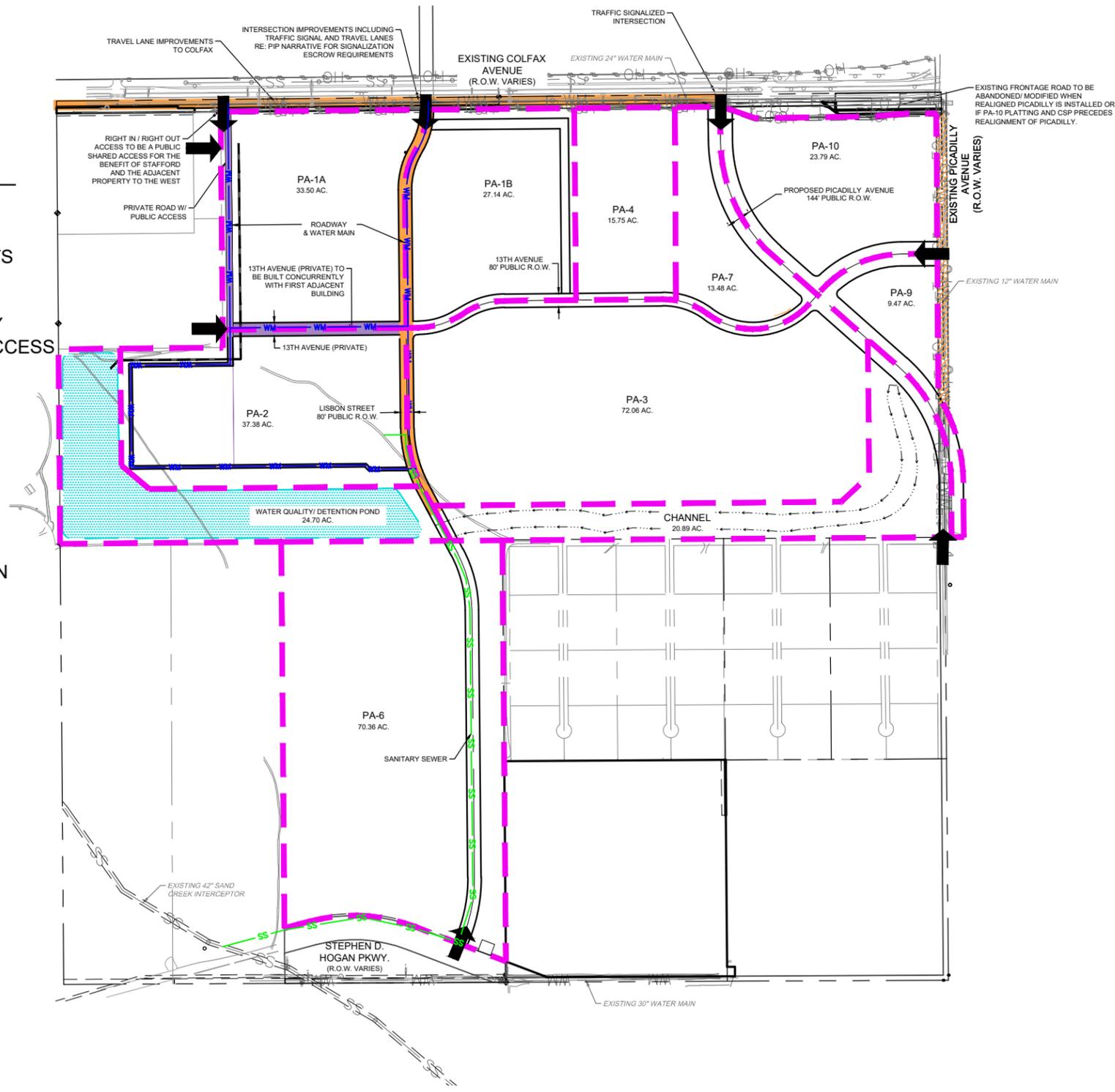
NO.	DATE	REMARKS

JOB NO.:	DCS20-4039
PA / PM:	JC
DRAWN BY:	AN
DATE:	10/26/2020

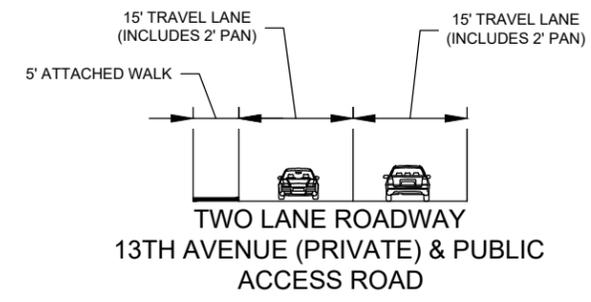
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Sheet 2 of 9

**LEGEND**

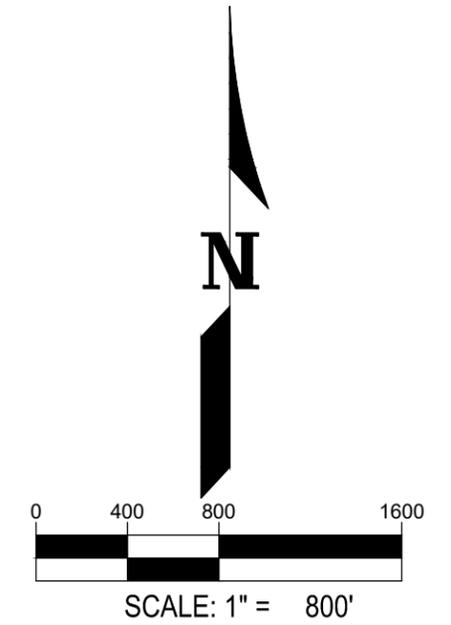
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**THREE LANE COLLECTOR(S1.3)**  
(MEDIAN TURN LANE WIDTH = 14')



