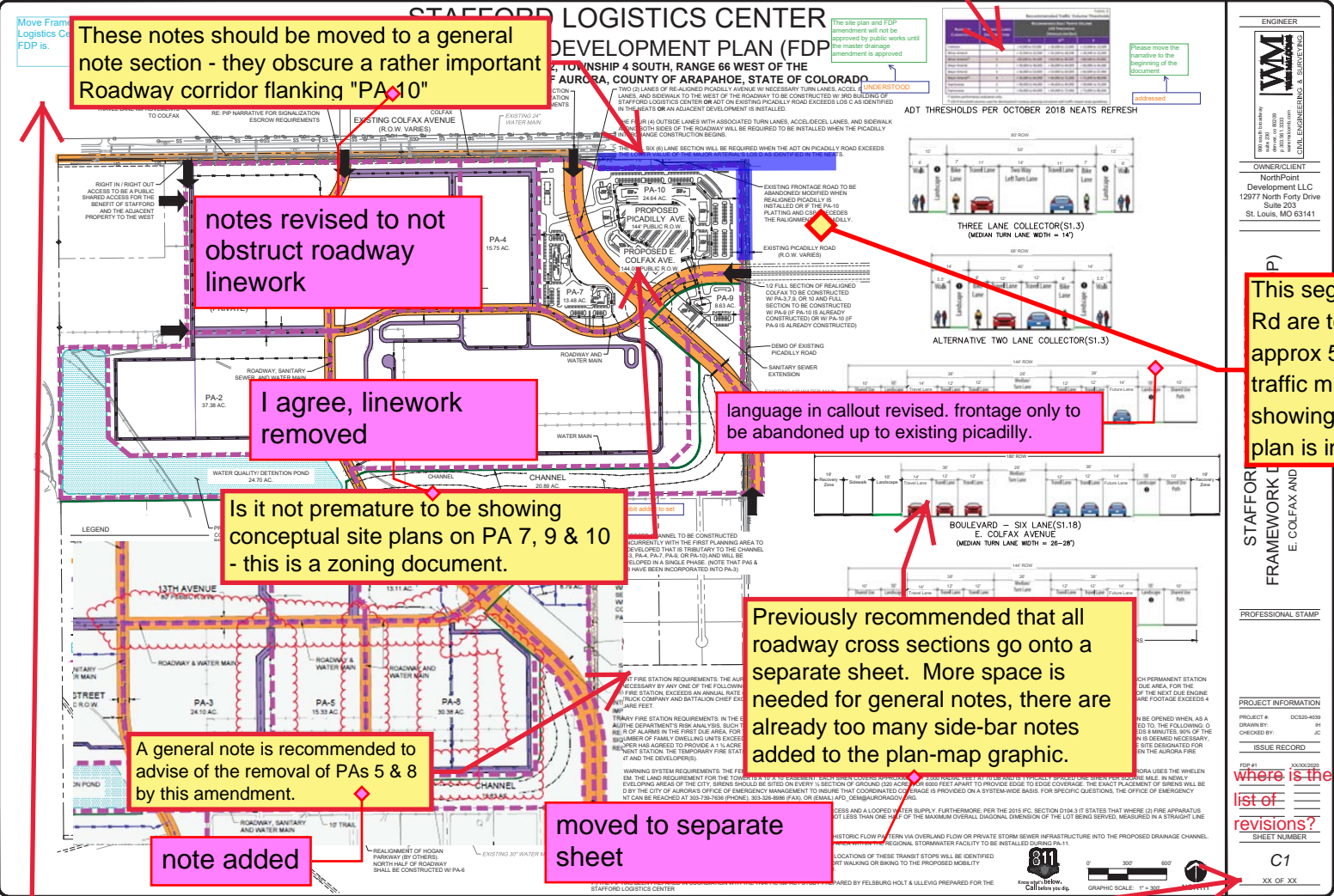


This is our response to comments and not our latest submittal. We will ensure that CDOT receives the most updated plans for next review.

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.

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



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?

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

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?

