



BLUE EAGLE

***RESPONSE TO PRE-APP
COMMENTS***

TAB 5



Office of Development Assistance
15151 E. Alameda Parkway, Suite 5200
Aurora, Colorado 80012
303.739.7345

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February 16, 2023

Blue Eagle Land Company
c/o Chris Fellows
Resolute Strategies, Inc.
9155 E. Nichols Avenue, Suite 360
Centennial, CO., 80112

Re: Blue Eagle Technology Park (#1687235)/Pre-Application Meeting held February 02, 2023

Dear Mr. Jones:

I would like to take this opportunity to thank you for considering the City of Aurora for the Blue Eagle Logistics Park project. As your assigned Project Manager, I remain available as a resource as you initiate the review and approval process in the city.

Attached to this letter are the formal Staff Comments from your Pre-Application Meeting with the Development Review Team. I have taken the opportunity to highlight a few key issues below that may require further consideration prior to a formal submittal of your Development Application. These, as well as those on the attached pages, will need to be addressed either before or during the development review process.

Key Issues:

- ▶ **Master Plan:** A Master Plan will be required to guide development in the area and provide for a similar site design, architectural vocabulary, and theme across the site. The Master Plan will provide guidance for design development and ensure predictability as each Site Plan is proposed for the development. Please see Planning comments on page six for more detail on Master Plan requirements, as well as comments throughout for associated Master Studies.
This has been completed and attached to the master plan submission. Our response to comments throughout the preapplication review have been placed following the specific comments.
- ▶ **Sanitary Service:** A Master Utility Study (MUS) is required which will show how sanitary service to this site will be handled both in the interim and the ultimate condition.
This has been completed and is included in the Master Plan submittal.
- ▶ **Stormwater Management:** Water quality, EURV, and detention should be provided for the site prior to release to Prairie Dog Draw. Prairie Dog Draw is a MHFD facility and a meeting with the city, MHFD, and the consultant drainage engineer to discuss potential improvements will be required prior to the submittal of the master plan documents. In addition, basin boundaries extend to the centerline of adjacent roadways. The first-in developer for these roadways shall coordinate with adjacent developments to design infrastructure such that parallel storm sewer systems are avoided.
Stormwater management has been addressed in detail within the Master Plan submission Public Improvement Plan (PIP) within Tab 13.

- ▶ **Floodplain:** No work is allowed in the floodplain without a floodplain development permit and no work is allowed within the floodway without a CLOMR. In addition, the base flood elevations (BFEs) shall be shown on the site plan and master plan. The lowest finished floor elevation shall be a minimum of 2' above the BFE, the lowest lot corner elevation shall be a minimum of 1' above the BFE.
- ▶ Prairie Dog Draw represents a FEMA regulatory Zone A Floodplain based on approximate methods, no Base Flood Elevations determined. A non-FEMA floodplain has been adopted by MHFD based on a 1995 Flood Hazard Area Delineation, which represents the best information available. Work within Prairie Dog Draw will require a floodplain permit documenting no adverse impacts to adjacent property or existing insurable structures. It is not anticipated that a CLOMR will be required.

Note there is an in-progress MDP and FHAD being prepared by Respec in coordination with MHFD and the City of Aurora. The MDP base hydrologic model has been used as the basis for the MDR.

Public Improvements: A Public Improvement Plan (PIP) is required with the Master Plan. The PIP will describe required public improvements including roads, utilities, and storm infrastructure and detention facilities for each planning area to develop independently. The roadway network shall be in conformance with NEATS and COA standards. This development is required to provide the south half of 26th Avenue (minor arterial per NEATS), the full width of Hayesmount (minor arterial per NEATS) and any required transitions to existing roadways. NEATS has also identified a grade separated crossing over the existing Union Pacific Railroad and I-70. This development would have a minimum 50% financial obligation for the crossing per City Code. As CDOT and PUC will be referral agencies for this project, early coordination regarding their requirements for access is required.