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PUBLIC IMPROVEMENT PLAN**

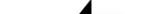
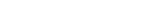
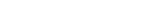
PLANNING AREA 2  
PIP PLAN

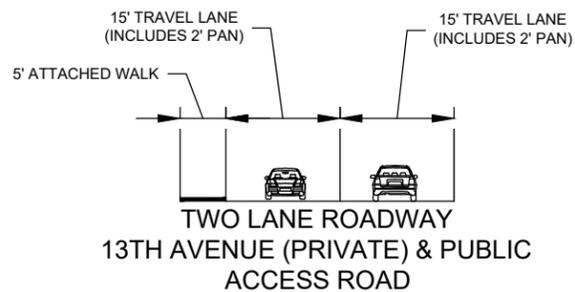
NO.	DATE	REMARKS

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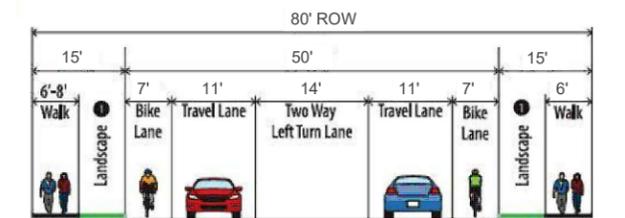
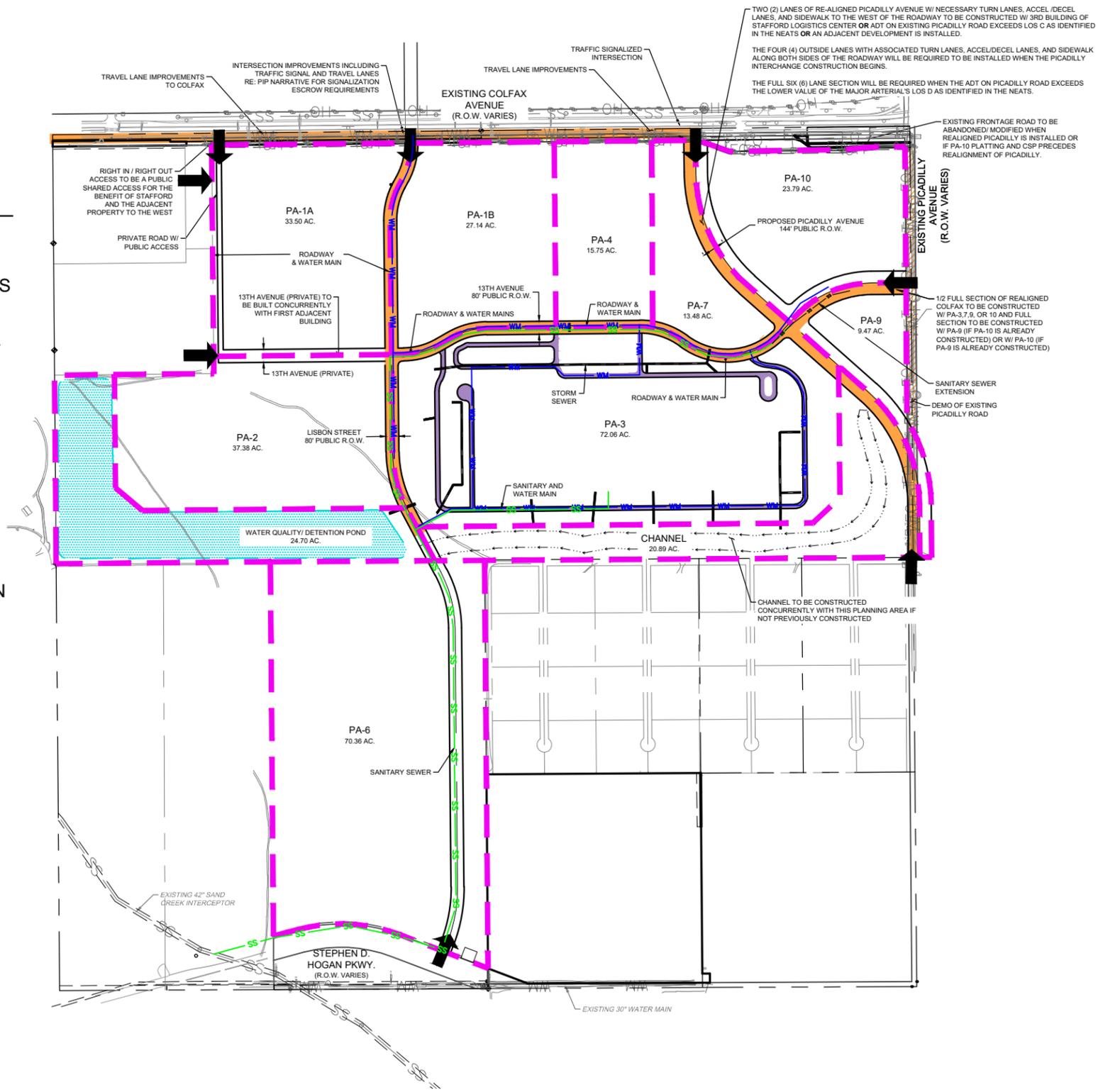
SHEET  
**PA2**  
Sheet 3 of 9

