

This is our response to comments and not our latest submittal. We will ensure that CDOT receives the most updated plans for next review.

we were asked by COA to provide this table. It will be moved to another sheet with the roadway sections. note added referring reader to report for use of NEATS table

The Plan sets provided to us to review all had mark-ups on them. We have added comments to this revision in Red, and in a box that is shaded yellow

This is illegible. It appears to be table 2 / borrowed from the NEATS refresh of 2018. Without a narrative of explanation, it is not helpful to the (non-transportation) reader of this document. If it illustrates a ranges of LOS when thresholds warrant roadway improvements by Stafford, it belongs in the general notes.

STAFFORD LOGISTICS CENTER DEVELOPMENT PLAN (FDP)

These notes should be moved to a general note section - they obscure a rather important Roadway corridor flanking "PA-10"

notes revised to not obstruct roadway linework

I agree, linework removed

Is it not premature to be showing conceptual site plans on PA 7, 9 & 10 - this is a zoning document.

A general note is recommended to advise of the removal of PAs 5 & 8 by this amendment.

note added

language in callout revised. frontage only to be abandoned up to existing picadilly.

Previously recommended that all roadway cross sections go onto a separate sheet. More space is needed for general notes, there are already too many side-bar notes added to the plan-map graphic.

moved to separate sheet

ADOT 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) E. COLFAX AVENUE (MEDIAN TURN LANE WIDTH = 28-29')

STAFFORD LOGISTICS CENTER DEVELOPMENT PLAN (FDP) - TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

ENGINEER: W&A ENGINEERING & SURVEYING

OWNER/CLIENT: NorthPoint Development LLC, 12977 North Forty Drive, Suite 203, St. Louis, MO 63141

PROJECT INFORMATION: PROJECT # DCS20-4039, DRAWN BY: JH, CHECKED BY: JC

ISSUE RECORD: 03/20/2020, where is the list of revisions?, SHEET NUMBER C1, XX OF XX

Most often, a large set of plans would include a list-table of all sheets that comprise the full set. Otherwise the reader is unclear if they are examining the full picture. Pretty evident that sheets PA 5 & PA 8 have been removed - but how would one know?

Most outside sources are not familiar with Aurora's current zoning code. If this "Framework Development Plan" is C-1, are there more sheets to this set? The bottom sheet number does not offer us any hint if there are more sheets to this set. Attached to this is a Public Improvement Plan, that says sheet 1 of 9, and so forth. Is the PIP a subset of the FDP?

CDOT remarks are in Red Boxes and generally yellow in color

sheet set added to table of contents in report. Cannot add index to cover sheet because this is part or another, larger document

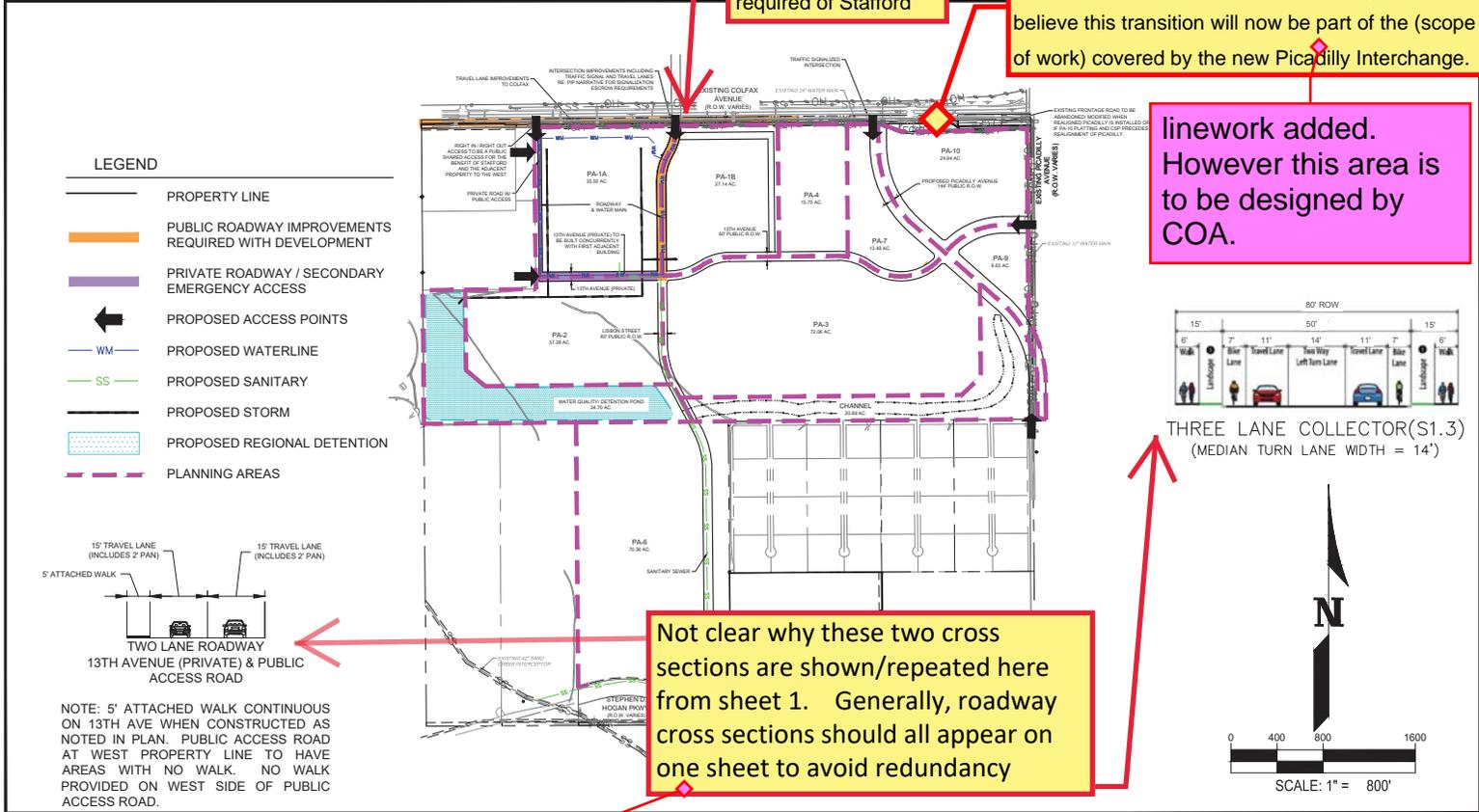
XX OF XX REPLACED WITH CORRECT NUMBERS. SHEET INDEX ADDED TO REVISED PIP NARRATIVE

correct, callouts updated along with orange delineation

There are also center median improvements required of Stafford

Plan should show the planned transition of roadway from 4-lane highway to a 2-lane Frontage Road. We believe this transition will now be part of the (scope of work) covered by the new Picadilly Interchange.

linework added. However this area is to be designed by COA.