While we understand that NEATS has identified a grade separated crossing in this location, it is our position that the “flyover” is unnecessary. This is not a good “return on investment” in terms of cost to transportation benefit, is not well founded and is not a valid exaction from Blue Eagle.

Without identified funding sources from the City of Aurora, CDOT or some Federal funding, it is unlikely to ever be adequately funded (notwithstanding our position that it should not be funded in any regard).

No funding from south of I-70 has been identified to help fund the potential “flyover”. Given that commuters south of I-70 will have a number of options to get from south of I-70 to north of I-70, (in order to travel to a meaningful destination such as DIA) using other connectivity options including the upcoming “Aerotropolis Parkway” interchange, the proposed Monaghan or the Watkins interchanges, the concept of the flyover is redundant and unwarranted. Many alternatives are or will be in place. Without identified funding sources this flyover is unreasonable.

Further, as it relates specifically to the Blue Eagle parcel:

1. Trying to exact 50% of the costs, for a project that has a regional use way beyond Blue Eagle is totally improper.
2. Blue Eagle and its' proposed uses, have no need for, would not use, would not cause demand for, and would not benefit from the “Flyover” project. Given the type of uses envisioned and zoned for Blue Eagle, there is no cause, and no rational projection that users of Blue Eagle would have any use or need to “flyover” the railroad and I-70 to

go into a subdivision in Arapahoe County. Thus, there is no rational nexus and no basis for an exaction in any amount from Blue Eagle.

3. The “Flyover” was identified and put in the NEATS plan without any contact with the owners of the Blue Eagle property.
4. The NEATS study has been useful in providing a long-term vision for transportation planning. However, it was completed without property owners’ input and a full understanding of the impacts related to site conditions including grading challenges, Federal Highway and Railroad constraints. With further study we are convinced that there are other more viable and realistic options to solve long-term growth and transportation needs within the region. The current plan for the Hayesmount flyover (over I-70 and the UPRR railroad) will have an untenable impact on the Blue Eagle property and in effect will result in an improper regulatory taking of our land that is neither necessary nor feasible.

- **Access:** Two points of access to this site are required. Staff is glad to workshop other access options as you further refine your plans.

The master plan identifies two points of access to 26th Avenue.

The comments reflect information provided on your submittal materials as well as the discussion within the meeting and are meant to provide general direction to you in the preparation of the actual submittals. If the plans change significantly for the project, another pre-application meeting would be advised.

Again, thank you for attending the Pre-Application Meeting with our Development Review Team; I trust the meeting was helpful. If you have any questions or require additional information, please do not hesitate to contact me at 303.739.7044 or cdancy@auroragov.org.

Sincerely,



Cesarina Dancy
Senior Project Manager

cc: Diana Rael - drael@norris-design.com



City of Aurora Development Process

While the development process is described in more detail in the [Development Handbook](#), the following information will help you gain a quick understanding of your next steps in the process and understand the formatting of the attached staff comments:

Step I - Planning Phase

- The application is submitted to the Planning Department.
- The Planning Department refers the plan to other city departments for comment.
- Neighborhood meeting(s) are scheduled as necessary.
- The Master Plan is approved administratively.
- A Subdivision Plat is approved administratively during the same timeline.

Step II - Construction Document Phase

Civil Engineering Plans: This generally includes grading, storm drainage, stormwater management plan, public utilities, and street construction plans.

- A preliminary drainage report is a part of the site plan submittal (Step I above). Final drainage plans are included in the civil engineering plans package.
- A pre-submittal meeting with Public Works Engineering is required prior to electronic submittal of final civil plans for review. This review is separate from the Planning Phase review above and requires a per-sheet review fee at the time of submittal.

Building Plans: (construction plans for structures)

- Usually reviewed after Planning decision is made.

Step III - Construction Phase

Building/Civil Permits:

- **Stormwater Quality Discharge** permits must be issued prior to any site work (Aurora Water).
- **Public Improvement permits** can be issued after civil plan approvals.
- **Building permits** are issued only after Steps I & II are complete (site plan/civil plan), and building plans are approved.