**LEGEND**

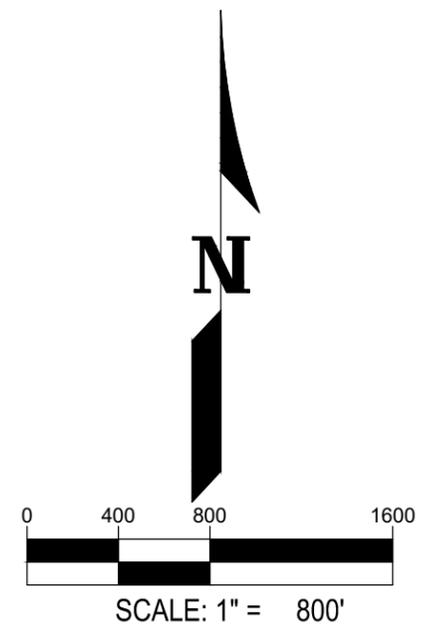
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-  PUBLIC ROADWAY IMPROVEMENTS REQUIRED WITH DEVELOPMENT
-  PRIVATE ROADWAY / SECONDARY EMERGENCY ACCESS
-  PROPOSED ACCESS POINTS
-  PROPOSED WATERLINE
-  PROPOSED SANITARY
-  PROPOSED STORM
-  PROPOSED REGIONAL DETENTION
-  PLANNING AREAS



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THREE LANE COLLECTOR(S1.3)  
(MEDIAN TURN LANE WIDTH = 14')



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PUBLIC IMPROVEMENT PLAN**  
PLANNING AREA 3  
PIP PLAN

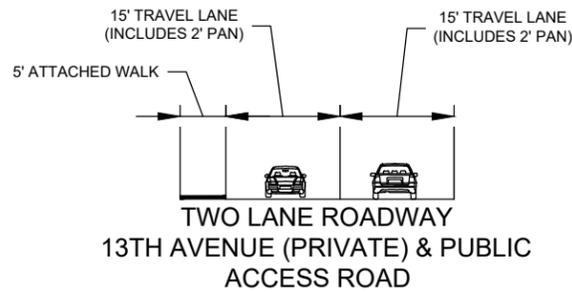
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JOB NO.:	DCS20-4039
PA / PM:	JC
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DATE:	10/26/2020

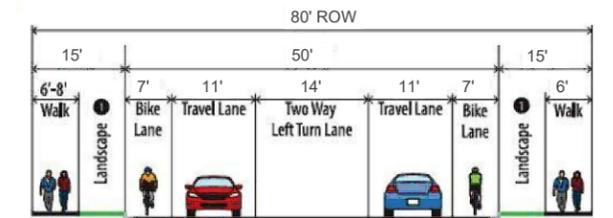
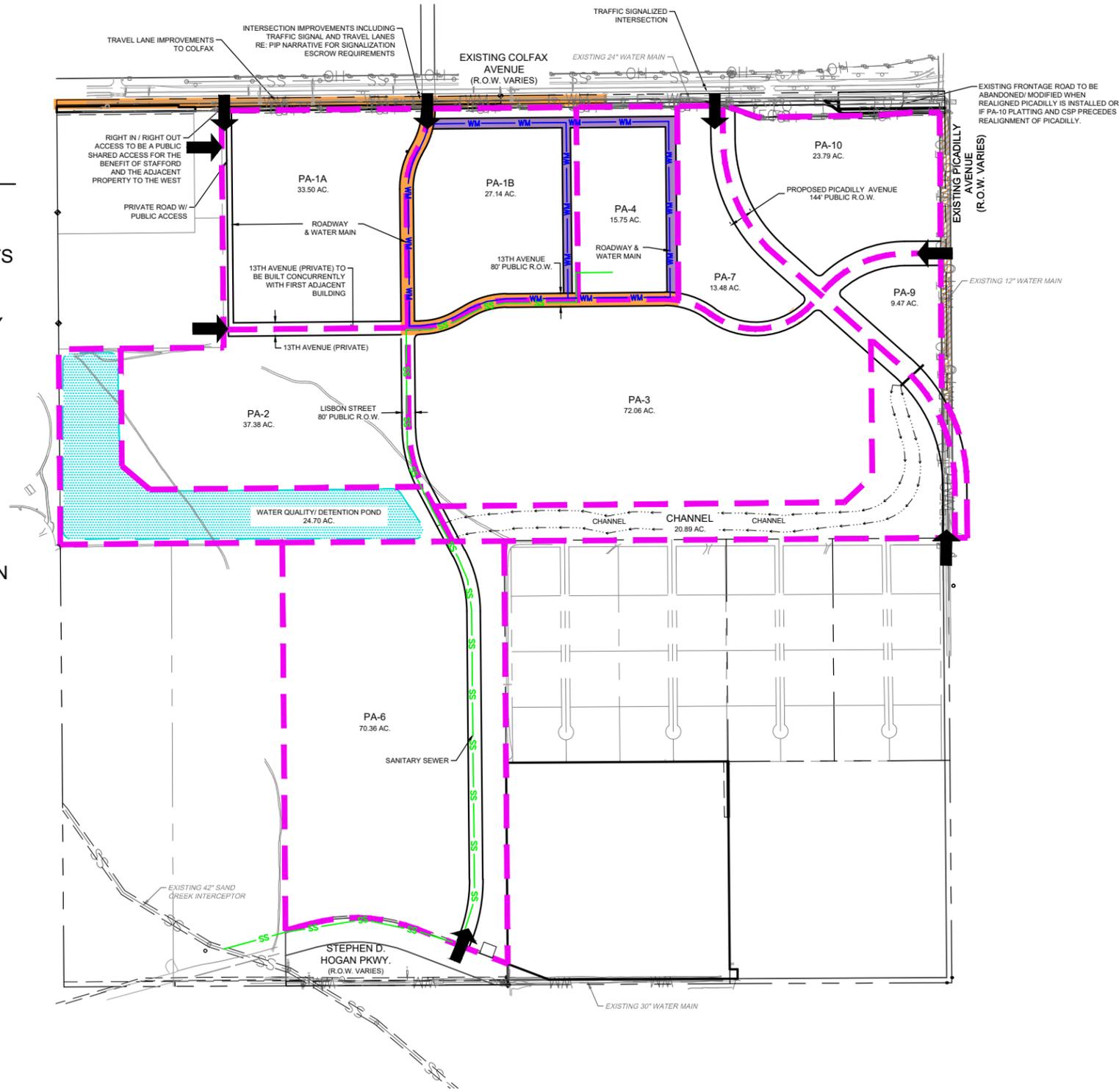
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Sheet 4 of 9

