

WARE MALCOMB

ARCHITECTURE | PLANNING | INTERIORS
BRANDING | CIVIL ENGINEERING

April 30th, 2020
City of Aurora
15151 E. Alameda Parkway
Aurora, CO 80012

RE: Stafford Logistics Center – Response to Comments

Dear Aurora Staff,

Below you will find our responses to comments.
Should you have any questions or comments, please feel free to contact me at (303) 561-3333.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

1. Civil Engineering

PIP Exhibits and Narrative

1A. Please move the exhibits to the back of the document

Exhibits have been moved behind the narrative as requested.

1B. When Mylars are submitted, please send an electric copy of the PIP to the case manager.

Understood.

2. Traffic Engineering

2A. The TIS has been approved.

2B. Sheet C-1. See the comment redline regarding labeling of the intersection.

Labeling of the intersection has been updated accordingly.

2C. Sheet PA-6. Add the label that was included in the previous submission. If signal is not warranted for build year, then Traffic Signal Escrow will be required.

Label added to sheet.

3. Aurora Water

3A. This report is ready to be submitted to a separate MU folder in AMANDA. The FDP will not be complete and signed off until the MUS is signed. Please coordinate with Daniel Pershing to upload the MUS into a separate MU Folder.

MUS has been submitted into the correct folder set up by Daniel Pershing.

Sincerely,



Jesse Carano
Project Manager
Ware Malcomb

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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