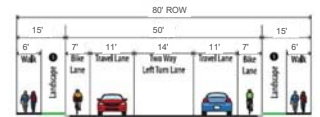
XX OF XX REPLACED WITH CORRECT NUMBERS. SHEET INDEX ADDED TO REVISED PIP NARRATIVE

correct, callouts
updated along with
orange delineation

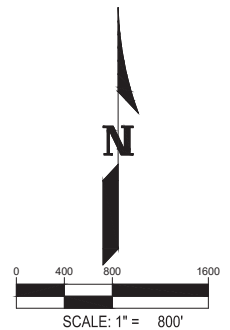
There are also center
median improvements
required of Stafford

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')

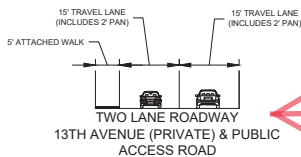


Not clear why these two cross
sections are shown/repeated here
from sheet 1. Generally, roadway
cross sections should all appear on
one sheet to avoid redundancy

Revision dates?

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

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



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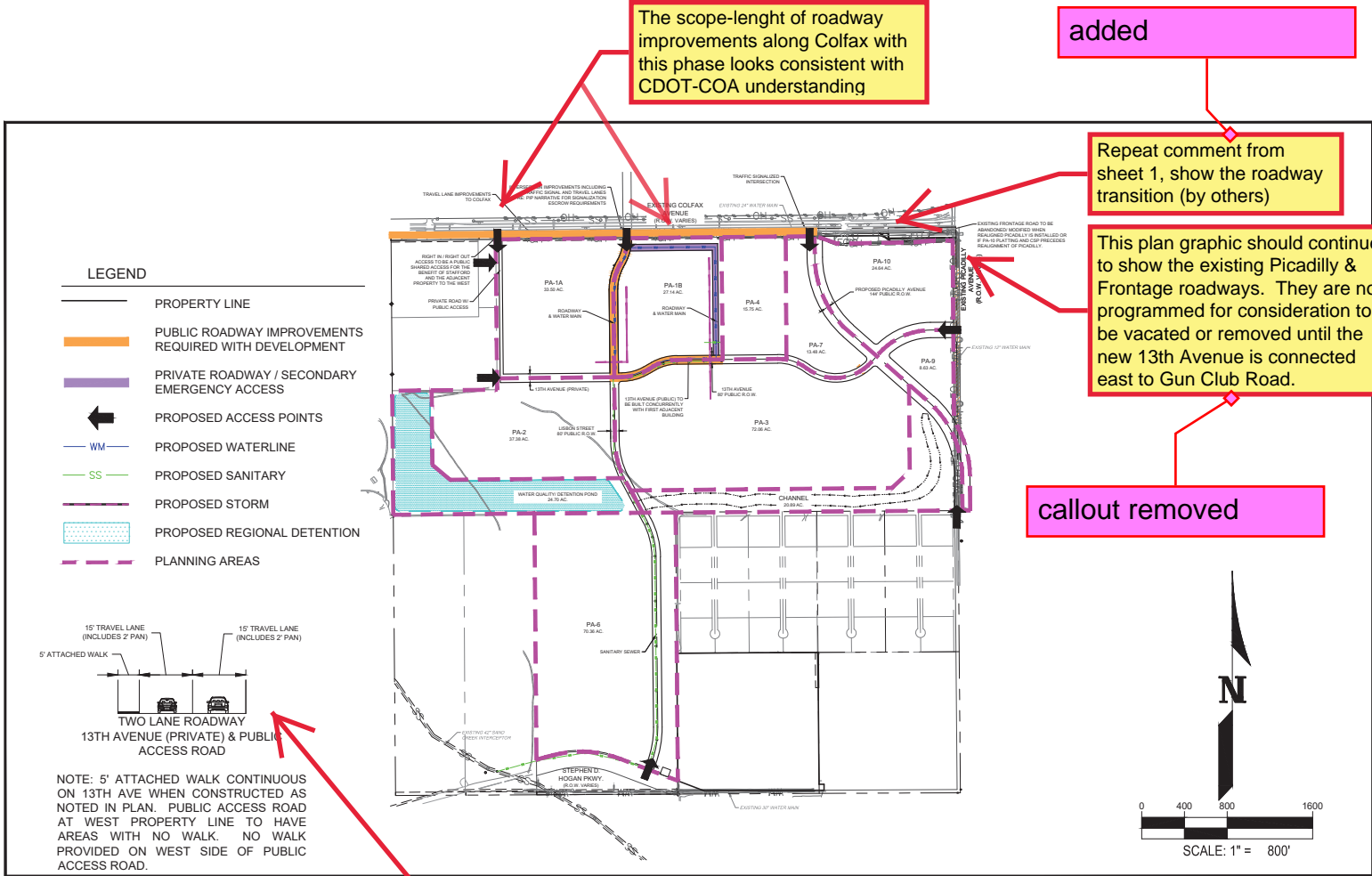
STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN
PLANNING AREA 1A
PIP PLAN

NO.	DATE	REMARKS

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

SHEET
PA1A
Sheet 1 of 9

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.