Inspections: Certificate of Occupancy (CO) is granted once all work and inspections are complete.

STAFF COMMENTS - PRE-APPLICATION MEETING

Purpose of the Pre-Application Notes

These comments summarize the city's land use ordinances, policies, design standards, and code requirements that apply to your project. They are based on the material you have supplied us and will alert you to key issues involved in your project. They are not intended to provide a complete review of your proposal. Several electronic links have been included within the body of these comments, some specific to your project and some more general in nature. Note that these comments are valid for a period of six months.

Please do not hesitate to contact **Cesarina Dancy, ODA Project Manager**, who assembled these notes.

Contact Information

Below is a list of City of Aurora Departments/Divisions that were represented at the meeting and contact information for the individual City Staff members present.

City Manager's Office

Office of Development Assistance
Cesarina Dancy
303.739.7044
cdancy@auroragov.org

Aurora Water

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Housing and Community Services

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Public Works

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Oil and Gas Division

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Forestry
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STEP I – PLANNING PHASE

Planning and Development Services Department

The Planning comments are numbered. When submitting an application, please include a letter of introduction responding to each of the numbered comments, including key issues from other departments.

Key Issues:

- ▶ Master Plan Submittal Requirements
- ▶ Avigation Easement
- ▶ Street Connectivity
- ▶ Phased Development and Public Improvement Plan

Project Overview:

- Zoning: Airport District (AD)
- Character Area: Subarea C
- Proposed Use: Light Manufacturing, Storage, Distribution, Warehousing, and Office
- Permitted Uses: Yes

Type of Application:

- Master Plan (Subarea C)

Procedures:

- A Summary Table of Procedures can be found in Section 146-5.2, Table 5.2-1.
- The application can be reviewed and approved administratively by the Planning Director. Please note that if any Major Adjustments are requested as part of the application, a public hearing before the Planning and Zoning Commission will be required. The application will be reviewed in a 17–18-week timeframe and will be processed electronically through our development review website, found in the links below.

Important Links:

- [Unified Development Ordinance \(UDO\)](#)
- [Aurora Places Comprehensive Plan](#)
- [CAD Data Submittal Standard](#)
- [Colorado Oil and Gas Conservation Commission](#)
- [Landscape Reference Manual](#)
- [Development Review Website](#)
- [Online Application and Plan Submittal Guide](#)
- [Transportation Studies & Plans](#)
- [Pre-Submittal Checklist](#)
- [Forms and Applications](#)
- [Aurora Map Gallery](#)
- [Adams County Assessor Map](#)
- [Preliminary Drainage Report \(PDR\) Review Checklist](#)
- [Master Drainage Report \(MDR\) Review Checklist](#)
- [Civil \(Utility\) Plan Pre-Acceptance Review Checklist](#)

Standards and Issues:

1. Zoning and Placetype

1A. Zoning

The site is zoned Airport District (AD). The Airport District is intended to take advantage of and be compatible with the nearby regional and national transportation hubs and infrastructure, to expand employment opportunities created by the strategic location of these lands near the airports operating in or near Aurora, and to ensure that development is located and designed to be consistent with the continued efficient operation of those airports. Industry hubs and a variety of commercial, light manufacturing, distribution uses, and research and development campuses are anticipated to be developed in this classification. **Noted.**

1B. Character Area

This property is located within the Subarea C Character Area, which generally includes rolling, semi-arid, largely undeveloped lands with large open fields of prairie grass in northeast Aurora and mostly developed newer developments in southeast Aurora. **Noted.**

1C. Placetype

The subject property is within the Industry Hub Placetype. The Industry Hub Placetype includes areas typically dedicated to manufacturing, warehousing, distribution, fulfillment centers, freight operations, and renewable energy enterprises. This Placetype plays an important role in the city's employment base and economy but can sometimes create outdoor activity and should be appropriately buffered from residential and commercial areas.