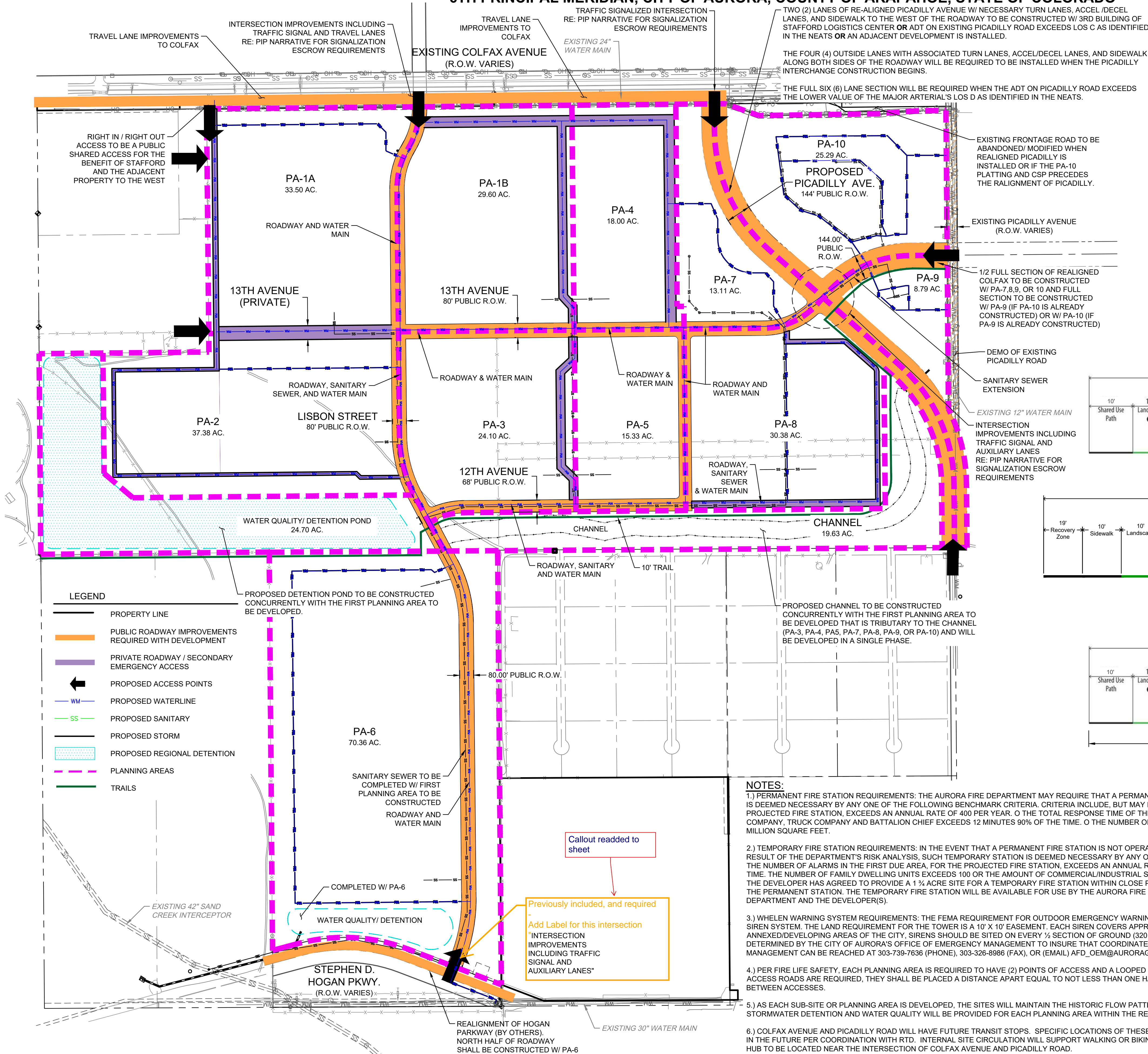
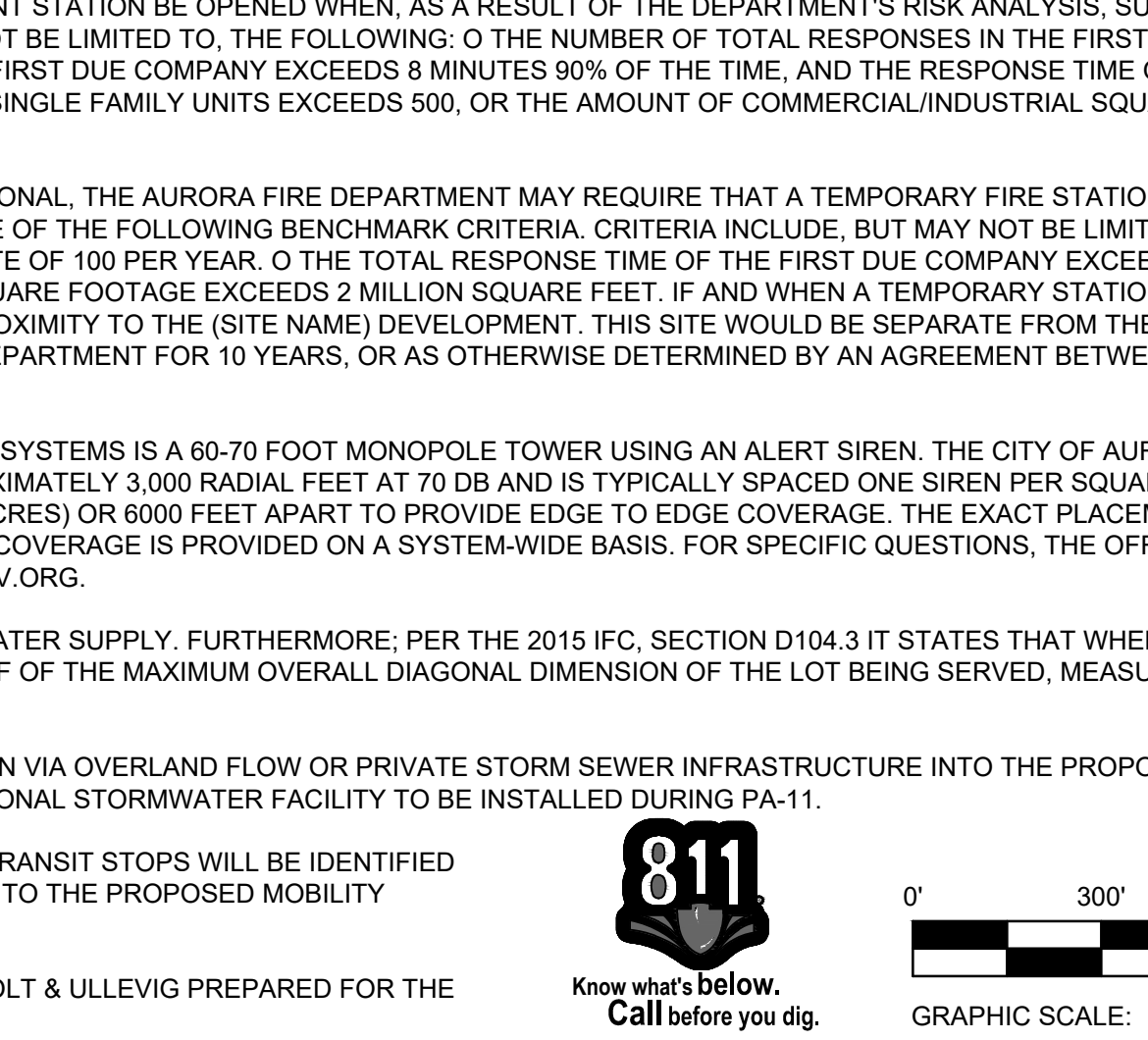
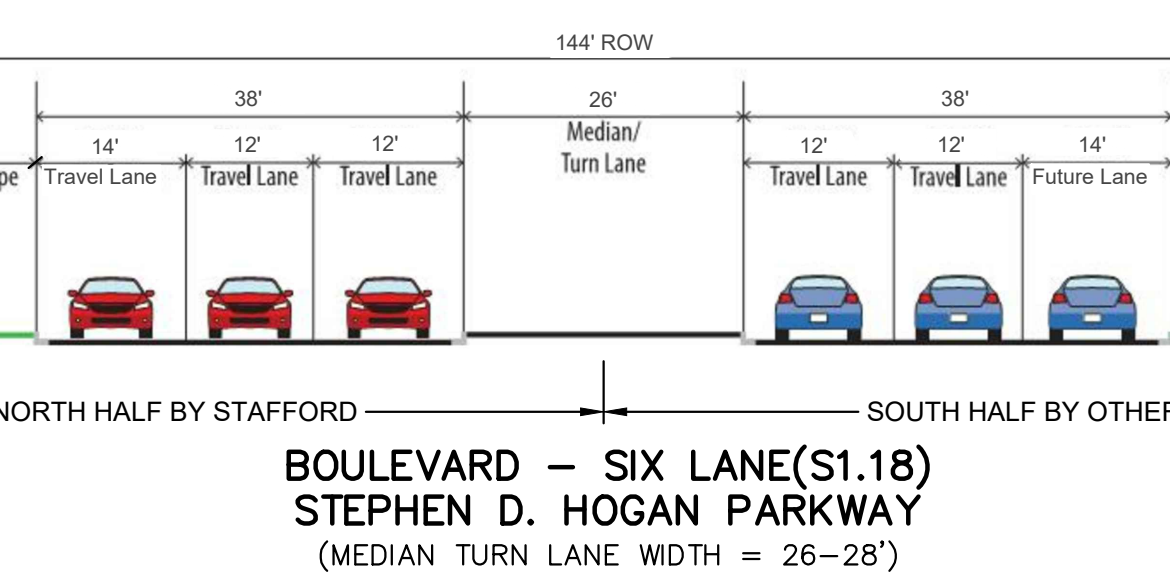
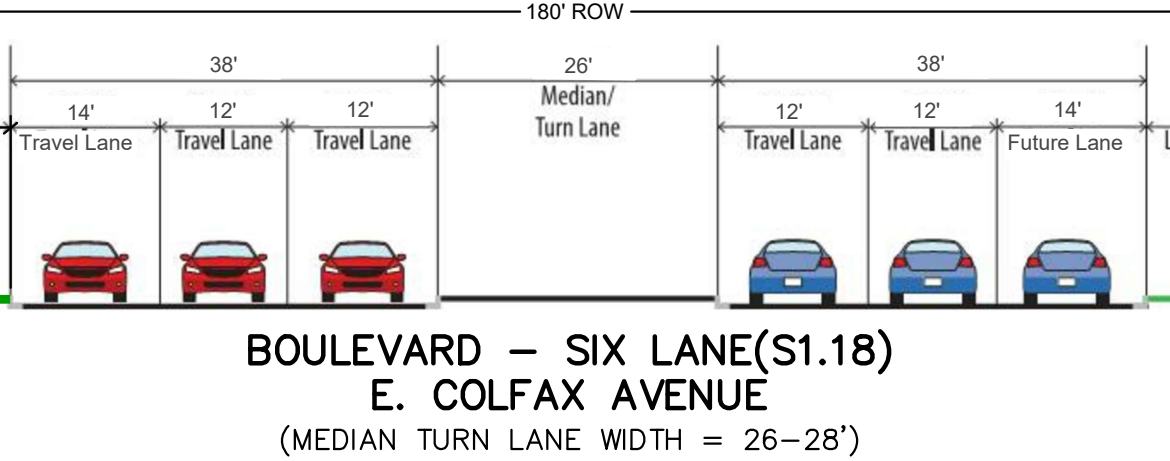
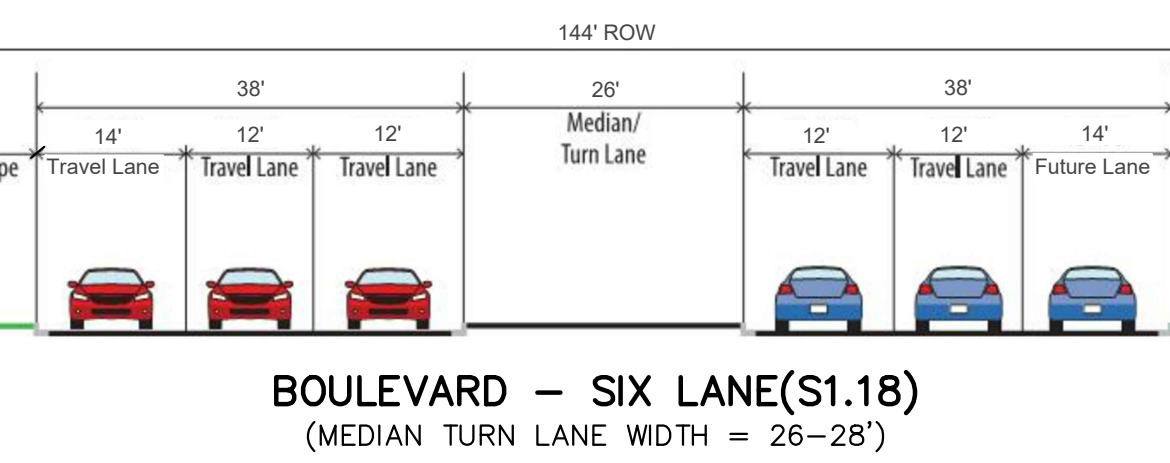
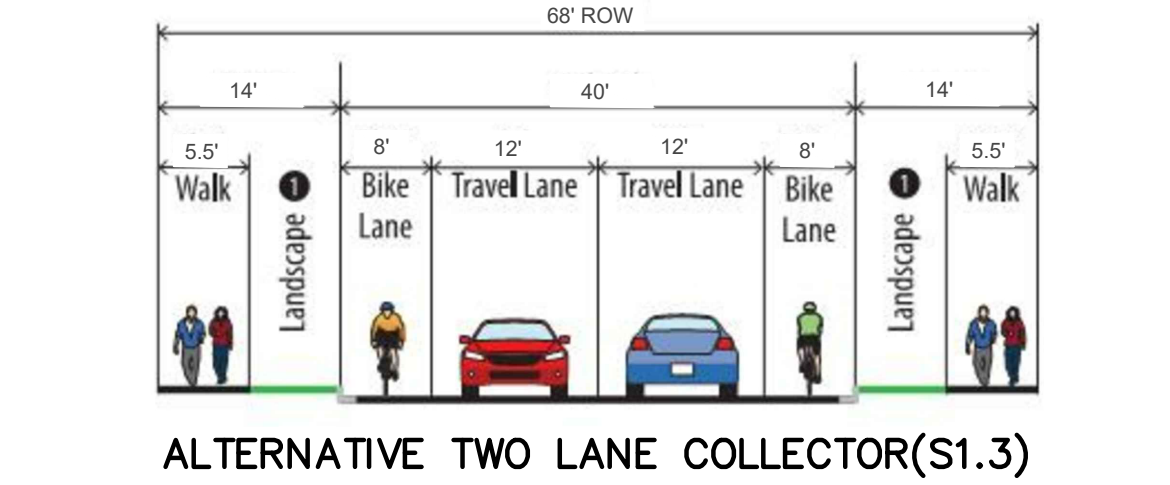
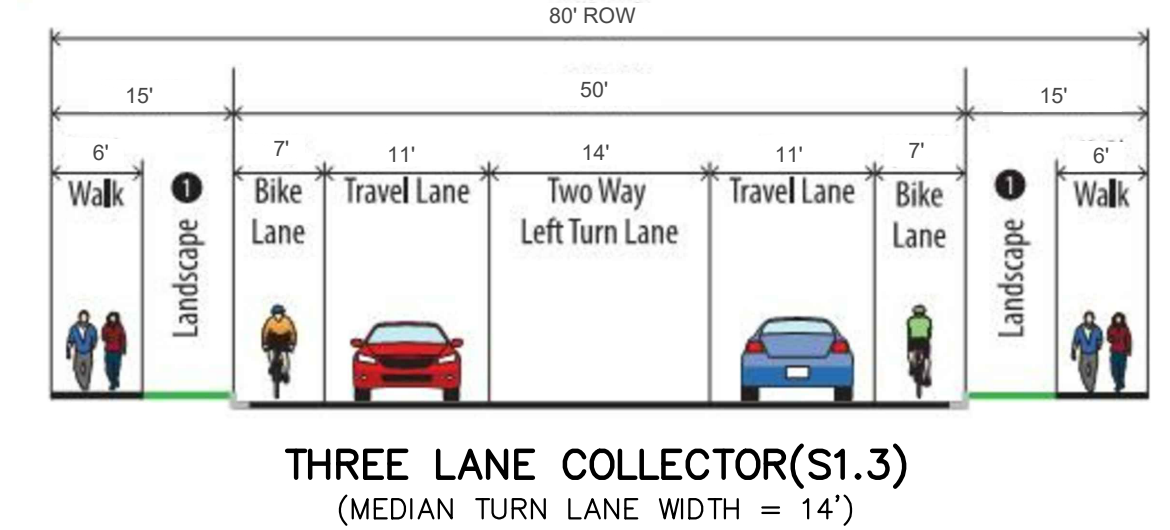


Table 2: Recommended Traffic Volume Thresholds

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

1/10 System performance evaluation only.
1/11 LOS D threshold volumes used for development roadway planning consistent with traffic impact study guidelines.

ADT THRESHOLDS PER OCTOBER 2018 NEATS REFRESH



Exhibits have been moved

Please move the exhibits to the back of the documents.

When mylars are submitted, please send an electric copy of the PIP to the case planner

Understood.