**LEGEND**

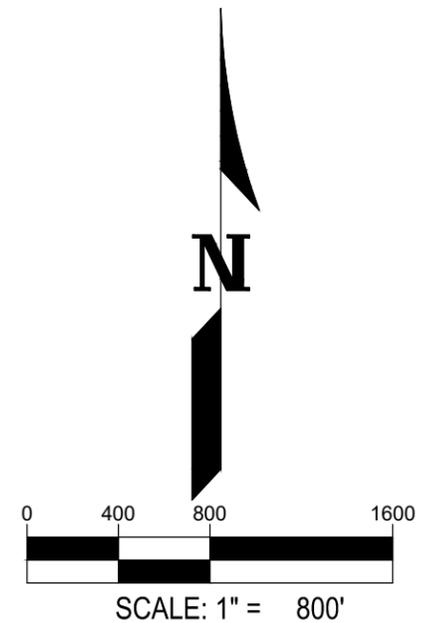
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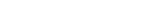
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PUBLIC IMPROVEMENT PLAN**  
PLANNING AREA 4  
PIP PLAN

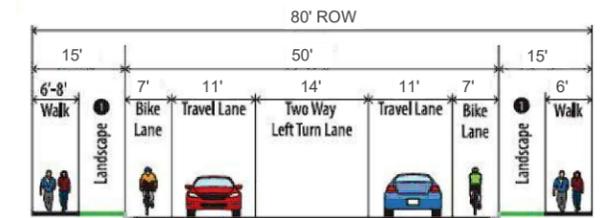
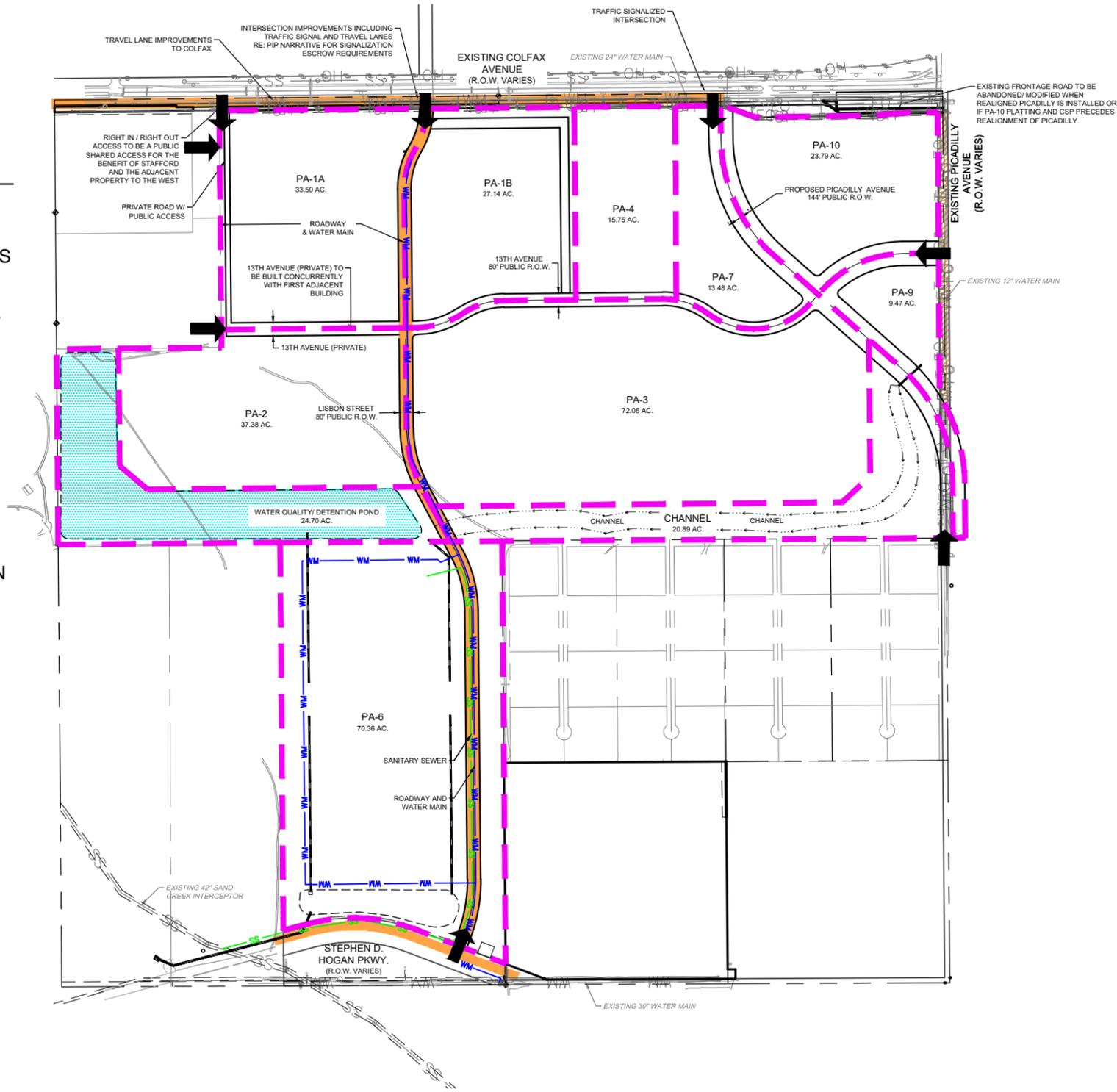
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DRAWN BY:	AN
DATE:	10/26/2020