The master plan is consistent with the Industry Hub Placetype. The site is surrounded by industrial uses, freeways, and properties identified for commercial/industrial uses. The Airport District (AD) zoning only allows industrial uses and does not allow any residential development. The site will be landscaped to meet all current codes and requirements.

1D. Overlay Districts

Avigation Easements

Because the property is within the Airport Influence District surrounding Denver International Airport, an avigation easement with the city and the airport shall be conveyed by the person subdividing lands or initiating construction of any structure on already subdivided lands. Such avigation easement shall be an easement for right-of-way for unobstructed passage of aircraft above the property and shall waive any right of cause of action against the city of associated airport arising from noise, vibrations, fumes, dust, fuel particles, and other effects caused by aircraft and airport operations. The avigation easement shall be in a form approved by the city and shall be recorded in the office of Clerk and Recorder for the county where the property is located before permit or plat approval is granted. The avigation easement form can be found [here](#). Please contact Jeffrey Moore at 303.739.7676 or jmoore@auroragov.org with any questions you may have.

This process is underway and will be completed prior to permit or plat approval.

1E. Master Plan

A Master Plan will be required to guide development in the area and provide for a similar site design, architectural vocabulary and theme across the site. The Master Plan will provide guidance for design development and ensure predictability as each Site Plan is proposed for the development. The master developer is responsible for managing the development and disposition of sites from planning refinement to final buildout, overseeing site preparation and shared infrastructure development, design review, maintenance, and asset management.

Tab 12 addresses architectural vocabulary and themes.

Re: Blue Eagle Logistics Park (#1687235)/Pre-Application Meeting held February 2, 2023

The required Letter of Introduction should address how the project meets the Master Plan criteria for approval. A Master Plan shall only be recommended for approval if:

- It is consistent with the Comprehensive Plan, the purpose statement for the zone district(s) where the property is located, the use regulations in Article 146-3 for the zone district(s), and all other adopted plans and policies of the City Council; **Provided in Letter of Introduction**
- It identifies a Master Developer and Master Plan that will foster future development of the property which complies with all applicable standards; **Provided in Letter of Introduction**
- It will result in a coordinated system of streets, trails, sidewalks, open spaces, and infrastructure systems that are integrated into the surrounding area and does not create significant adverse impacts on the surrounding area; and **Provided in Letter of Introduction**
- It will improve or expand multi-modal with park and open space connections to adjacent sites, neighborhoods, and urban centers. **Provided in Letter of Introduction**

As outlined in the Master Plan Manual, the submittal must include all tabs (Tab 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12), a Public Improvements Plan, a Master Utility Study, Master Drainage Report, and a Master Traffic Impact Study with the first submittal. Detailed justification must be provided for any adjustment requests and shall be mitigated through enhanced design standards and other measures.

All of these requirements are addressed in the master plan submittal within Tab 13.

1F. *Public Improvements Plan*

A Public Improvements Plan (PIP) will be required and should address all public improvements including streets, utilities, drainage, and dedicated parks and open space. The PIP should not only include a sheet in the plan set, but also a narrative that addresses utilities, roads, parks, and drainage. Stormwater management shall be designed to integrate with required outdoor common areas, designated parkland and open space areas, green space and landscaped areas to promote the use of natural systems to manage stormwater and to reduce the cost of construction and maintenance of pipes, culverts, and other hard infrastructure to the maximum extent practicable. Parks and open space shall be integrated into and throughout the development, connected with one another through pedestrian and bicycle circulation as well as connections to regional city trails. **Noted.**

2. Land Use

2A. *Proposed Land Use.*

The proposed Light Manufacturing, Storage, Distribution, Warehousing, and Office uses identified are permitted uses in the Airport District in Section 3.2, Table 3.2-1. Development is also subject to use-specific standards found in Section 146-3.3.5. **Noted.**