ENGINEER

WM
WARE MALCOMB
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OWNER/CLIENT

NorthPoint
Development LLC
12977 North Forty Drive
Suite 203
St. Louis, MO 63141

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

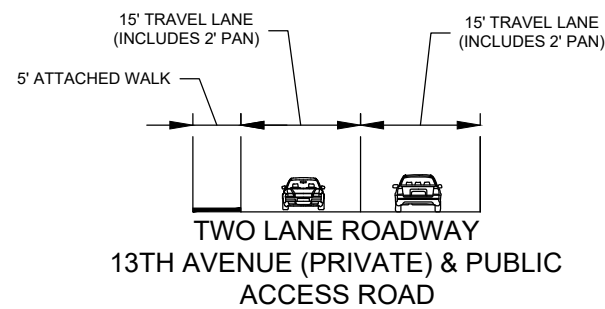
SHEET NUMBER

C1

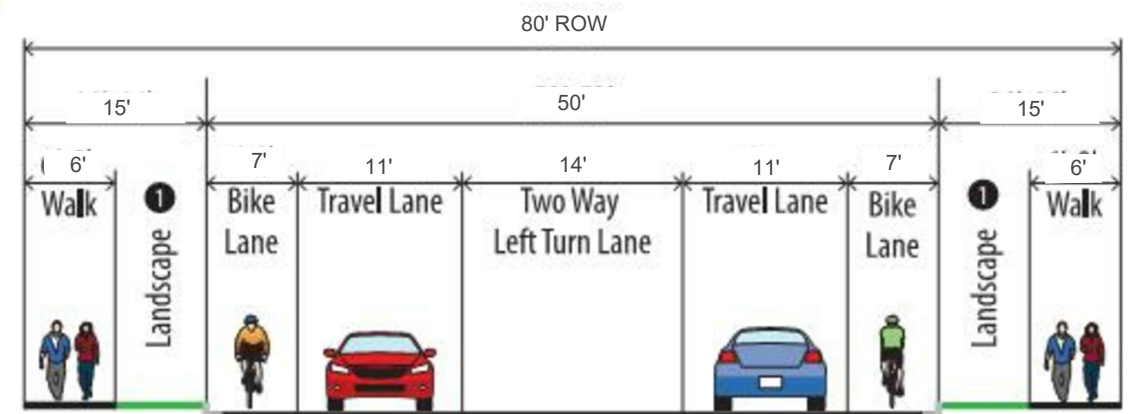
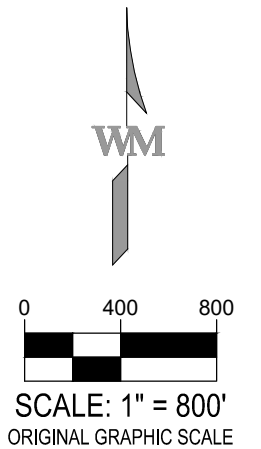
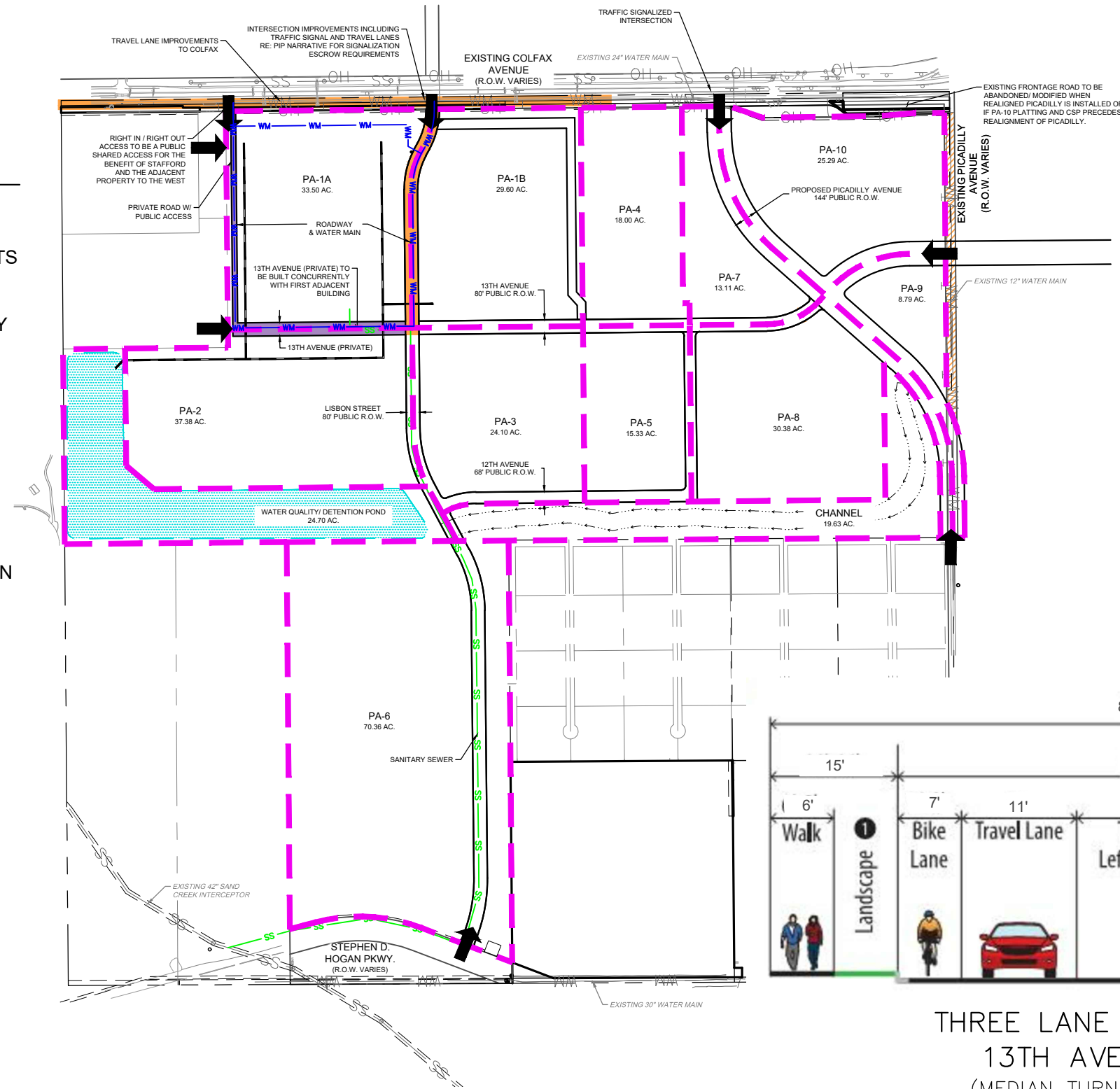
13 OF 14

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



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.



THREE LANE COLLECTOR(S1.3)
13TH AVENUE (PUBLIC)
(MEDIAN TURN LANE WIDTH = 14')

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

NO.	DATE	REMARKS

JOB NO.:	DCS18-4121
PA / PM:	PG
DRAWN BY:	RK
DATE:	4/19/2019

SHEET
PA1A
Sheet 1 of 11

NOT FOR CONSTRUCTION

LEGEND

PROPERTY LINE

PUBLIC ROADWAY IMPROVEMENTS REQUIRED WITH DEVELOPMENT

PRIVATE ROADWAY / SECONDARY EMERGENCY ACCESS

PROPOSED ACCESS POINTS

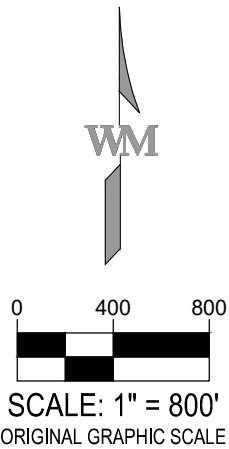
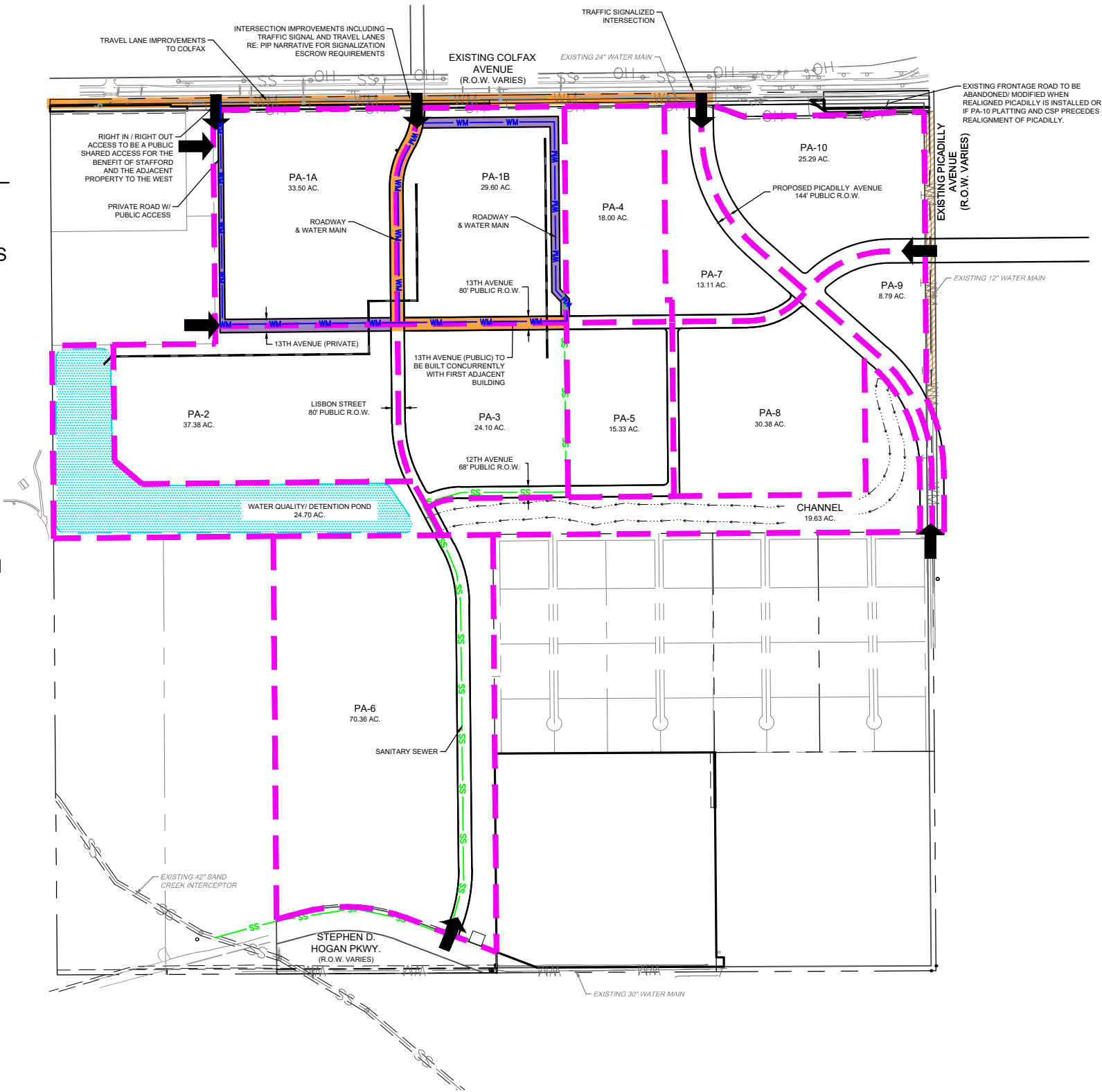
PROPOSED WATERLINE