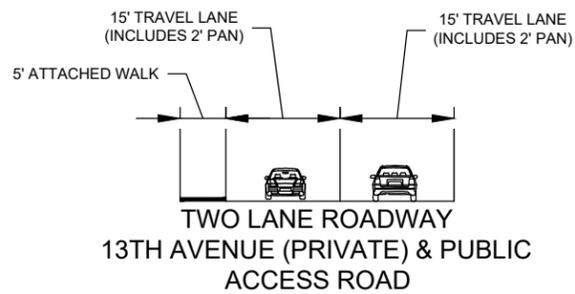
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Sheet 5 of 9

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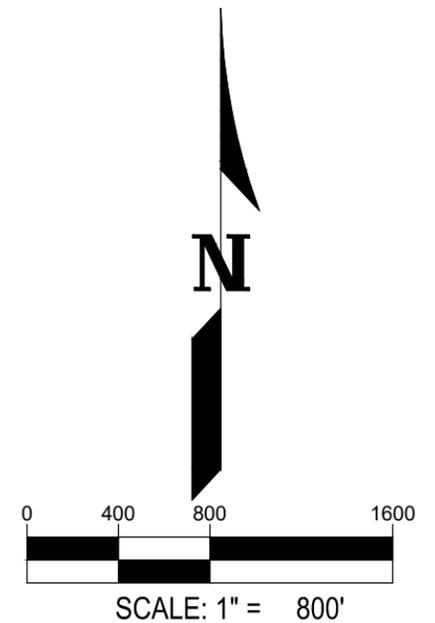
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**THREE LANE COLLECTOR(S1.3)**  
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PLANNING AREA 6  
PIP PLAN