2B. *Phasing*

Define the phasing of improvements, if applicable, consistent with the phasing identified in the Public Improvements Plan (PIP) and/or other plans. Identify a timeline for each phase and the responsible parties for installation and maintenance and describe how each phase will independently support future Site Plans. Also identify any associated off-site improvements that may be required. **Included in PIP – Tab 13**

2C. *Roadway/ Right-of-Way and Easements*

Hayesmount Road and 26th Avenue are both planned to be four-lane (two in each direction) minor arterials. Maintain a continuous east-west and north-south collector street network between adjacent arterials. 26th Avenue is designated as a future high frequency transit route. This is to ensure that sufficient right-of-way ROW is preserved to accommodate future transit infrastructure

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such as bus stop pads. 26th Avenue is also designated as a primary bike route, with separated bike lanes.

The roadway design for our small section of 26th Avenue, south lane frontage, accommodates the anticipated and required laneage for 26th and a separated bike lane.

Hayesmount Road is designed as a secondary bike route with buffered or separated bike lanes.

The master plan integrates a bike lane along the section of Hayesmount Road as it passes through the Blue Eagle property.

Pay attention to the major drainage way/off-street trail that NEATS shows east of Hayesmount Road, and also the grade separated crossings across Hayesmount Road and across 26th Avenue (See NEATS figure ES-5).

The section of the proposed north Hayesmount Road is on other landowners' property as it approaches 26th Avenue. We assume the future grade separated crossing across 26th Avenue will be their responsibility. We have maintained an open space corridor along the headwaters of Prairie Dog Draw to accommodate public access and trails. See our previous comments and objections to the concept of a "Flyover" at Hayesmount & I-70.

3. Development Standards

3A. Traffic and Vehicular Circulation

The Master Plan and Master Traffic Impact Study need to identify the future roadway network. Emphasis should be placed on internal connectivity between the planning areas, as well as context to the proposed regional street framework. The expectation is site access will be aligned within the development. **Noted.**

3B. Dimensional Standards & Subdivision Standards

"Advisory" comments for when Site Plans and a Plat come in in the future. **Noted.**

Development standards for industrial development can be found in UDO Section 146-4.2 and Table 4.2-4. Additional setbacks may apply to accommodate landscape buffers (see item 3I) **Noted.**

Per Section 146-4.3.8, all subdivisions shall comply with the requirements in Section 146-4.5 (Access and Connectivity) at the time of Site Plan and Subdivision Plat approval **Noted.**

3C. Pedestrian Circulation On-Site Amenities and Open Space:

Pedestrian access should be provided into and around the property, to trail corridors and between individual sites and/or buildings. For future Site Plans, accessible routes will be required between parking areas, buildings and to the public right-of-way. Consideration should be taken to ensure there will be able to provide adequate connectivity and accessible route(s). **Noted.**

The Master Plan should identify open space tracts within the proposed development. For future Site Plans, an outdoor amenity or patio space for use by employees and customers shall be provided at main building entrances. **These are all addressed within the master plan in various tabs.**

3D. Landscape, Water Conservation, Stormwater Management

General Landscape Plan Comments

The Master Plan (MP) shall include design standards that address the overall landscape and aesthetic requirements for the entire development. The proposed standards shall meet the Unified Development Ordinance(UDO). Where unique circumstances such as screening of loading areas or parking lots fronting streets are proposed, then the design criteria should go above the minimum standards to address this. Consider an aesthetic theme that is carried throughout the development

by way of landscaping, paving and public art. Once the applicant has an approved MP, all future site plan submittals will be reviewed against the adopted standards as well as the UDO for regulatory compliance.

Addressed in Landscape Standards – Tab 11.