PROPOSED SANITARY

PROPOSED STORM

PROPOSED REGIONAL DETENTION

PLANNING AREAS



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PUBLIC IMPROVEMENT PLAN

PLANNING AREA 1

PIP EXHIBIT

NO.	DATE	REMARKS

JOB NO.:	DCS18-4121
PA / PM:	PG
DRAWN BY:	RK
DATE:	4/19/2019

SHEET

PA1B

Sheet 2 of 11

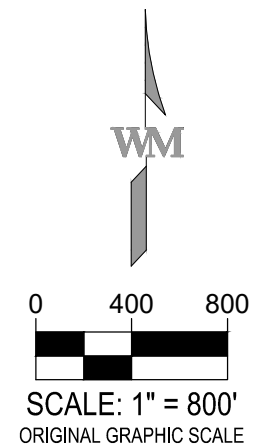
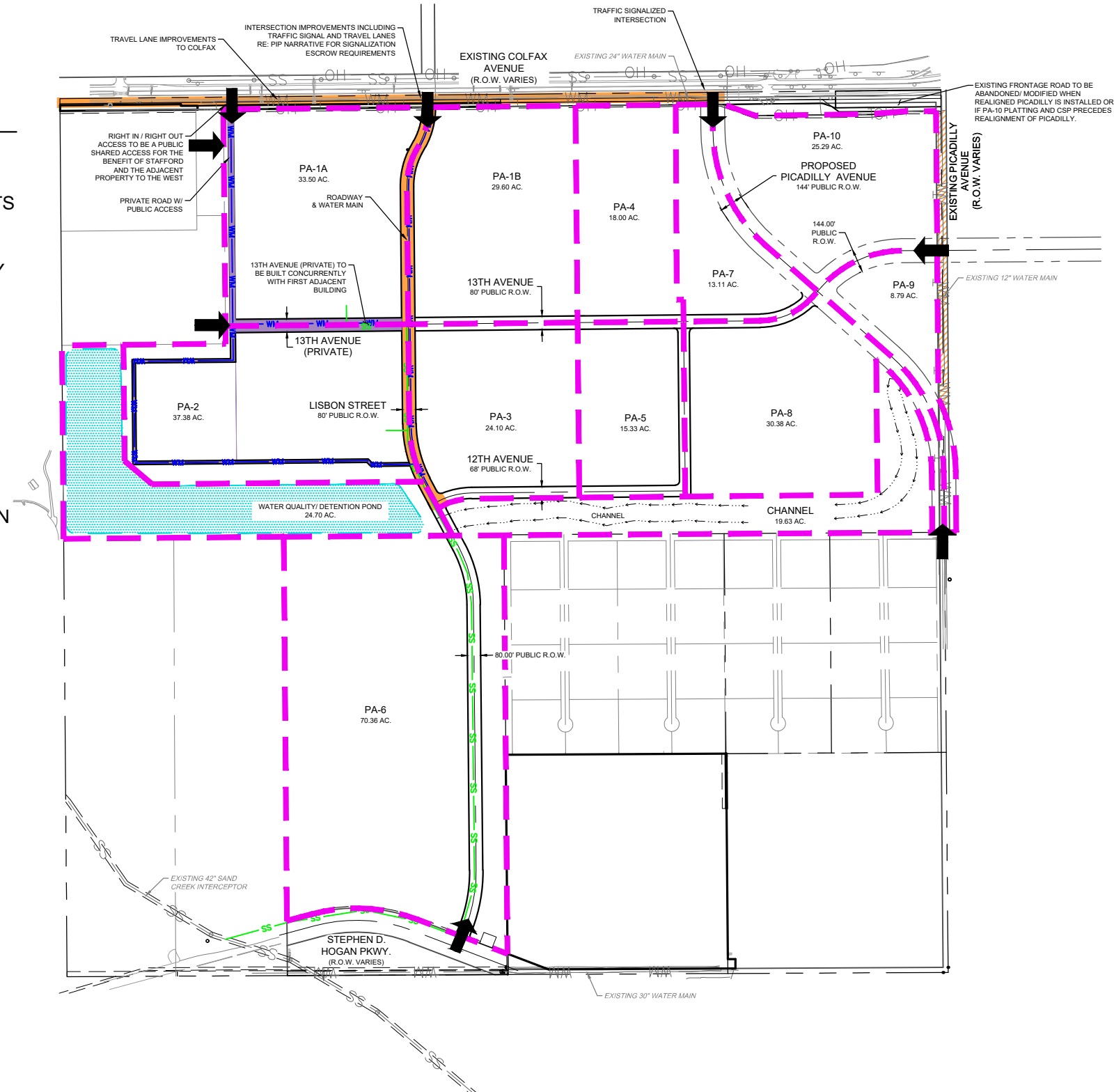
NOT FOR CONSTRUCTION

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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NO.	DATE	REMARKS

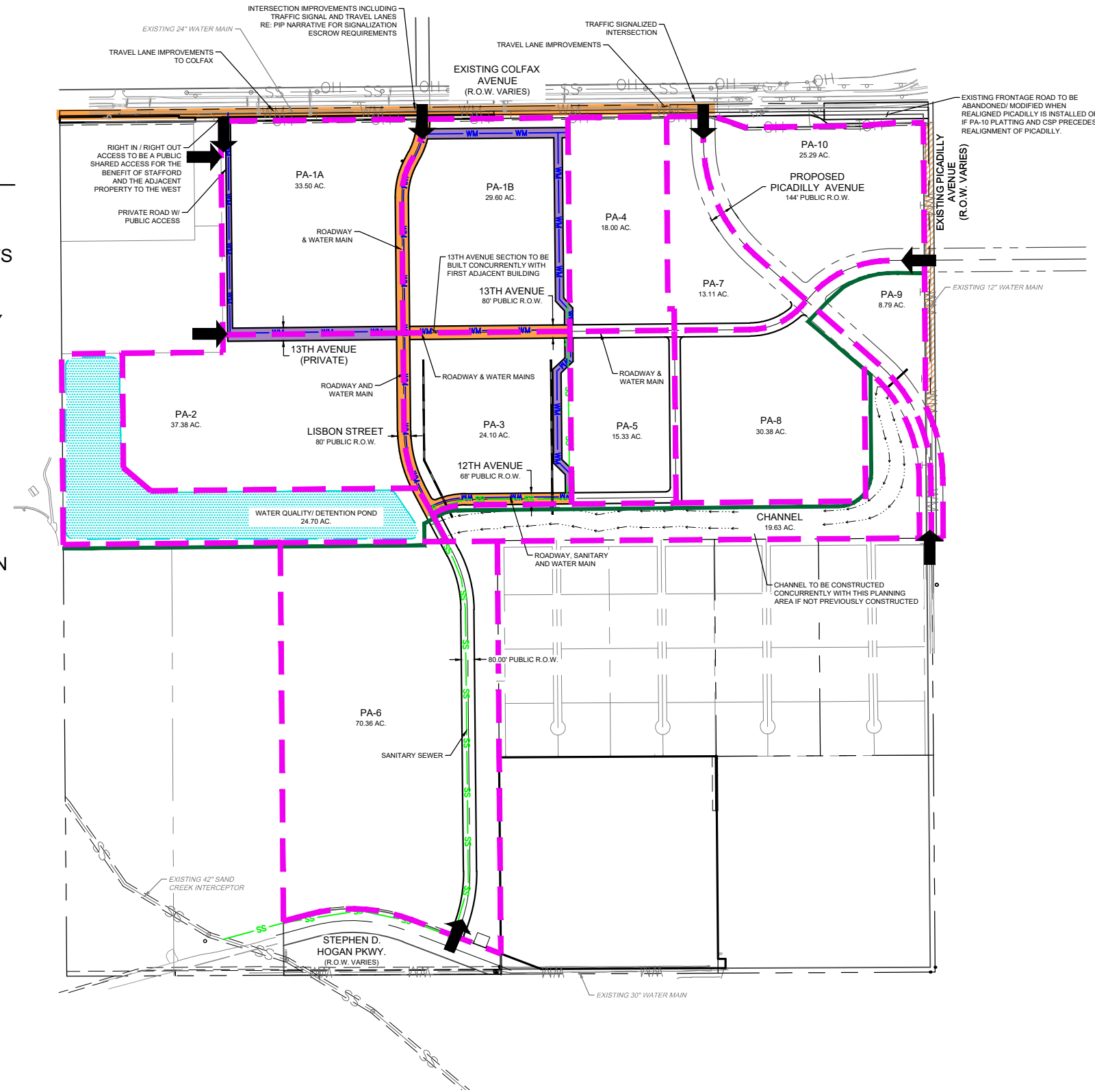
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PA / PM:	PG
DRAWN BY:	RK
DATE:	4/19/2019