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

Not clear why these two cross sections are shown/repeated here from sheet 1. Generally, roadway cross sections should all appear on one sheet to avoid redundancy

Revision dates?

they are shown on this sheet to show the differences between 13th avenue private and 13th ave public. Since Aurora has asked for the private 13th detail to be on this sheet i have left them here for PA1. they have been removed on all other sheets except the added detail sheet.

it appears you received our response to comments and not our most recent submittal. We will ensure CDOT recieves the correct documents in the future. Additional revision dates added as well

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**STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN**
PLANNING AREA 1A
PIP PLAN

NO.	DATE	REMARKS

JOB NO.:	DCS20-4039
PA / PM:	JC
DRAWN BY:	AN
DATE:	08/26/2020

SHEET
PA1A
Sheet 1 of 9

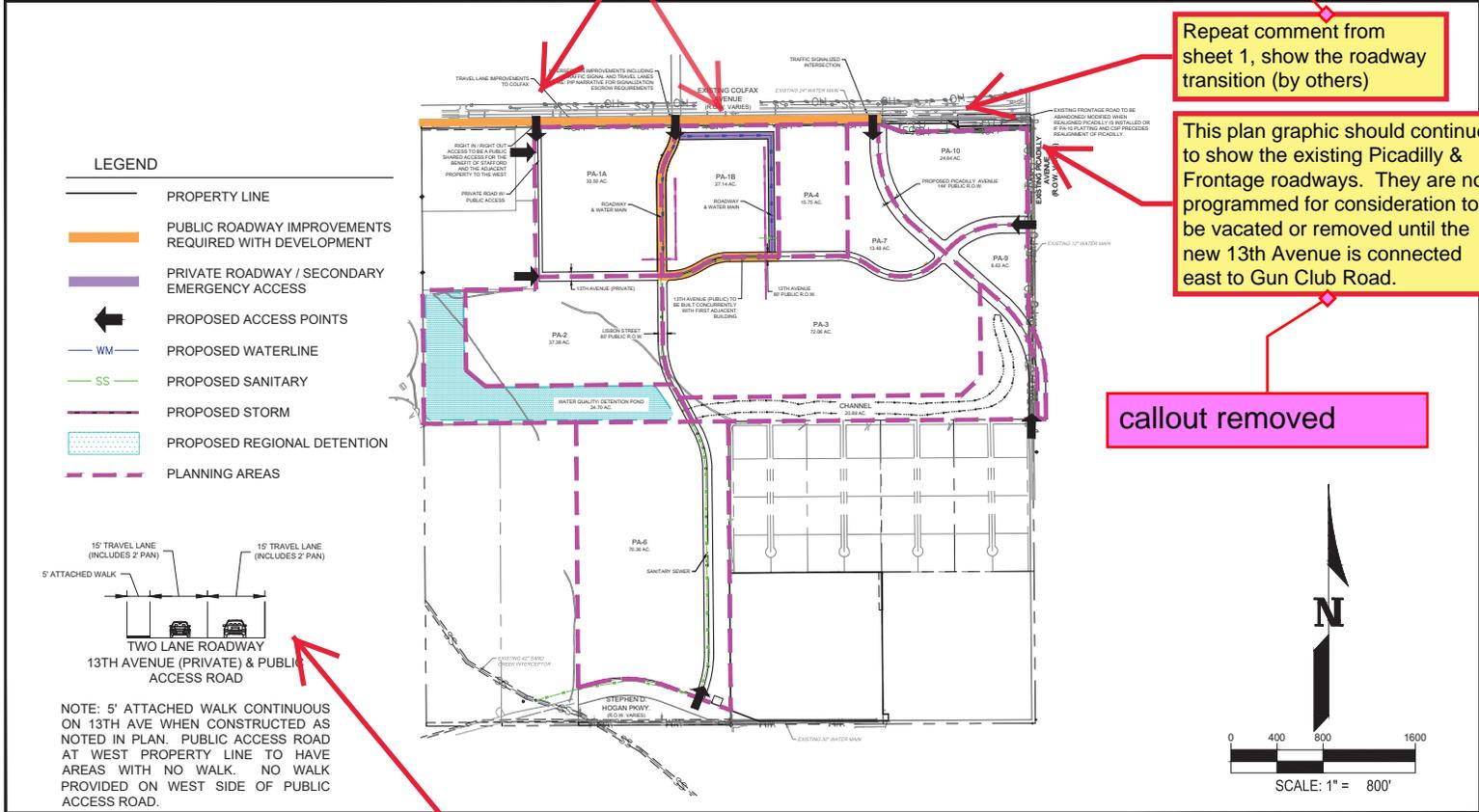
The scope-length of roadway improvements along Colfax with this phase looks consistent with CDOT-COA understanding

added

Repeat comment from sheet 1, show the roadway transition (by others)

This plan graphic should continue to show the existing Picadilly & Frontage roadways. They are not programmed for consideration to be vacated or removed until the new 13th Avenue is connected east to Gun Club Road.

callout removed



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**STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN**
PLANNING AREA 1B
PIP PLAN

NO.	DATE	REMARKS

JOB NO.:	DCS20-4039
PA / PM:	JC
DRAWN BY:	AN
DATE:	08/26/2020

SHEET
PA1B
Sheet 2 of 9

Repeat comment of redundancy. Suggest a separate sheet for all roadway cross sections.