While not an all-inclusive list, the MP should at a minimum address the following:

- *Streetscapes*: Hierarchy of streetscape aesthetic treatments for internal vs. external streets. Tree spacing shall meet current city standards, but alternative design options can be proposed that exceed current code minimums. Provide specific makes and models for proposed street furnishings such as benches, trash receptacles, planters, signage, banners, lighting etc. in terms of their style and use throughout the development. **Noted.**

- *Public gathering spaces*: Incorporate design standards for any proposed pedestrian spaces associated with the development and the integration of any amenities that might be located between building entrances and the street. How will the interconnection of pedestrian spaces with walkways and trails be designed? Will there be designated break areas for employees and how will these spaces be treated in terms of amenities and covered areas out of the sun. **Noted.**

- *Views*: How is building placement oriented to address what people see when looking into the development from the external streets surrounding the site? What views if any, are highlighted or captured from within the development looking out? Amenity spaces, buildings, public art as well as principal entrances are encouraged to be located to create interesting views from the street and from within the site. **Noted.**

- *Public Art*: Does the public art component theme get carried throughout the development within the architecture or public accoutrements? Is there only one larger public art piece provided in a central location? Public art can act as a gateway entrance into the site or building and can serve multiple purposes if designed and sited properly. **Public Art Plan (Tab 7), will be addressed in submission # 2.**

- *Landscaping*: The MP should include standards that detail street frontage buffers including proposed widths, berming, plant quantities and plant types. Street buffers should reflect the hierarchy of the street in addition to the proposed land development associated with that frontage. **We agree with the need to screen buildings and loading areas from the street and the public but prefer to have the sidewalk against the back of curb and the landscape on the inside of the sidewalk, toward the building. We have found the tree lawn detail is not sustainable or effective within Industrial Hubs with the heavy truck traffic and challenges keeping trees alive within limited soil volumes and compacted soil conditions typically found within the tree lawns. The Applicant would like to discuss this design with COA staff. IF, after a meaningful dialogue, the COA still demands a detached walk and curbside landscape area, the Applicant will comply.**

The MP should include landscape design standards for screening of loading and tractor trailer parking areas especially if fronting a street, detention basin landscaping, building perimeters, parking lot landscaping, non-street frontage buffers and enhanced site entrances. Should the applicant be requesting an adjustment regarding the orientation of loading docks, the adjustment should be offset by measures that mitigate the adjustment request. Enhanced landscaping standards above and beyond UDO requirements should be proposed. **We agree.**

- *Entry Monumentation*: Will there be any unique entry monuments associated with the development? **Yes – see MP Urban Design Standards - Tab 10.**

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– *The primary through corridors:* Will there be multiple primary entrances into the development and how will they be treated aesthetically with landscape, monumentation/signage, hardscape etc.? **There will be one primary entry and one secondary entry into the project. Both are off 26th Avenue. Enhanced landscape and monumentation will be included in these areas.**

– *Hardscapes:* How do hardscape materials, patterns and colors relate to the public areas within the development? Where are they used relative to traditional concrete? **These are addressed in Tab 10-Urban Design Standards**

3E. Building Design Standards

– Section 146-4.8 of the UDO contains specific standards for the design of buildings. These standards include requirements for building orientation and spacing, breaking up the massing of building facades with articulation elements, four-sided building design, and permitted materials, among other things. **These are addressed in Tabs 10, 11 and 12.**

Code requires that you incorporate material changes and architectural features such as glazing, textured surfaces, projections, color, overhangs, and changes in parapet height to improve the façade and create an inviting and attractive street presence. Buildings must be designed to create a clear base, middle, and cap, with specific instructions and tips for how this can be achieved in Section 146-4.8.5.C. Ground floor designs should support a pedestrian-friendly environment, provide visual interest, and help to create an atmosphere that promotes foot traffic. Code also requires that you use changes in the wall planes, both horizontally and vertically, at specific intervals and provide a variety of durable materials to create visually interesting buildings. Architectural details shall be continued on all four sides of the buildings to prevent the back of house appearance. See the table below for applicable building design standards and ensure that the building elevations meet all applicable requirements. **Noted.**

Table 4.8-1
Building Design Standards Applicability by Building Type
Adjustments for Affordable Housing Structures appear in Sections 146-4.8.5 and 146-4.8.6