SHEET
PA 2
Sheet 3 of 11

NOT FOR CONSTRUCTION

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



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NO.	DATE	REMARKS

JOB NO.:	DCS18-4121
PA / PM:	PG
DRAWN BY:	RK
DATE:	4/19/2019

SHEET
PA 3
Sheet 4 of 11

NOT FOR CONSTRUCTION

LEGEND

PROPERTY LINE

PUBLIC ROADWAY IMPROVEMENTS
REQUIRED WITH DEVELOPMENT

PRIVATE ROADWAY / SECONDARY
EMERGENCY ACCESS

PROPOSED ACCESS POINTS

WM

PROPOSED WATERLINE

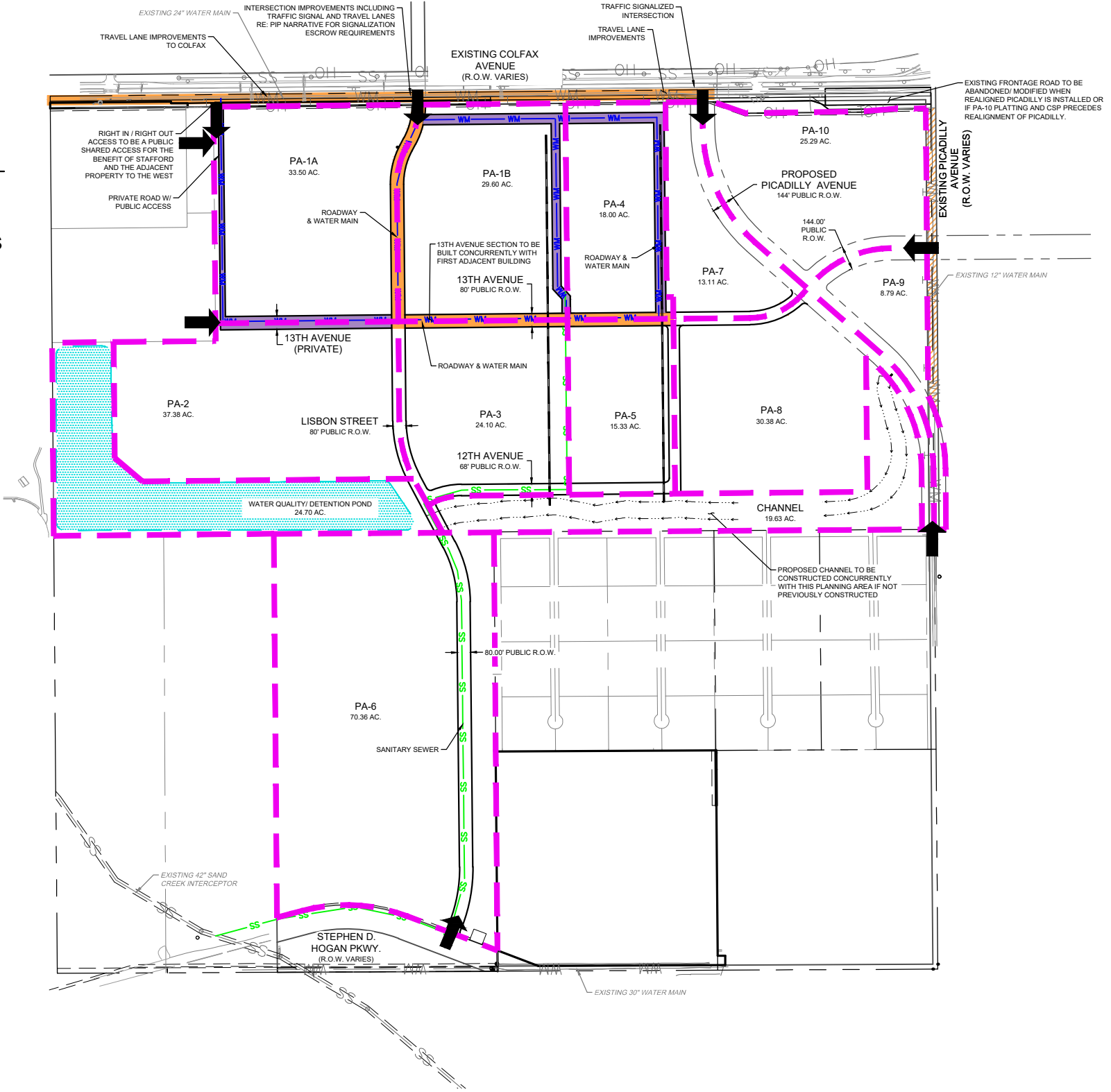
SS

PROPOSED SANITARY

PROPOSED STORM

PROPOSED REGIONAL DETENTION

PLANNING AREAS



WM

0

400

800

SCALE: 1" = 800'

ORIGINAL GRAPHIC SCALE

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PUBLIC IMPROVEMENT PLAN

PLANNING AREA 4
PIP EXHIBIT

NO.	DATE	REMARKS

JOB NO.:	DCS18-4121
PA / PM:	PG
DRAWN BY:	RK
DATE:	4/19/2019

SHEET

PA4

Sheet 5 of 11

NOT FOR CONSTRUCTION

LEGEND

PROPERTY LINE

PUBLIC ROADWAY IMPROVEMENTS REQUIRED WITH DEVELOPMENT

PRIVATE ROADWAY / SECONDARY EMERGENCY ACCESS

PROPOSED ACCESS POINTS

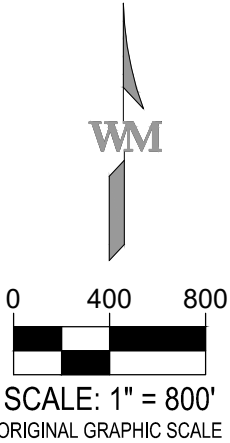
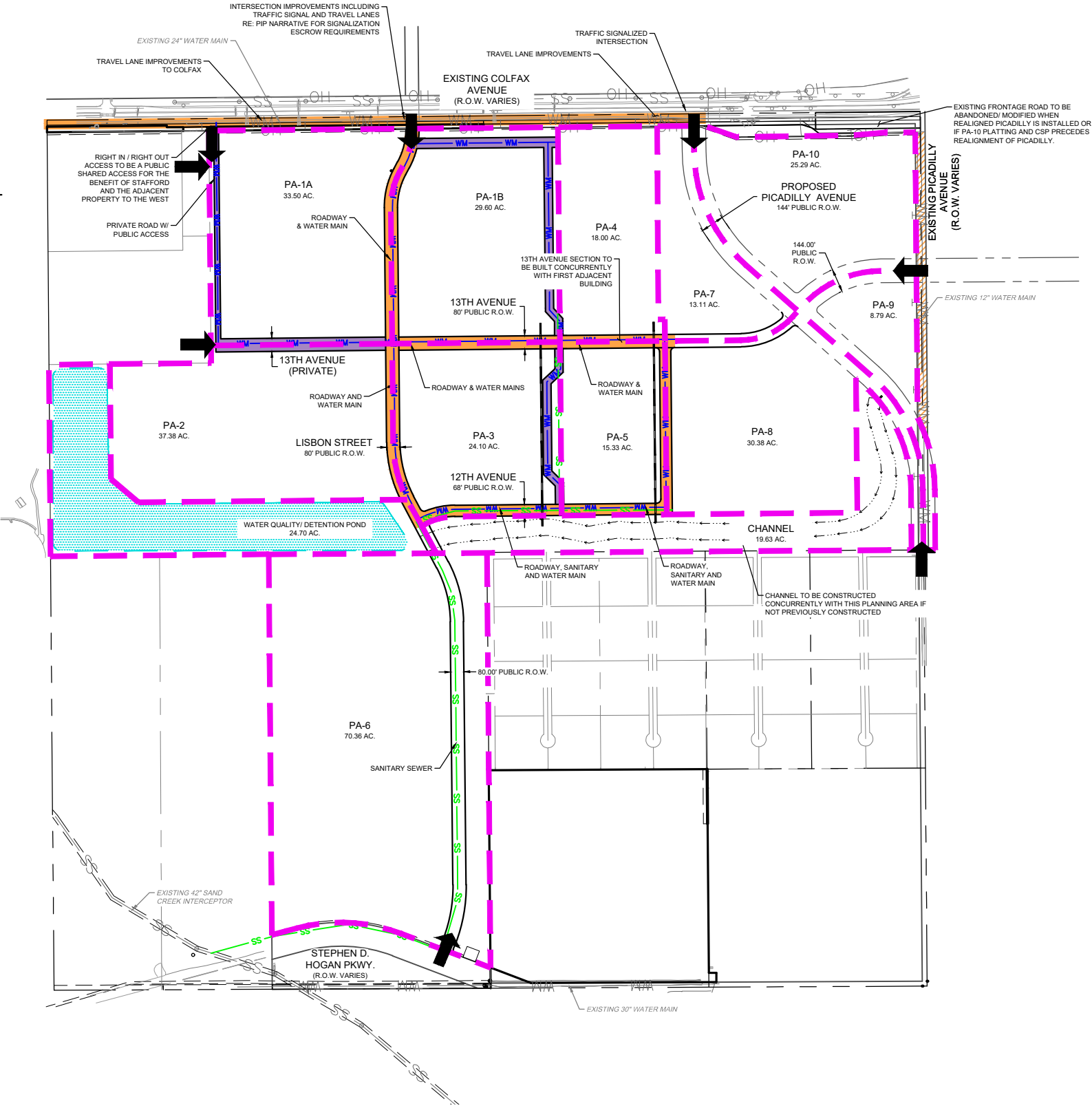
WM
PROPOSED WATERLINE