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.

removed and added to detail sheet

Revision dates?

revised

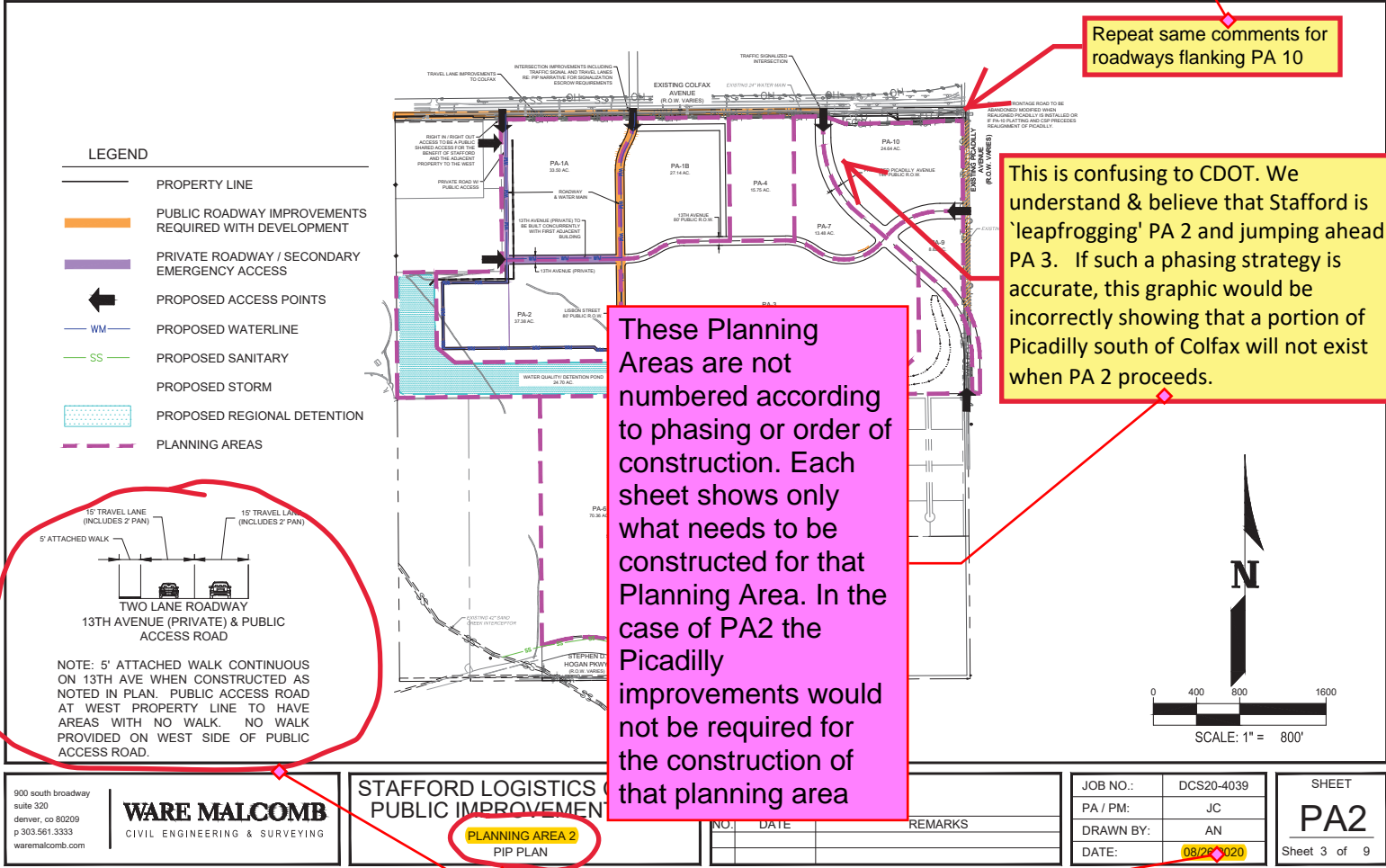
addressed

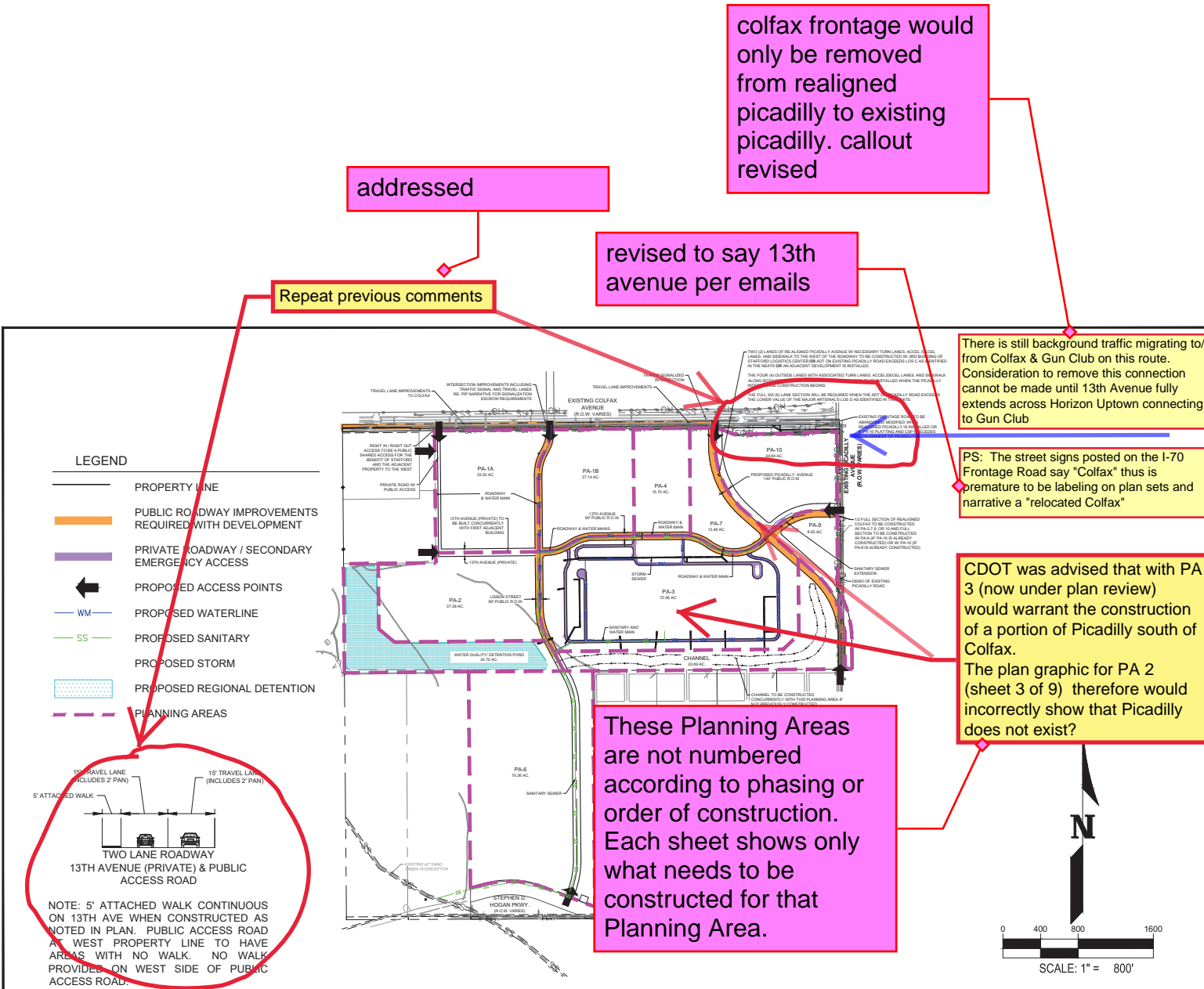
Repeat same comments for roadways flanking PA 10