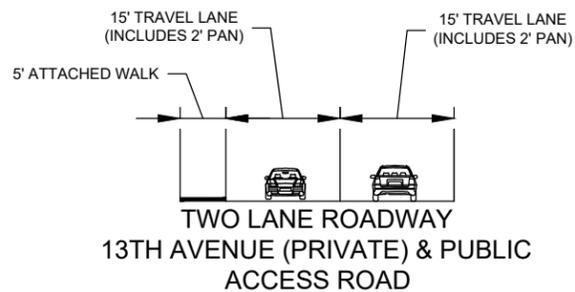
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PA / PM:	JC
DRAWN BY:	AN
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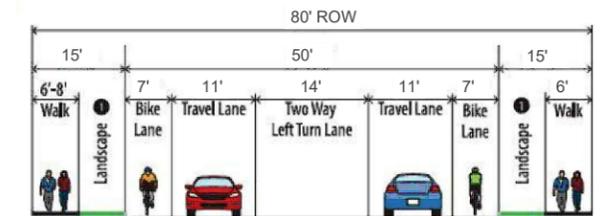
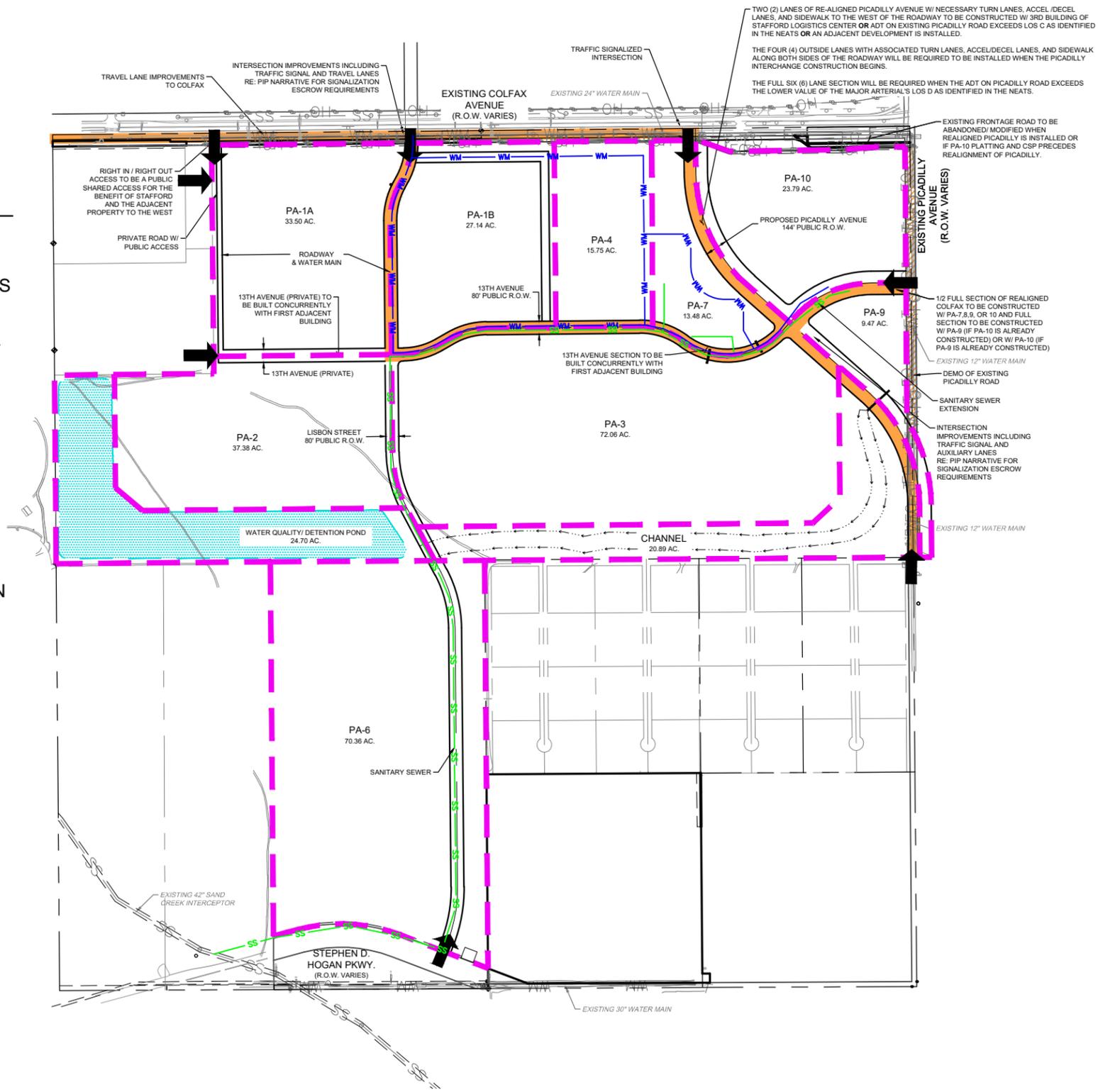
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Sheet 6 of 9

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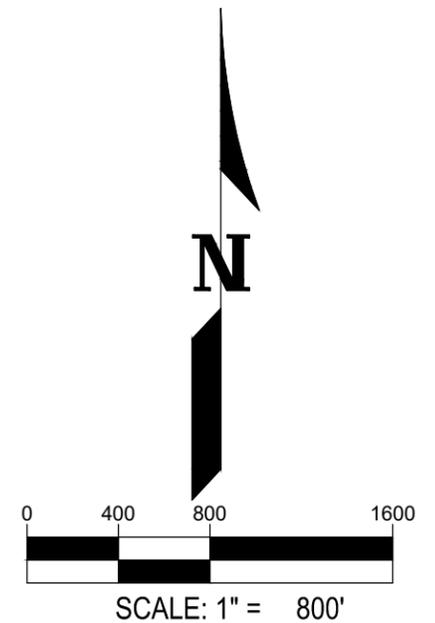
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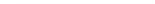
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PIP PLAN

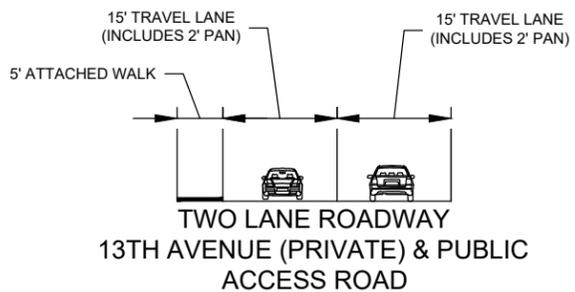
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DRAWN BY:	AN
DATE:	10/26/2020