Standard	Single-family detached or two-family dwellings	Single-family attached	Multifamily buildings	Single-story non-residential buildings	Multi-story mixed-use or non-residential buildings	Large-scale retail large format over 75,000 sq. ft. gfa.
General building design standards						
Design variety	✓					
Distribution of masonry and architectural features	✓					
Windows	✓					
Building orientation and spacing			✓	✓	✓	✓
Massing and articulation						
Horizontal articulation		✓	✓	✓	✓	✓
Vertical articulation	✓		✓		✓	✓ [1]
Maximum building length			✓	✓	✓	✓
Building materials						
Primary building materials	✓		✓	✓	✓	✓
Masonry standards		✓	✓			
Four-sided building design						
Façade character elements			✓	✓	✓	✓
Entry design			✓	✓	✓	✓
Roof design						
Roof materials	✓		✓	✓	✓	✓
Roof form	✓		✓	✓	✓	✓
Screening of mechanical equipment						
Rooftop equipment	✓		✓	✓	✓	✓
Ground-mounted equipment	✓		✓	✓	✓	✓
Garbage storage areas			✓	✓	✓	✓

Notes:
[1] Only applies when more than two stories or over 30 feet tall.

3F. Exterior Lighting

Standards for exterior lighting are found in Section 146-4.9. Show typical details of lighting on the plan and on building elevations and any additional standards in the Master Plan. **Noted.**

3G. Signs

Section 146-4.10 governs signage standards. Please review this section for complete details. Show the location of any monument signs on the plans and indicate the location of wall-mounted signs on the building elevations. Add any proposed additional standards in the Master Plan. **Noted.**

4. Adjustments

Section 146-5.4.4 details the definitions, applicability, procedures, and criteria of approval for all adjustments to development standards. If any adjustments are requested, they must clearly be listed and justified in the Letter of Introduction. They must also be listed on the cover sheet of the Site Plan and any other sheets on which they are applicable. Approvals of adjustment requests are not guaranteed. Adjustment requests should identify the reason for the adjustment, efforts to minimize the adjustment, and design elements proposed to mitigate the standards proposed for reduction. Typically, mitigation techniques should go *above and beyond* requirements from other code sections. If an adjustment does not meet the limits for administrative approval under Section 146-5.4.4.F, then the adjustment will require approval from the Planning and Zoning Commission. **Noted.**

5. Submittal Reminders

5A. CAD Data Submittal Standards

The city has developed [CAD Data Submittal Standards](#) for internal and external use to streamline the process of importing AutoCAD information into the City's Enterprise GIS. A digital submission meeting the CAD Data Submittal Standards is required before final mylars can be routed for signatures or recorded for all applications. Please review these standards and ensure that files are in the correct format to avoid future delays. **Noted.**

5B. PDF Requirements

The application will be uploaded through the city's development review website as separate PDFs. Please ensure that all AutoCAD SHX text items are removed from the "Comment" section during the PDF creation process and that the sheets are flattened to reduce ability to select items. PDFs will be rejected during pre-acceptance reviews if they do not comply with this requirement, which could result in delays. **Noted.**

5C. Mineral Rights Notification

Please fill out the [Mineral Rights Affidavit](#) and supply this document to your Case Manager with the application submittal. **Completed and submitted with the initial MP files.**

Pre-Submittal Meeting:

Contact the assigned Case Manager to schedule a pre-submittal meeting at least one week prior to submitting an application. At the pre-submittal meeting, staff will review the submittal requirements, discuss the review timeline, provide a fee estimate, and review the process for uploading files and inputting adjacent property owners. **Noted and completed.**

Please note that a separate pre-submittal meeting is required with the Land Development Review Services Division for the Subdivision Plat prior to application submittal. Please contact them directly to schedule this meeting. **Noted.**

Community Participation:

Please work proactively with registered neighborhood organizations and adjacent property owners. Registered neighborhood organizations within a one-mile radius and adjacent property owners will formally be notified of the application when a submittal has been made to the Planning and Development Services Department. **Noted.**