SS
PROPOSED SANITARY

PROPOSED STORM

PROPOSED REGIONAL DETENTION

PLANNING AREAS



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STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN
PLANNING AREA 5
PIP EXHIBIT

NO.	DATE	REMARKS

JOB NO.:	DCS18-4121
PA / PM:	PG
DRAWN BY:	RK
DATE:	4/19/2019

SHEET
PA5
Sheet 6 of 11

NOT FOR CONSTRUCTION

LEGEND

PROPERTY LINE

PUBLIC ROADWAY IMPROVEMENTS
REQUIRED WITH DEVELOPMENT

PRIVATE ROADWAY / SECONDARY
EMERGENCY ACCESS

PROPOSED ACCESS POINTS

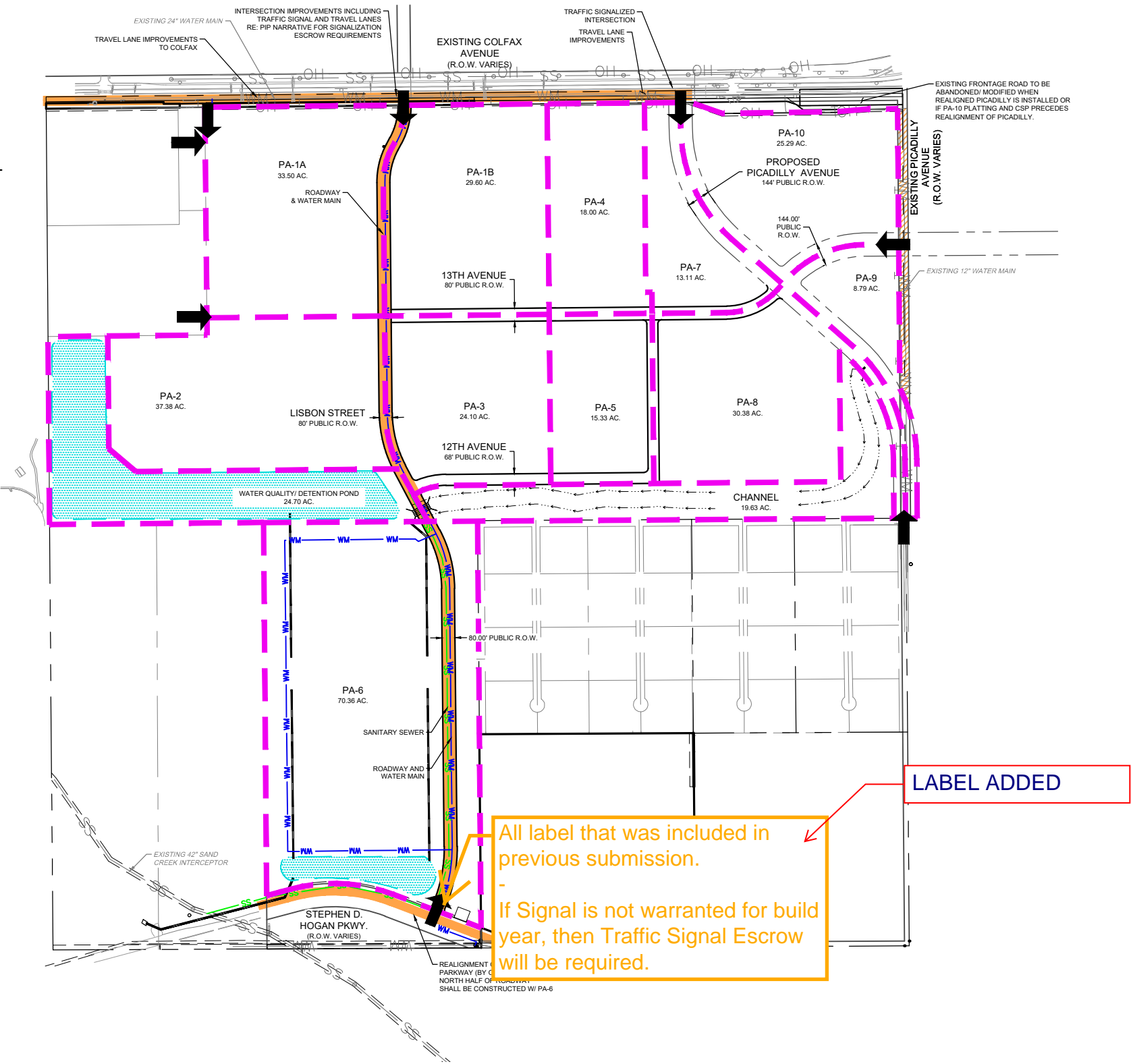
WM
PROPOSED WATERLINE

SS
PROPOSED SANITARY

PROPOSED STORM

PROPOSED REGIONAL DETENTION

PLANNING AREAS



NO.	DATE	REMARKS

JOB NO.:	DCS18-4121
PA / PM:	PG
DRAWN BY:	RK
DATE:	4/19/2019

LEGEND

PROPERTY LINE

PUBLIC ROADWAY IMPROVEMENTS
REQUIRED WITH DEVELOPMENT

PRIVATE ROADWAY / SECONDARY
EMERGENCY ACCESS

PROPOSED ACCESS POINTS

WM

PROPOSED WATERLINE

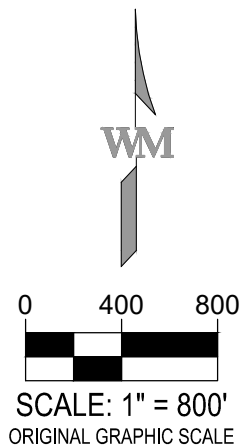
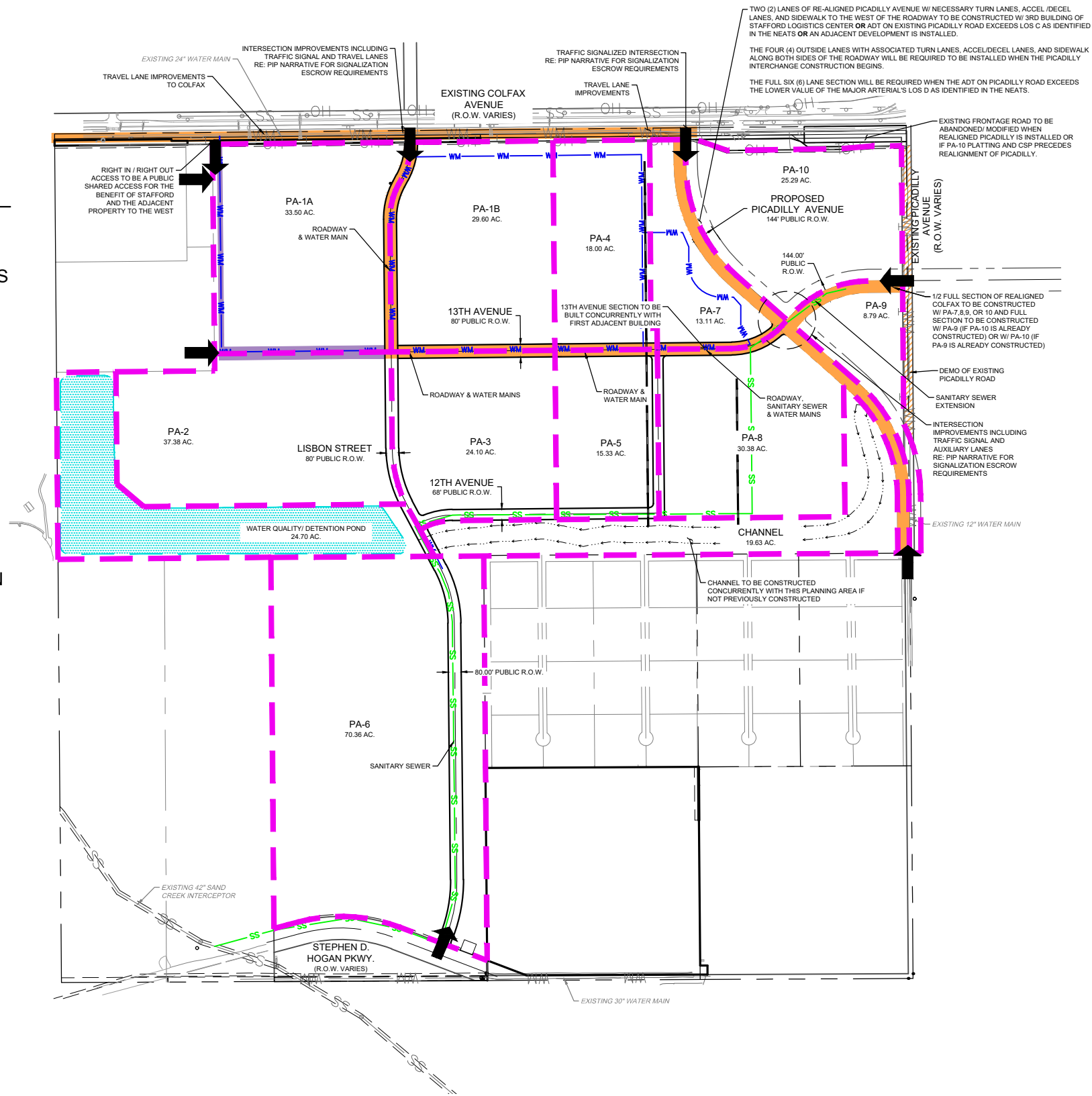
SS