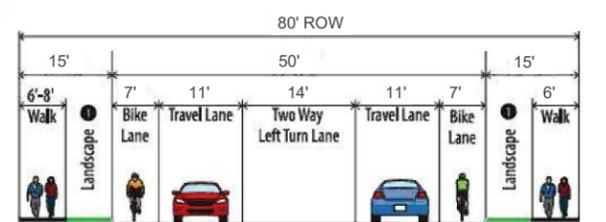
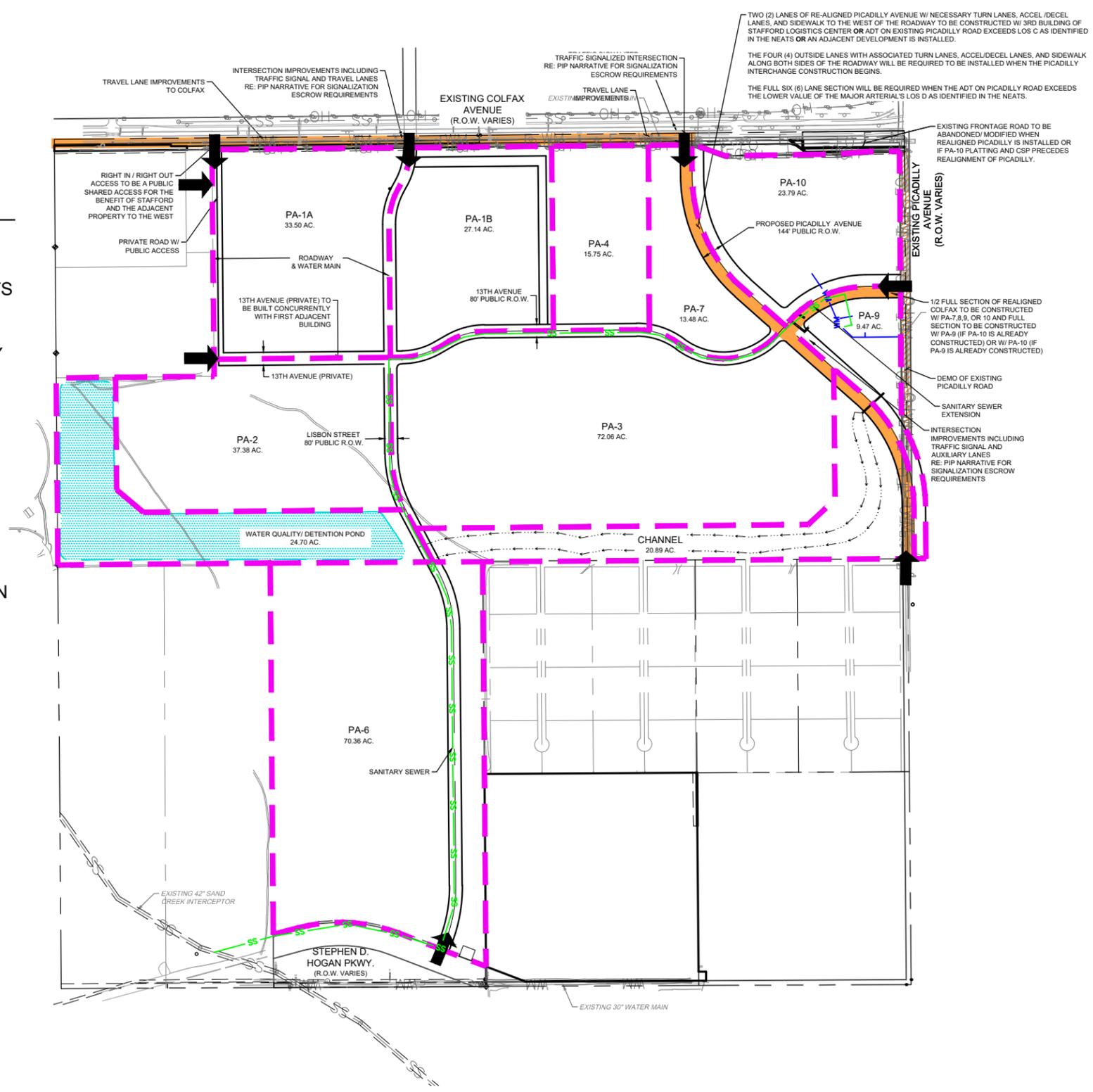
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Sheet 7 of 9