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

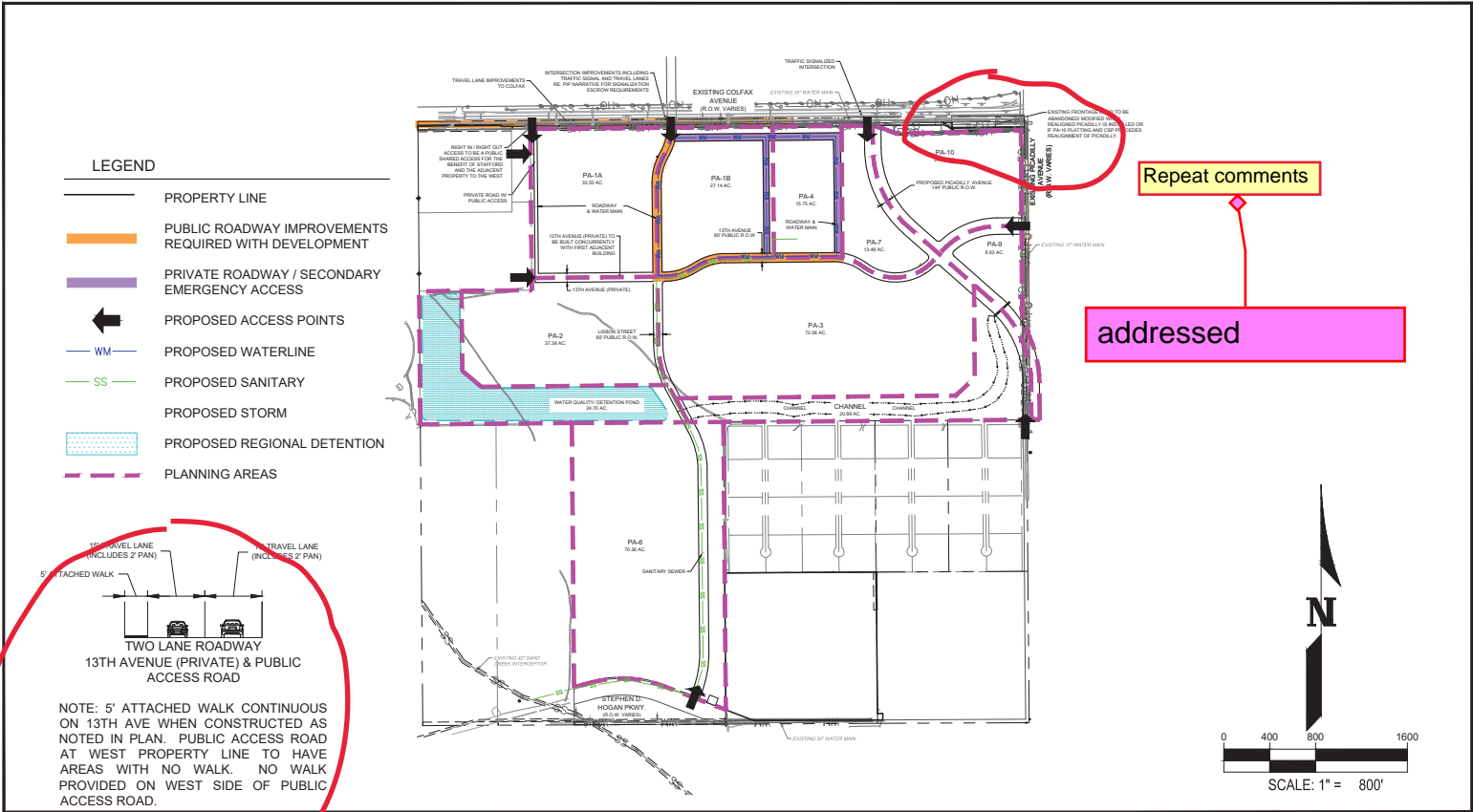
revised





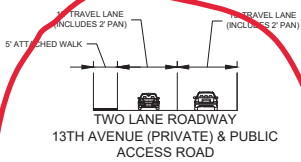
NO.	DATE	REMARKS

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

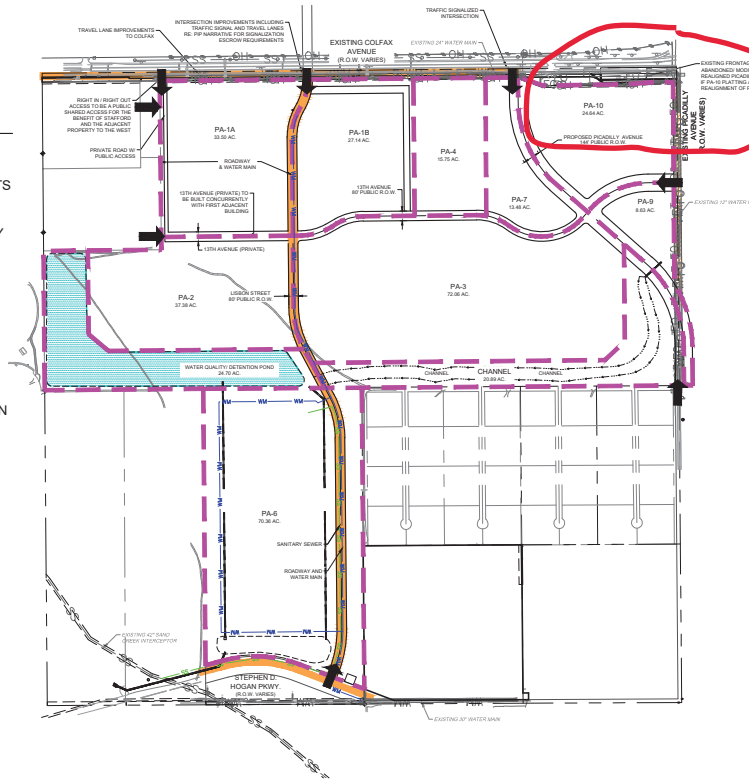


LEGEND

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

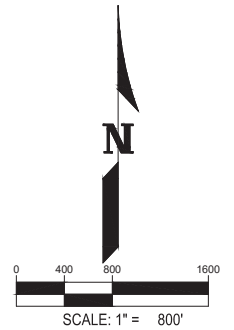


NOTE: 5' ATTACHED WALK CONTINUOUS
ON 13TH AVE WHEN CONSTRUCTED AS