PROPOSED SANITARY

PROPOSED STORM

PROPOSED REGIONAL DETENTION

PLANNING AREAS



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STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN
PLANNING AREA 7
PIP EXHIBIT

NO.	DATE	REMARKS

JOB NO.:	DCS18-4121
PA / PM:	PG
DRAWN BY:	RK
DATE:	4/19/2019

SHEET
PA7
Sheet 8 of 11

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LEGEND

PROPERTY LINE

PUBLIC ROADWAY IMPROVEMENTS
REQUIRED WITH DEVELOPMENT

PRIVATE ROADWAY / SECONDARY
EMERGENCY ACCESS

PROPOSED ACCESS POINTS

WM

PROPOSED WATERLINE

SS

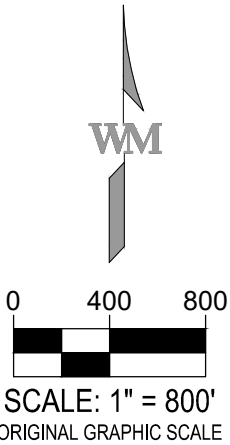
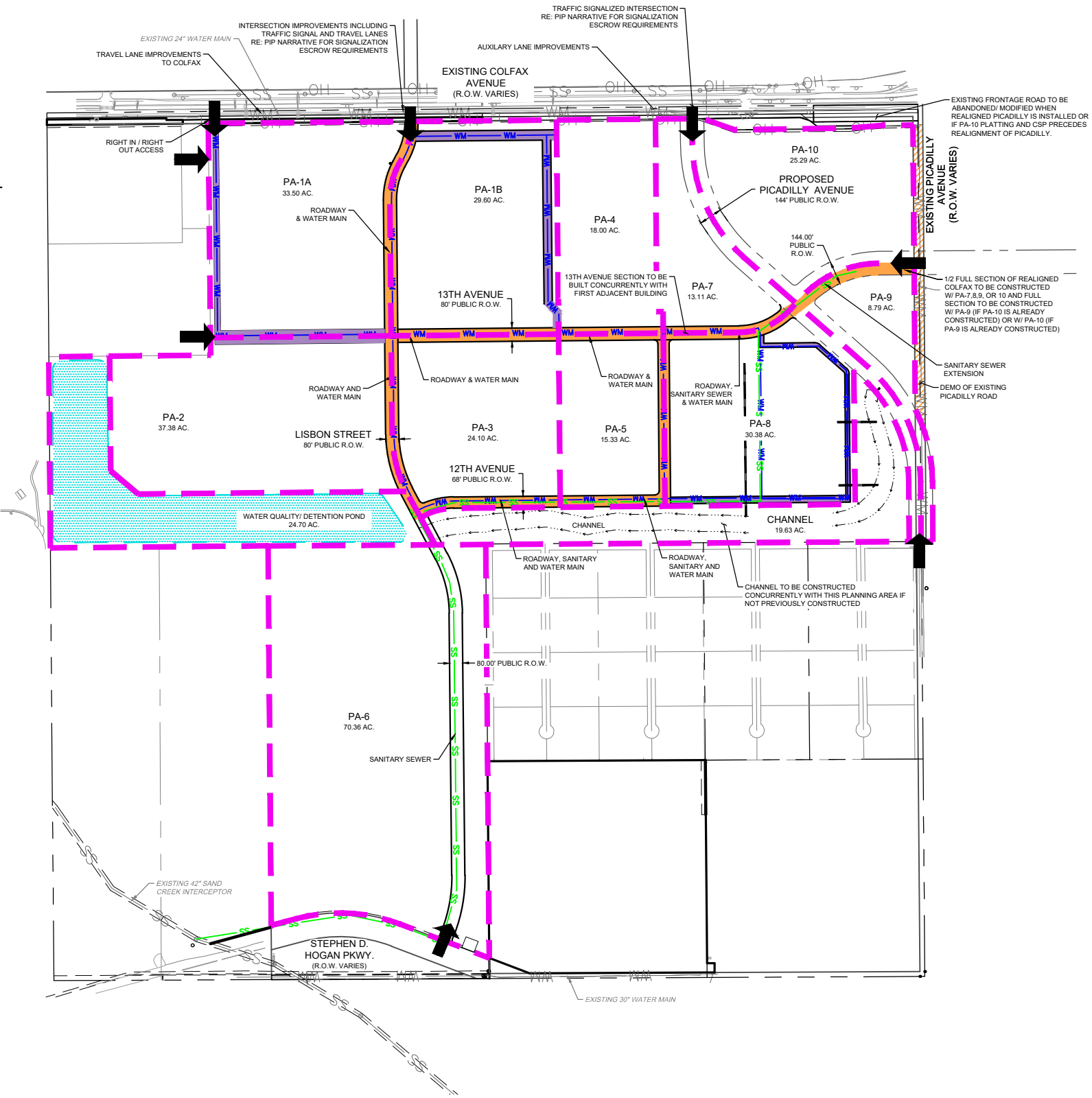
PROPOSED SANITARY

PROPOSED STORM

PROPOSED REGIONAL DETENTION

PLANNING AREAS

TRAILS



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STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN
PLANNING AREA 8
PIP EXHIBIT

NO.	DATE	REMARKS

JOB NO.:	DCS18-4121
PA / PM:	PG
DRAWN BY:	RK
DATE:	4/19/2019

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LEGEND

PROPERTY LINE

PUBLIC ROADWAY IMPROVEMENTS
REQUIRED WITH DEVELOPMENT

PRIVATE ROADWAY / SECONDARY
EMERGENCY ACCESS

PROPOSED ACCESS POINTS

WM

PROPOSED WATERLINE

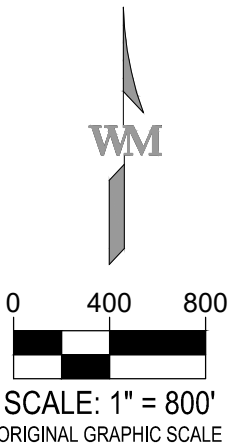
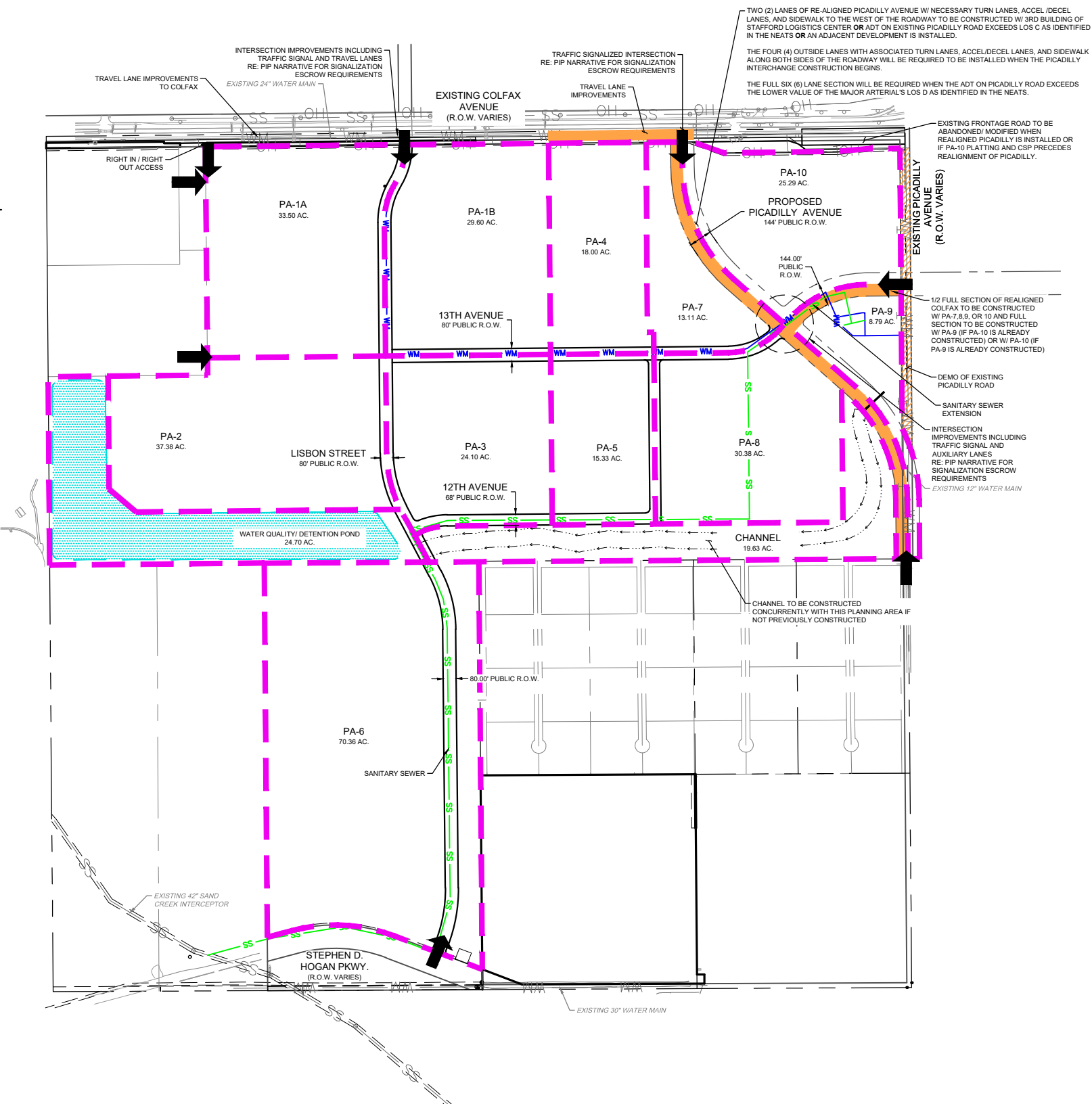
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PROPOSED SANITARY