**LEGEND**

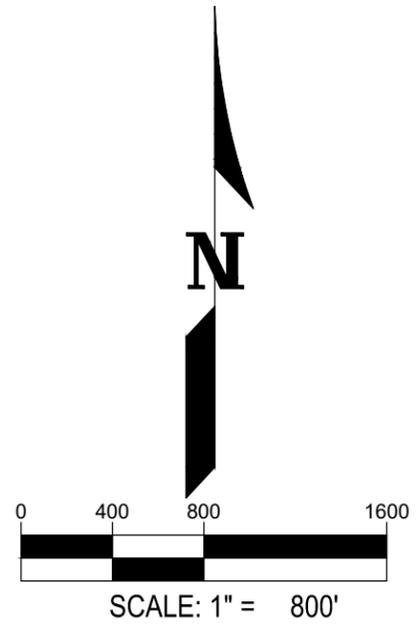
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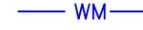
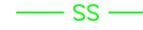
PLANNING AREA 9  
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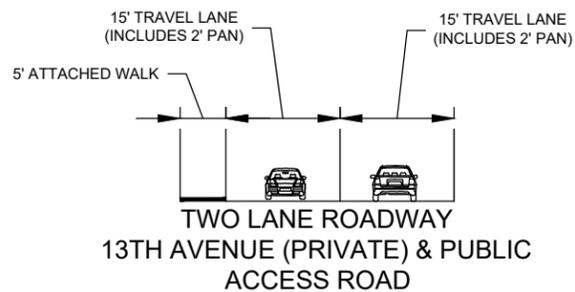
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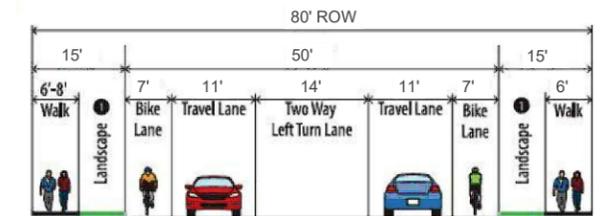
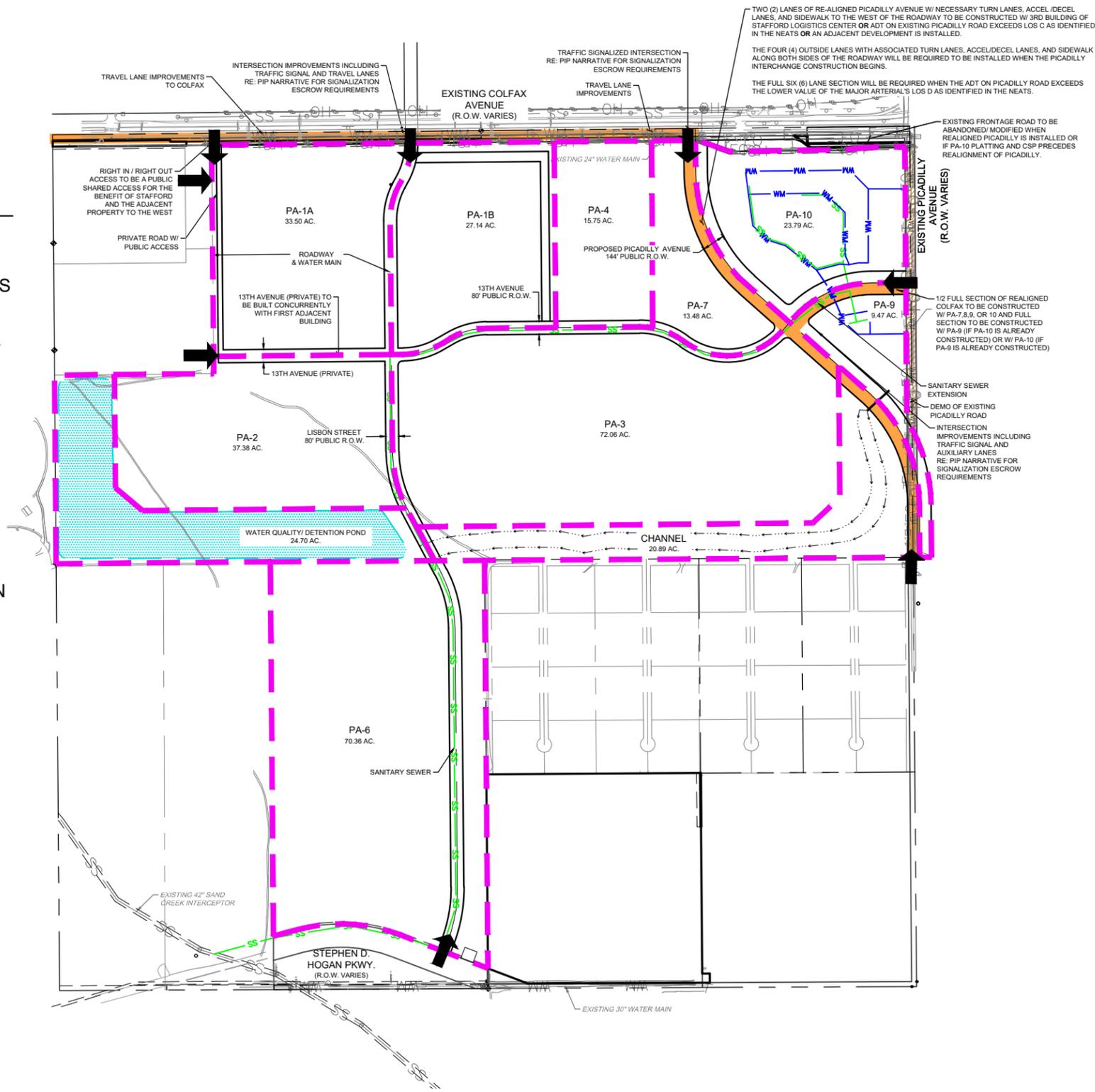
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Sheet 8 of 9

**LEGEND**

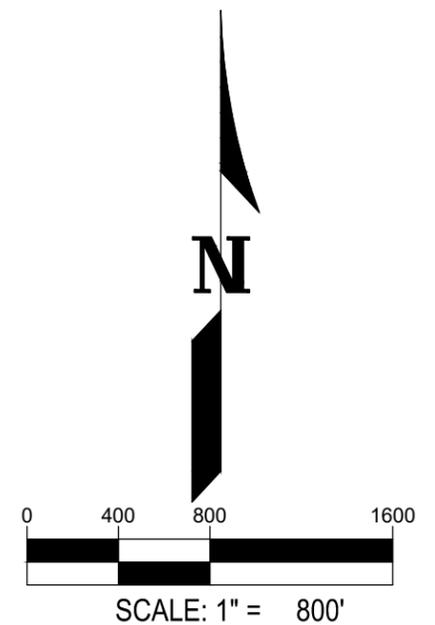
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PLANNING AREA 10  
PIP PLAN

NO.	DATE	REMARKS

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SHEET  
**PA10**  
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