Revision dates?

removed and added to detail sheet

revised

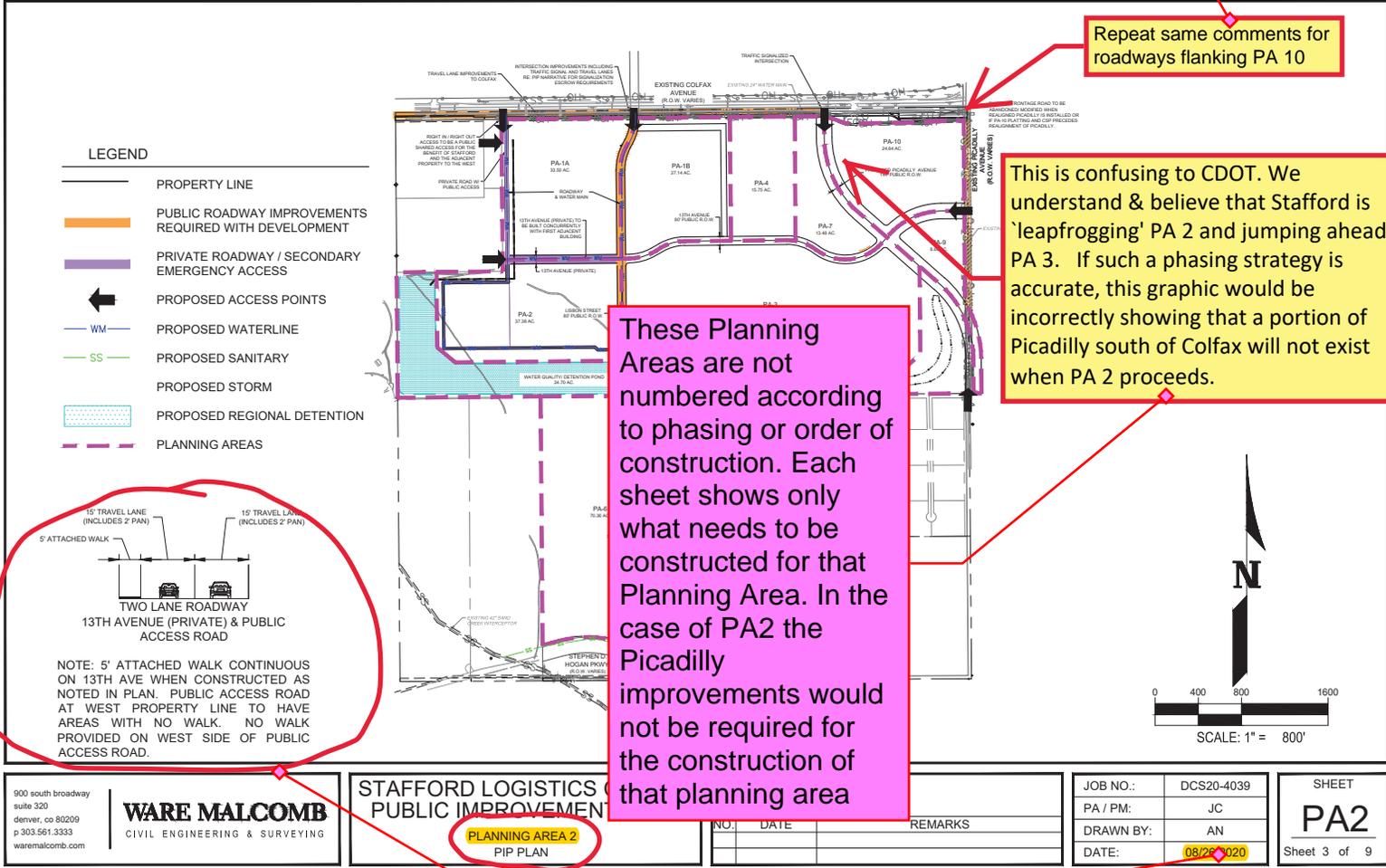
addressed

Repeat same comments for roadways flanking PA 10

This is confusing to CDOT. We understand & believe that Stafford is 'leapfrogging' PA 2 and jumping ahead to PA 3. If such a phasing strategy is accurate, this graphic would be incorrectly showing that a portion of Picadilly south of Colfax will not exist when PA 2 proceeds.

These Planning Areas are not numbered according to phasing or order of construction. Each sheet shows only what needs to be constructed for that Planning Area. In the case of PA2 the Picadilly improvements would not be required for the construction of that planning area

revised



PLANNING AREA 2 PIP PLAN

JOB NO.: DCS20-4039
PA / PM: JC
DRAWN BY: AN
DATE: 08/26/2020
SHEET PA2
Sheet 3 of 9

colfax frontage would only be removed from realigned picadilly to existing picadilly. callout revised