NOTED IN PLAN. PUBLIC ACCESS ROAD
AT WEST PROPERTY LINE TO HAVE
AREAS WITH NO WALK. NO WALK
PROVIDED ON WEST SIDE OF PUBLIC
ACCESS ROAD.



addressed

Repeat comments



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STAFFORD LOGISTICS CENTER PUBLIC IMPROVEMENT PLAN PLANNING AREA 6 PIP PLAN

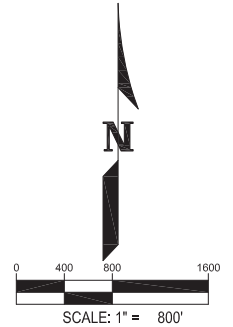
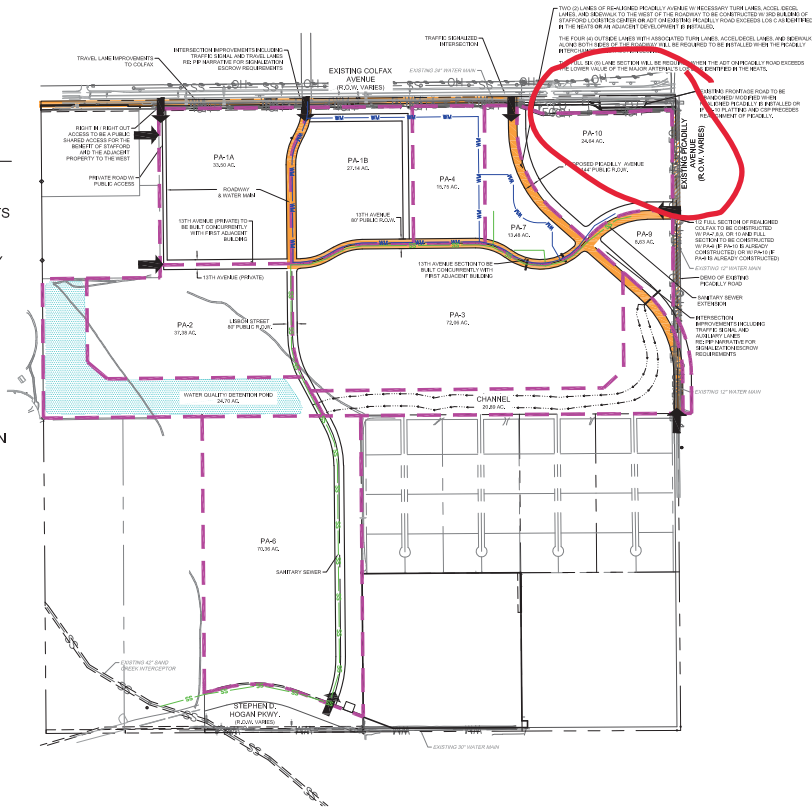
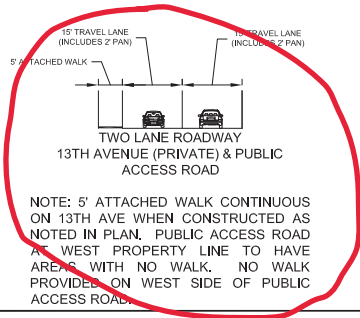
NO.	DATE	REMARKS