PROPOSED STORM

PROPOSED REGIONAL DETENTION

PLANNING AREAS



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STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN

PLANNING AREA 9
PIP EXHIBIT

NO.	DATE	REMARKS

JOB NO.:	DCS18-4121
PA / PM:	PG
DRAWN BY:	RK
DATE:	4/19/2019

SHEET

PA9

Sheet 10 of 11

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LEGEND

PROPERTY LINE

PUBLIC ROADWAY IMPROVEMENTS
REQUIRED WITH DEVELOPMENT

PRIVATE ROADWAY / SECONDARY
EMERGENCY ACCESS

PROPOSED ACCESS POINTS

WM

PROPOSED WATERLINE

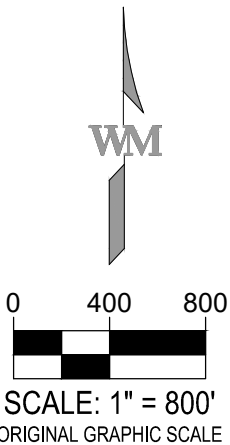
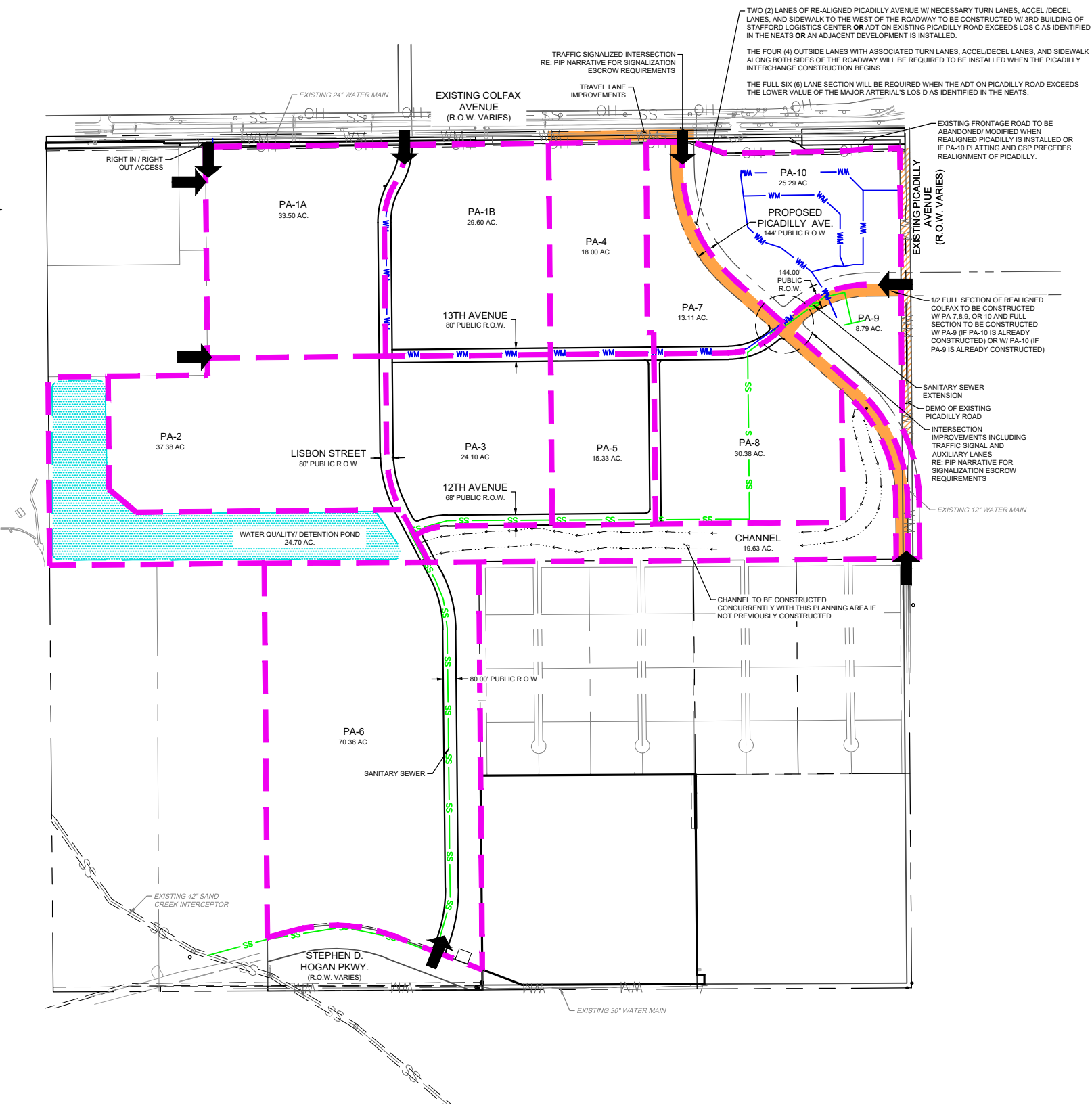
SS

PROPOSED SANITARY

PROPOSED STORM

PROPOSED REGIONAL DETENTION

PLANNING AREAS



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STAFFORD LOGISTICS CENTER
PUBLIC IMPROVEMENT PLAN

PLANNING AREA 10
PIP EXHIBIT

NO.	DATE	REMARKS

JOB NO.:	DCS18-4121
PA / PM:	PG
DRAWN BY:	RK
DATE:	4/19/2019

SHEET

PA10

Sheet 11 of 11

NOT FOR CONSTRUCTION

PUBLIC IMPROVEMENT PLAN NARRATIVE

STAFFORD LOGISTICS CENTER

Prepared: December 14, 2018

Revised: March 1, 2019

Revised: April 19, 2019

Revised: June 21, 2019

WM: DCS18-4121

Prepared for:

NorthPoint Development

4825 NW 41st Street - Suite 500

Riverside, MO 64150

P: (816)-384-2293

Contact: Jed Momot

Prepared by:

Ware Malcomb

990 South Broadway Suite 230

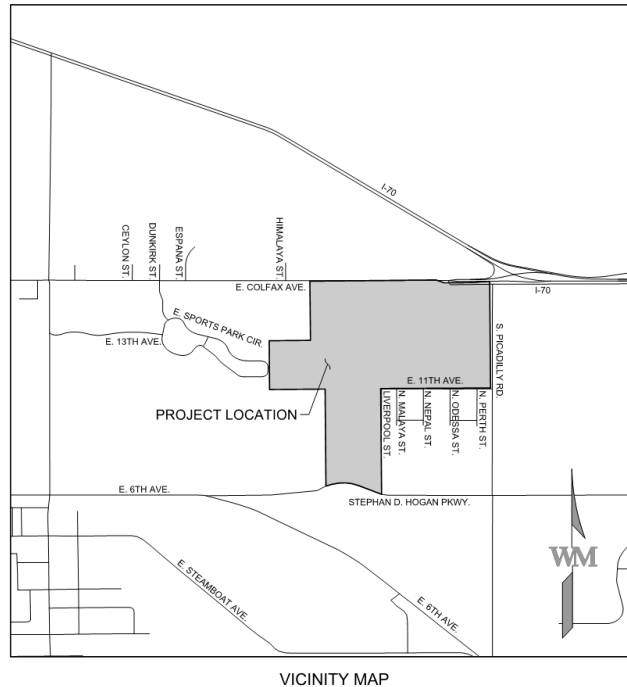
Denver, CO 80209

P: 303.561.3333

F: 303.561.3339

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.



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); 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 planning areas (PA). PA 1 – 6 and 8 will be zoned Light Industrial and PA 7, 9, and 10 will be zoned E-470 Mixed Commercial.

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.
- 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.
- 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.

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 13th 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 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.
- 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 7, 8, 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 ⁽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.

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.

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. 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.

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 1 – 5 and 7 - 10 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, PA-7, PA-8, 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, 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.

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.
- 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.

Planning Area 1B (29.60 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.
- 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.

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 (24.10 Acres) E-470 Light Industrial:

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.
- 12th Avenue Public Roadway improvements to the eastern extent of Planning Area 3.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area.
- Design of a regional trail system through the Stafford Logistics Center Development.
- Stormwater drainage channel to provide conveyance to the regional pond.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel.

Planning Area 4 (18.00 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:

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.

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

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 (6th 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.

Planning Area 7 (13.11 Acres) E-470 Mixed Commercial:

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, 5, and 8 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:

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.
- 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 (8.79 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, 5, and 8 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 (25.29 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 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, 5, and 8 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.

- 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.