addressed

revised to say 13th avenue per emails

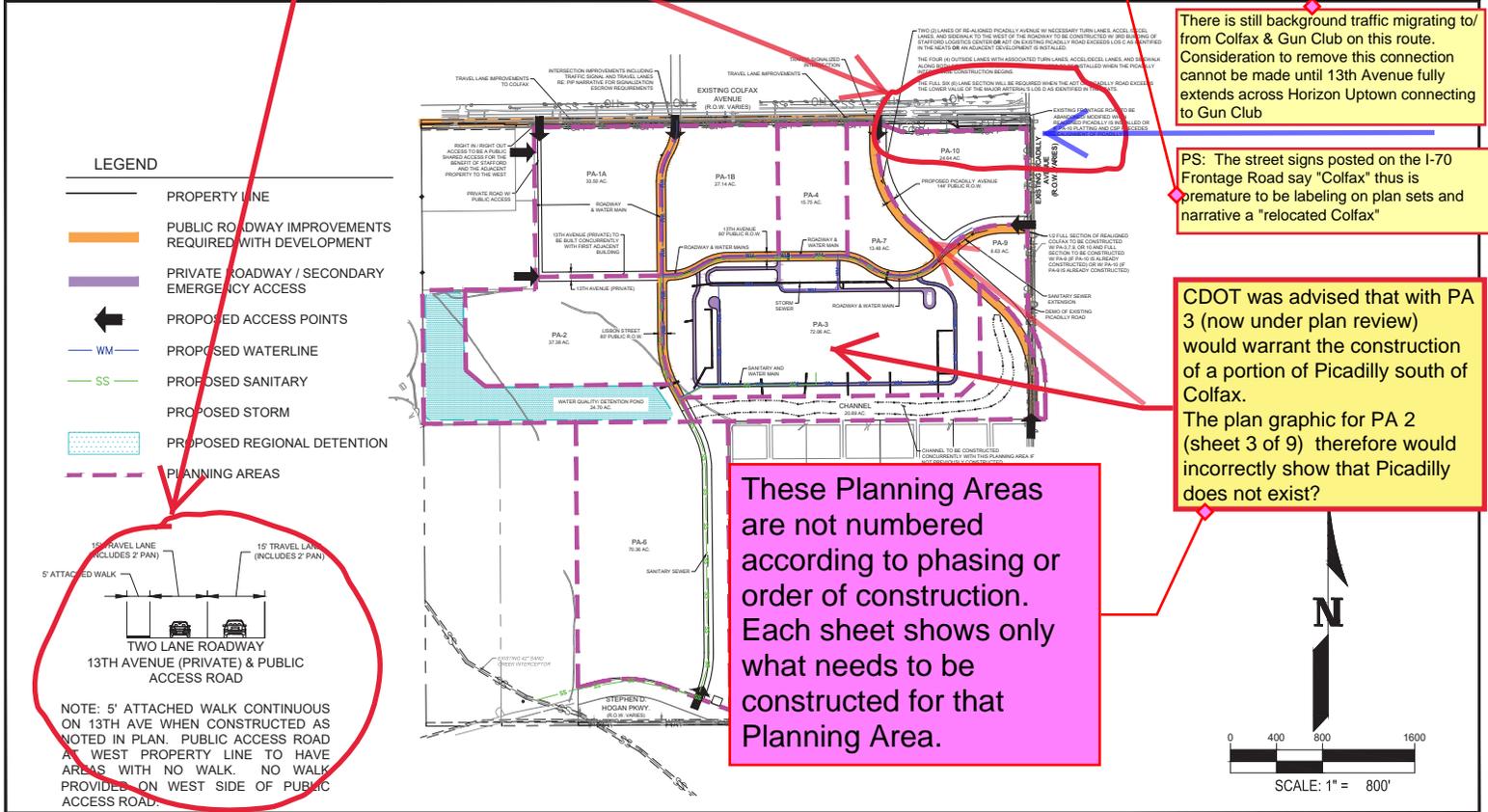
Repeat previous comments

There is still background traffic migrating to/from Colfax & Gun Club on this route. Consideration to remove this connection cannot be made until 13th Avenue fully extends across Horizon Uptown connecting to Gun Club

PS: The street signs posted on the I-70 Frontage Road say "Colfax" thus is premature to be labeling on plan sets and narrative a "relocated Colfax"

CDOT was advised that with PA 3 (now under plan review) would warrant the construction of a portion of Picadilly south of Colfax. The plan graphic for PA 2 (sheet 3 of 9) therefore would incorrectly show that Picadilly does not exist?

These Planning Areas are not numbered according to phasing or order of construction. Each sheet shows only what needs to be constructed for that Planning Area.



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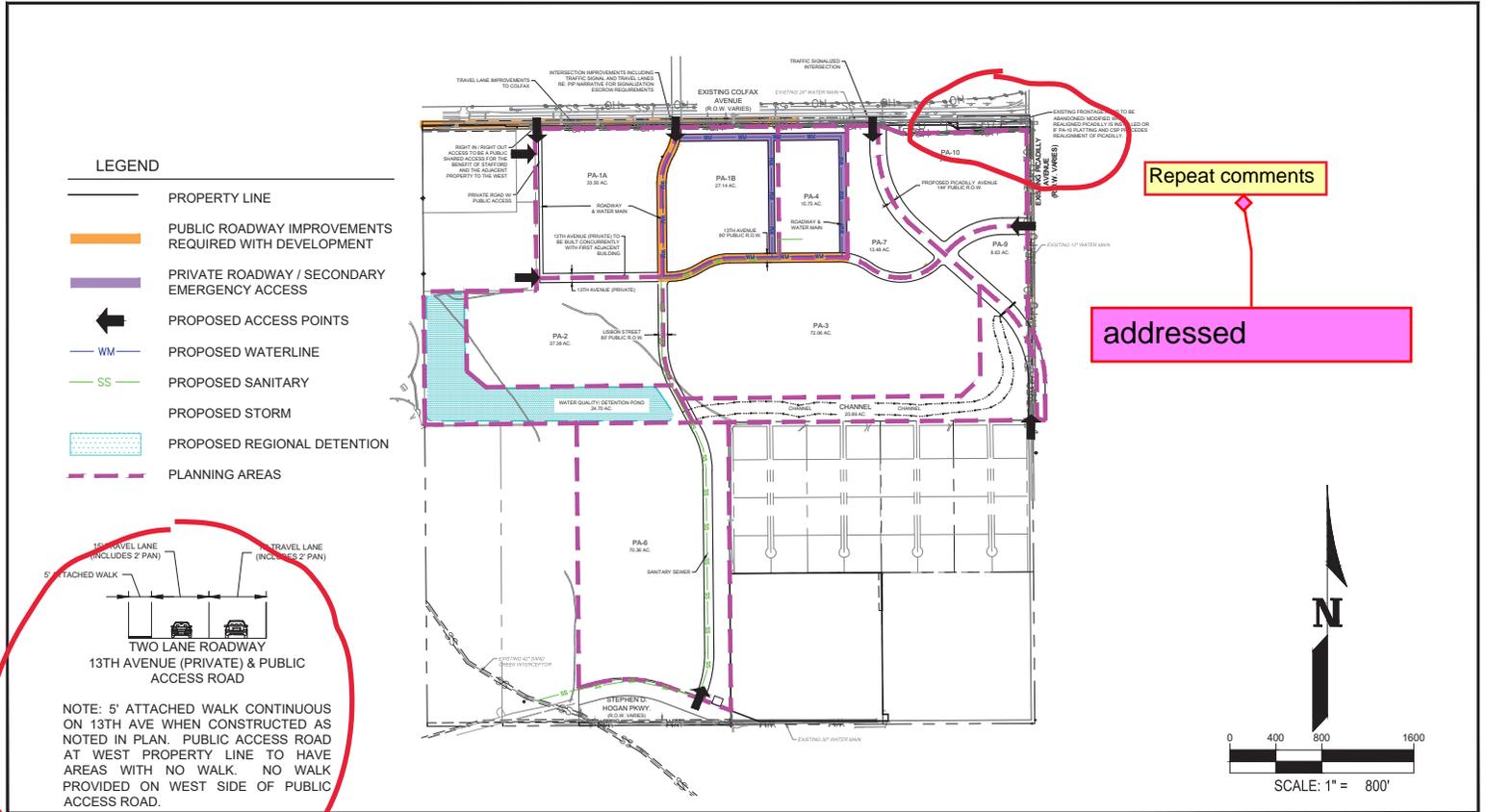
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STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN
PLANNING AREA 3
PIP PLAN