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

SHEET
PA6
Sheet 6 of 9

LEGEND

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



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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

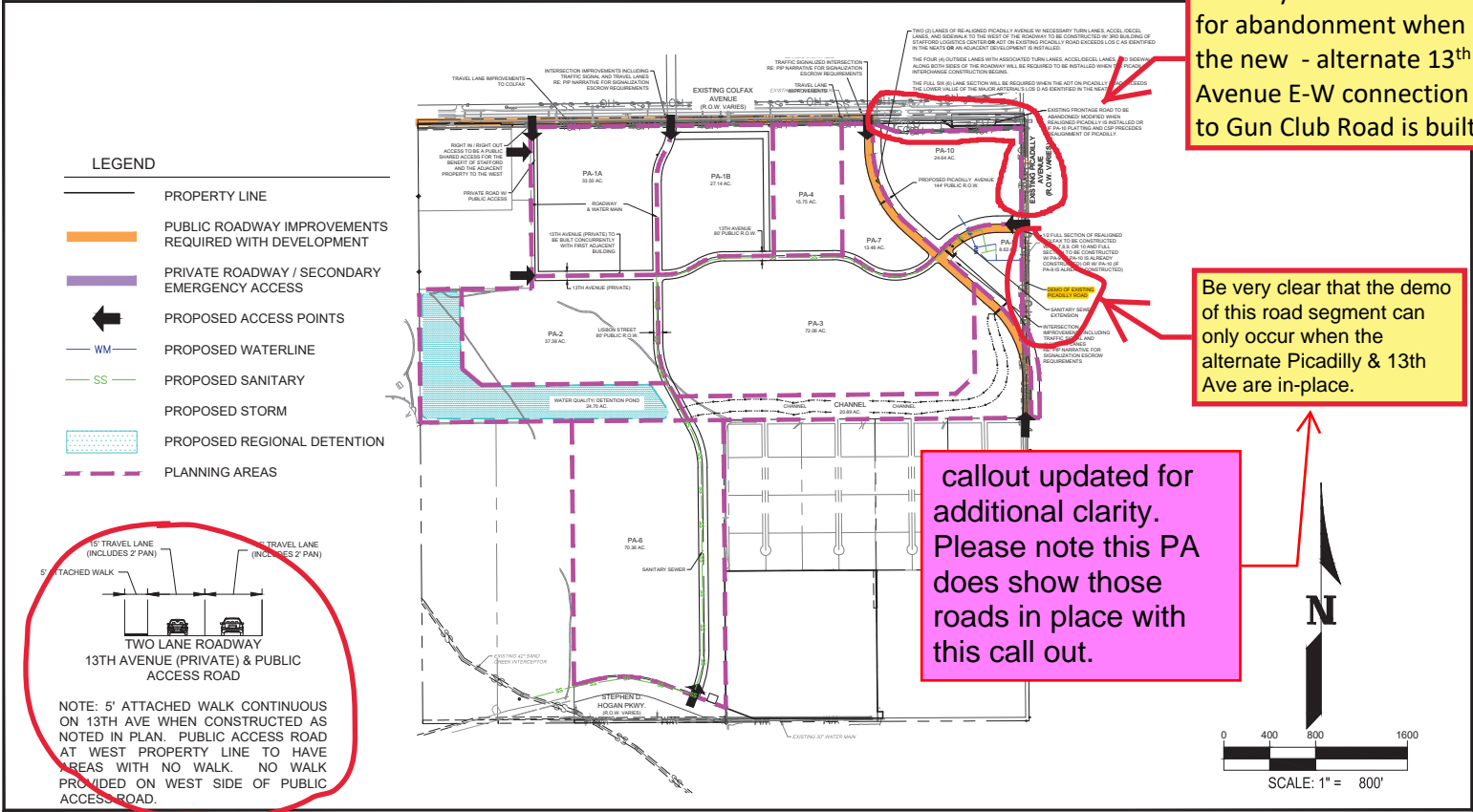
SHEET
PA7
Sheet 7 of 9

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

Prepared for:
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Contact: Bret Gross

Prepared by:
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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 Frontage 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.

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 to the east with the Horizon Uptown Development beyond, and the proposed Stephen D. Hogan parkway to the south.



light industrial zoning
struck out and
replaced with I-1

E-470 struck out and replaced with MU-C

correct, revised for clarity

Remove reference to Light Industrial zoning. The zoning is now I-1 (Business/Tech District)

Is it 9 Planning Areas now? 1A, 1B, 2, 3, 4, 6, 7, 9, and 10?
Please clarify?