NO.	DATE	REMARKS

JOB NO.:	DCS20-4039
PA / PM:	JC
DRAWN BY:	AN
DATE:	08/26/2020

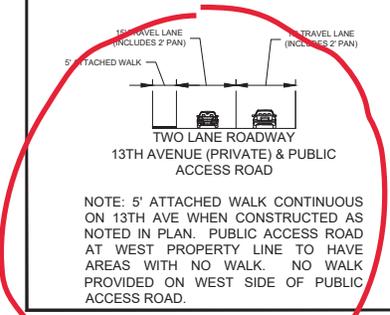
SHEET
PA3
Sheet 4 of 9



Repeat comments

addressed

addressed



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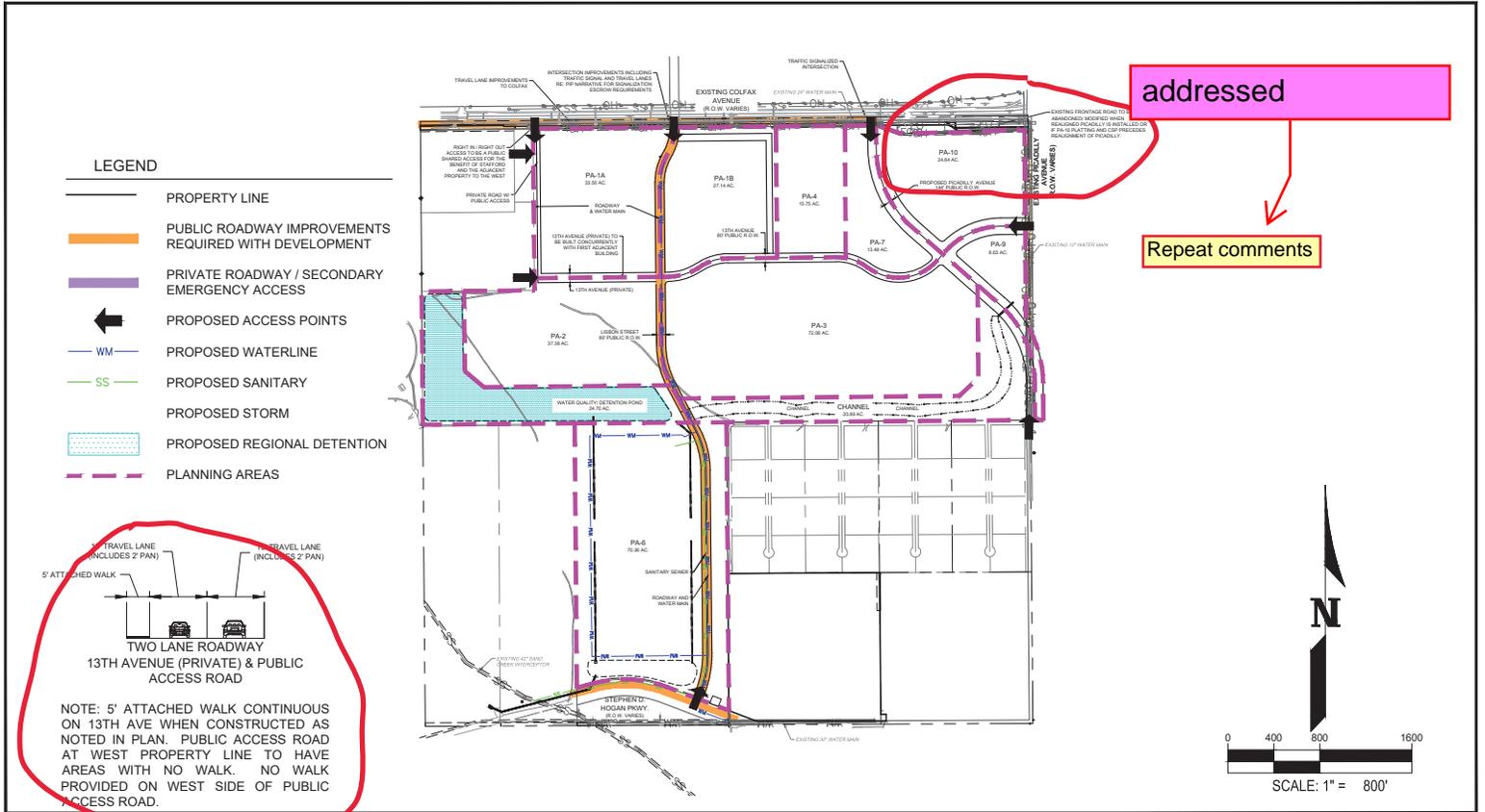
**STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN**
PLANNING AREA 4
PIP PLAN

NO.	DATE	REMARKS

JOB NO.:	DCS20-4039
PA / PM:	JC
DRAWN BY:	AM
DATE:	08/26/2020

SHEET
PA4
Sheet 5 of 9

addressed



addressed

Repeat comments

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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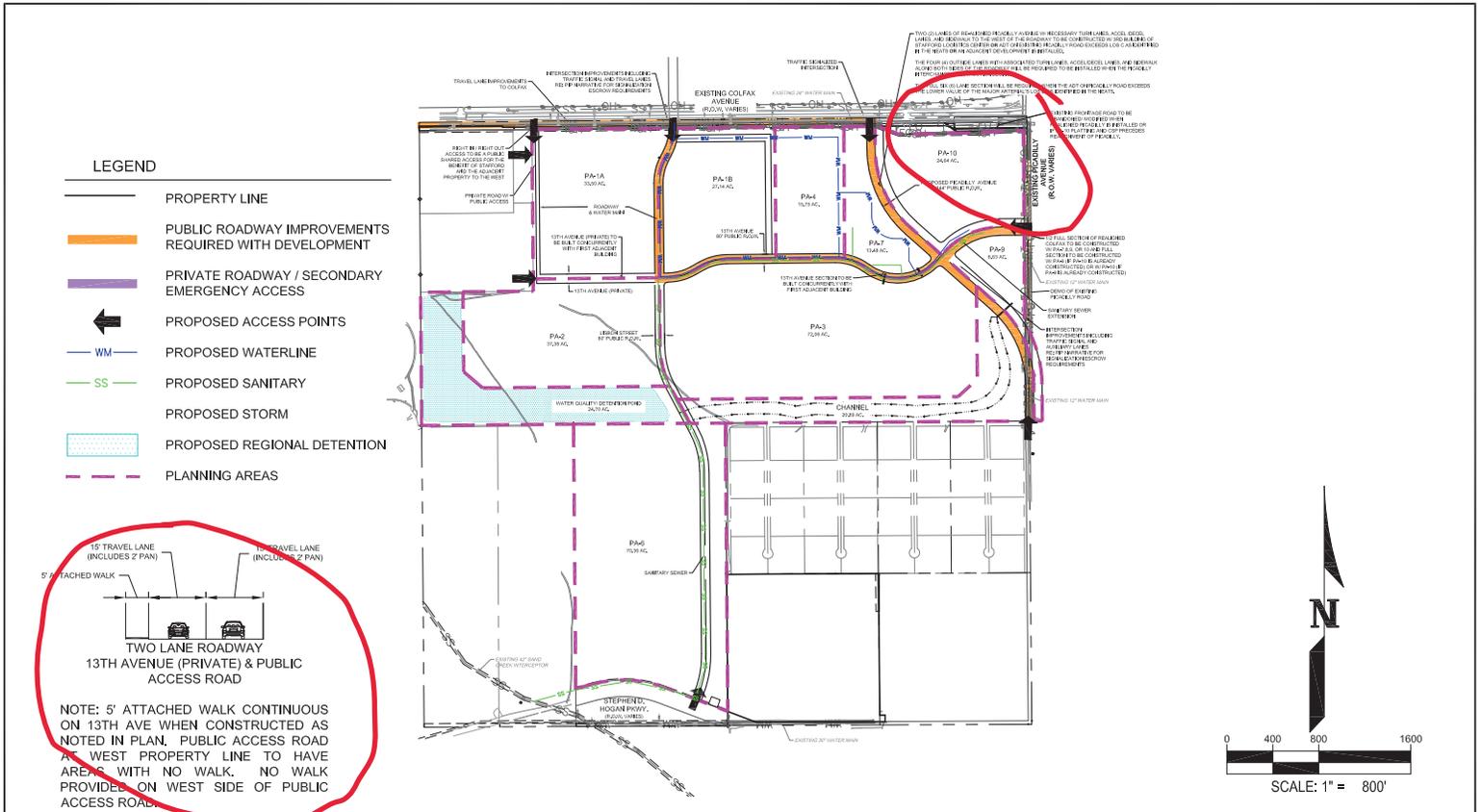
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**STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN**
PLANNING AREA 6
PIP PLAN

NO.	DATE	REMARKS

JOB NO.:	DCS20-4039
PA / PM:	JC
DRAWN BY:	AN
DATE:	08/26/2020

SHEET
PA6
Sheet 6 of 9



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**STAFFORD LOGISTICS CENTER
 PUBLIC IMPROVEMENT PLAN**
 PLANNING AREA 7
 PIP PLAN