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

2. zoning. The zoning is now I-1 (Business/Tech District)

The Stafford Logistics Center will be divided into 10 planning areas (PA). PA 1 – 6 and **Corridor District** will be zoned **Light Industrial** and PA 7, 9, and 10 will be zoned **E-470 Mixed Commercial**. **Planning areas 5 and 8 have been removed from the Public Improvement Plan and have been absorbed by PA-3.** **added to general notes**

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 through the site.

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

990 South Broadway #230 Denver, CO 80209 P 30

table of contents added to report. report to precede maps

added to general notes on first page of PIP plans and is also shown in the added Table of contents to the report

This should also be a general note on sheet 1 !

If there is/was an index of sheets, sheet PA 5 & PA 8 would be "not used" or "removed"

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
- 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.

The internal roadway improvements to service the development of the Consistency needed on both text and map graphics. Map- graphics call it 13th

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.

The internal public improvements Strike out reference to 12th Ave and put delta indicating amendment removed 12th Avenue. of Stafford Logistics Center include:

- The construction of two collector streets (80' ROW) 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.

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BRANDING | CIVIL ENGINEERING

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.

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, 8, ~~(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.

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.....

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

This is in the current ISP.

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
at 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 Traffic		
		RECOMMENDED DAILY T		
		LOS THRESHOLD (VEHICLES PER		
		C	D ⁽²⁾	
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.

Table 2 - ADT Thresholds Table per NEATS 2018 Update

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

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.

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 Picadilly 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.

additional language added to pip plan for this area

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

Drainage Improvements

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

A regional stormwater basin to **Reference 1A, 1B, 2, 3, and 4.** and water quality volume will be constructed to service the northern area of the Stafford Logistics Center development, including PAs 1 – 5 (**PA5 removed**) and 7 – 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.

PA-5 removed basin will be fully constructed with the **PA 8 removed** **Language revised for clarity** 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 (**Removed**), PA-7, **PA-8 (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 along the southern extents of the property and a proposed 12" water main along 12th Avenue, the existing 30" water main along 13th Avenue, and a proposed 12" water main along 14th Avenue. A 12" water main will be installed per the Horizon Uptown Development PIP.

Watermain will be installed within proposed Lisbon Street, **12th Avenue**, and 13th 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 **12th Avenue ROW** and extend to the far northeast extents of the site.

Strike out reference to 12th Ave .

Addressed

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

revised

Addressed

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

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 signalized, 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 signalized, 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

Strike out reference to
12th Ave .

Should this be 13th 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 of

- The northside (ult property. Intersec D. Hogan Parkway
- Lisbon Street Publ will also be install
- Secondary EmERGE
- Watermain to sen
- 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 strikeout. 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 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 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 be installed.~~
- ~~A 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 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.

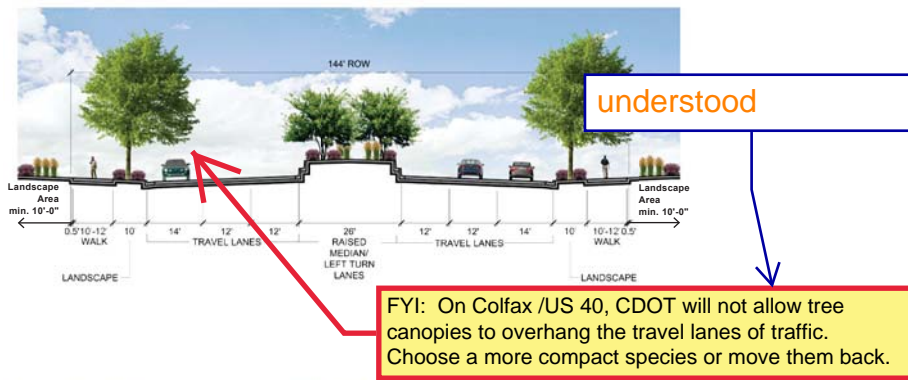
If not "by others"

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.

revised language

- 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.

6-Lane Arterial Roadway Section (144' ROW)



6-Lane Arterial Roadway Plan



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

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



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



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EDC ISSUE RECORD

FDP #1 12/17/2018
FDP #2 03/04/2019
FDP #3 04/22/2019
FDP #4 07/03/2019
Final Submittal 09/30/2019

EXP AMENDMENT ISSUE RECORD

AMENDMENT #1 AUGUST 2020