NO.	DATE	REMARKS

JOB NO.:	DCS20-4039
PA / PM:	JC
DRAWN BY:	AN
DATE:	08/26/2020

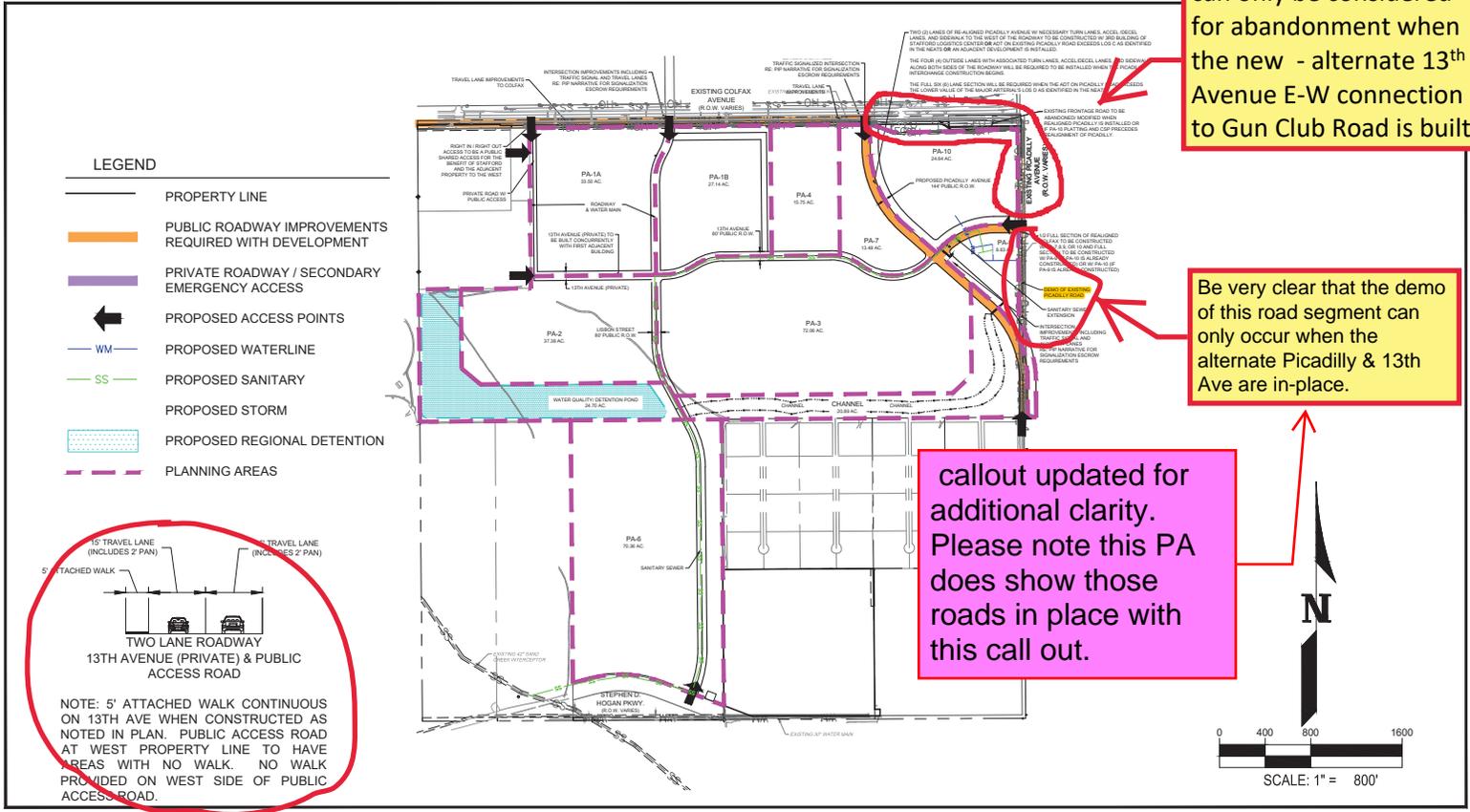
SHEET
PA7
 Sheet 7 of 9

roadway to be abandoned only up to existing picadilly rd. Callout updated

To clarify again, this segment of existing Picadilly & Frontage Road can only be considered for abandonment when the new - alternate 13th Avenue E-W connection to Gun Club Road is built.

Be very clear that the demo of this road segment can only occur when the alternate Picadilly & 13th Ave are in-place.

callout updated for additional clarity. Please note this PA does show those roads in place with this call out.



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**STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN**
PLANNING AREA 9
PIP PLAN

NO.	DATE	REMARKS

JOB NO.:	DCS20-4039
PA / PM:	JC
DRAWN BY:	AN
DATE:	08/26/2020

SHEET
PA9
Sheet 8 of 9

the pip narrative and is supposed to precede the PA exhibits and be submitted as one full document. I have added a table of contents as well. As a whole document this is referred to as "TAB 13" and submitted with other tabs as a part of the FDP submittal.

We are still unclear if this narrative for the PIP is also part of the FDP plan set. As an outside agency who is to use this guide for coordinating public improvements, we must often compare the narrative to the plan graphics. The maps within are called "Tabs" while the sheet set above is called PAs. This has already caused confusion to us understanding the scope of work to be made under phase 1. A better organization system, or index on the actual cover sheet of the FDP is requested and preferred.

PUBLIC IMPROVEMENT PLAN NARRATIVE

STAFFORD LOGISTICS CENTER

Prepared: December 14, 2018
Revised: March 1, 2019
Revised: April 19, 2019
Revised: June 21, 2019
Revised: July 10, 2019
Revised: September 26, 2019
Revised: April 6, 2020
Revised: May 8, 2020
Revised: Aug 27, 2020 - 1st Amendment
WM: DCS18-4121
WM: DCS20-4039

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PLEASE: As repeated and illustrated: Refrain from using the terms: "Realigned Colfax". There is already a Colfax and it is not being realigned, rather transition from a 4-lane into a 2-lane Frontage Road. The Frotnage Road is also signed as "Colfax" and we have pointed out a few issues with this segment, as otherwise it is quite confusing. Use **13th Avenue** instead.

At the onset of preparing the plan for PA1, CDOT advised that this western drive lane must be a shared with the future development of the adjoining western parcel. They will not be allowed a direct access from Colfax, as it would be too close and impinge on the EB deceleration lane. This dialog-explanation should more clearly explain the consequence of Stafford's request and the function of this access roadway.

statement updated. Please note there is already a public access easement in place for access to this property. Also note this property is owned by Stafford.

added language

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 Permit.
- 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 revised area #1.
- Perimeter roadway improvements to construct the northside (ultimate westbound lanes) of Stephen D. Hogan Parkway (6th 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.

Consistency needed on both text and map graphics. Map- graphics call it 13th

The internal roadway improvements to service the development of the

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 13th Avenue will be extended from Lisbon Street to the realigned Picadilly Road.

Strike out reference to 12th Ave and put delta indicating amendment removed 12th Avenue.

addressed

The internal public improvements of Stafford Logistics Center include:

- The construction of two collector streets (80' ROW). Lisbon Street in the north – south direction and 13th Avenue in the east – west direction.
- ~~The construction of 1 alternate collector (68' ROW). 12th Avenue from Lisbon street to the connection at 13th 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 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.
- 13th
● ~~Realigned Colfax~~ Avenue from the realigned Picadilly Road east to the property limits.

This is the first explanation of the table added to sheet 1 of the FDP. As stated on sheet 1, a general note is needed to explain what the table represents and how it is to be used.

revised (typ.)

the report is to precede the plans. Note added to PIP plan that describes how to use the table

tion of one half (1/2) of the full section of realigned Colfax from the eastern property limits to the Picadilly R ~~Strike out 8.~~ to be installed when any of the conditions below are met.

Any of Planning areas 3, 7, 8, ~~(PA8 Removed)~~, 9, or 10 are developed.

addressed

- 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.

13th Ave?

CDOT seeks clarity. This reference to Colfax is the same as US 40 ? There are still numerous references to a "relocated Colfax" which may also be built in phases.....

This is in the current ISP.

1/2 section of colfax to be built per preliminary plat phasing plan. full section to be completed per statement sited

these are aux lanes for purposes of accel / decel. It is only a full, continuous lane along the frontage btw lisbon and picadilly because the accel / decel lanes are too long to accommodate both

this table was "squished" onto sheet one of [unclear] explanation

This table was added to the cover sheet at the request of CoA.

Please explain how this translates to the 3rd lane on Colfax. Does it trigger at LOS C, D or E?

ROADWAY CLASSIFICATION	NUMBER OF LANES EACH DIRECTION	RECOMMENDED DAILY T		
		LOS THRESHOLD (VEHICLES PER HOUR)		
		C	D ⁽²⁾	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 ⁽¹⁾	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 ⁽¹⁾	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.

Not exactly true. 13th Avenue must also connect east (across Horizon) and connect with Gun Club Road

Table 2 - ADT Thresholds Table per NEATS 2018 Update

The I-70 frontage road connection to Colfax Avenue will be eliminated 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.

additional language added to pip plan for this area

Signal Escrows will be required per the City of Aurora Signal Escrow Ordinance. Escrow will be assessed for development of planning areas adjacent to signalized intersections. As previously indicated the realigned Colfax 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. 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.

Please add commitments for future signals at Lisbon

addressed

Repeating Typo. Streets run N-S,
Avenues run E-W. 13th is an AVENUE.
Search & correct throughout

revised

Remove all references
to E-470 Light
Industrial zoning. The
zoning is now I-1
(Business/Tech
District)

Addressed

Specific Planning Area Improvement Descriptions

Planning Area 1A (33.50 Acres) E-470 Light Industrial:

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 signaled, when warrants are met.
- ^{Auxiliary} 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.
- 13th ~~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.

added language

Center median improvements and restoration on Colfax

Planning Area 1B (27.14 Acres) E-470 Light Industrial:

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 signaled, when warrants are met.
- ^{Auxiliary} 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.
- 13th ~~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 ~~12th 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.

revised

Should this be 13th Ave?

Strike out reference to
12th Ave .

addressed

Please do a better search & replace. 13th Avenue - not 13th Street and not "realigned Colfax"

Remove all references to E-470 Light Industrial zoning. The zoning is now I-1 (Business/Tech District)

addressed

Planning Area 2 (37.38 Acres) ~~E-470 Light Industrial:~~

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:~~

Please use the correct name of 13th Avenue for all of these

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.
- 13th 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 13th 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 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:~~

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.
- 13th 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.

Planning Area 6 (70.36 Acres) E-470 Light Industrial:

Prior to the development c

- The northside (ult property. Intersect D. Hogan Parkway
- Lisbon Street Public will also be installed
- Secondary Emergency
- Watermain to service
- Sanitary sewer to
- 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 5 (15.33 Acres) E-470 Light Industrial:

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.~~
- ~~12th 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.~~

Please place old Planning Area 5 notes back in with red strikethrough. See example. Place a delta next to new sentence provided.

added and struck out

Remove reference to E-470 Mixed Commercial zoning. The zoning is now MU-C (Mixed Use Corridor District)

addressed

Planning Area 7 (13.48 Acres) ~~E-470 Mixed Commercial:~~

13TH AVE

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 13th Avenue Public Road, the construction of the half ROW of the ~~re-aligned 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.
- 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
- 25% signal escrow shall apply for the signal at realigned Picadilly and

Please place old Planning Area 8 Notes back in with red strikeout. See example. Place a delta next to new sentence provided.

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.

added and struck out

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

~~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.~~
- ~~• 13th 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 13th Street to the realigned Picadilly Road will installed.~~
- ~~• N-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.~~

Remove reference to E-470 Mixed Commercial zoning. The zoning is now MU-C (Mixed Use Corridor District)

addressed

Planning Area 9 (8.63 Acres) E-470 Mixed Commercial:

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 (24.64 Acres) E-470 Mixed Commercial:

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 13th 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.
- The construction of the Stafford responsible improvements to realigned Picadilly Road from ~~existing Picadilly Road~~ 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.

You need to be very clear on this. CDOT sees this as the south half of the segment that transitions from 4-lane to 2 lane.

If not "by others"

revised language

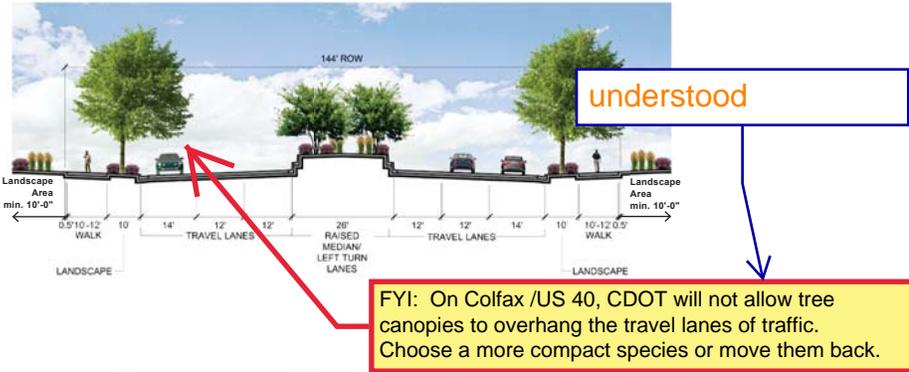
WARE MALCOMB

ARCHITECTURE | PLANNING | INTERIORS
BRANDING | CIVIL ENGINEERING

- 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~~ ^{13th} Avenue.
- 25% signal escrow shall apply for the signal at realigned Picadilly and Existing Colfax Avenue.

**Stafford Logistics Center
Landscape Standards
Tab #11
6-Lane Arterial Roadways**

6-Lane Arterial Roadway Section (144' ROW)



6-Lane Arterial Roadway Plan



Trees create and enhance view corridors and provide screening while ornamental tree massings provide seasonal color.

Note: Images and Graphics are solely for reference purposes only.