Community Engagement Coordinator:

- Community Engagement Coordinators can assist in scheduling and facilitating meetings with community members. They have included a report attached to these notes listing the registered neighborhood organizations within one mile of your proposed project. Please work with the organizations that express interest in your project to address comments and mitigate concerns. **Noted.**
- All meetings with registered neighborhood organizations should also include the Planning and Development Services Department Case Manager so that questions concerning the UDO and procedures can be properly addressed. The Case Manager will record any project-related commitments that are made to the community at these meetings. **Noted.**
- Additional information about the Community Engagement Program can be found on the [Housing and Community Services](#) page of the city website. **Noted.**

Oil and Gas Development

We have reviewed the area of your development. There are no known plugged and abandoned (P&A) wells within your site. We do not anticipate any subsurface hazards during construction related to plugged oil and gas wells. Note that there may be existing underground pipelines in rights-of-way. If you have questions or concerns about this, the Oil & Gas Division can assist with providing additional information. **Noted.**

Please be advised that this is located next to a Central Gathering Facility (Oil and Gas) there are surface structures located offsite the well is at a depth of greater than 7,000 feet below the surface, currently there are horizontal well drilled underneath your site. The operation of the well is not anticipated to impact your surface development. The operation of the well is not anticipated to impact your surface development. The City of Aurora has no authority or control over subsurface well equipment or operations. Contact the Colorado Oil & Gas Conservation Commission (COGCC) for more information. **Noted.**

The Oil & Gas Division will work with you during your project development to help you understand the location of current and future oil and gas facilities that may affect your site. **Noted.**

Should you have any questions about oil and gas development, please reach out to Jeffrey S. Moore, Manager of the Oil & Gas Division. **Noted.**

Additional information regarding oil and gas development can be found in the data and maps on the Colorado Oil & Gas Conservation Commission website at COGCC Home (cogcc.state.co.us) and COGCC GISOnline (cogccmap.state.co.us). **Noted.**

Parks, Recreation & Open Space Department (PROS)

Planning Design and Construction

Master Plan - General Comments

- The proposed project appears to be well above the minimum required open space land dedication requirement per the annexation agreement. **Correct.**
- Your Preliminary Site Plan shows open space along the western side of the site and in the vicinity of the detention ponds on PA-1 and PA-2. Please show these open space and detention pond areas on the Master Plan, breaking them out into separate planning areas with anticipated acreages. **Open Space and detention areas have been identified as separate planning areas with associated acreages.**
- With open space opportunities distributed throughout the site, we encourage the project to provide pedestrian connectivity between these open spaces via the internal street network utilizing enhanced pedestrian corridors and meandering 8-foot-wide sidewalks within expanded street sections. **We disagree with this concept. This is going to be an industrial/logistics/commercial project. Encouraging pedestrian corridors, beyond those provided on the required walks throughout the project creates a safety concern and is a waste of economic resources. A study of similar projects shows there is little pedestrian use between facilities, and the required walks are way more than sufficient. Pedestrian activity in other areas can actually create unsafe conditions.**
- To provide recreational and exercise opportunities for employees and visitors, we encourage providing loop trails throughout the open space areas and around detention ponds, potentially with purposefully placed lookout areas and seating. **In projects of this nature, there are very few visitors, and those that come are for specific, destination-oriented purposes. It is not a destination for recreational and exercise opportunities. Study of similar projects shows no need for such facilities. The applicant will explore creating a meaningful place for walking, exercising, contemplation and enjoyment of the outdoors in the open space area on the east side of the project.**

Forestry Division

There will be trees impacted on this property, particularly around the farmhouse location. Tree mitigation will be required for any trees that are removed for this project. I will require that you hire a Consulting Arborist to conduct the tree inventory and appraisal. A list has been provided below. The key is that the inventory and appraisal is complete before any ground moves. Also, Civil and SWMP plans will not be approved by Aurora Forestry until tree mitigation has been approved through the Site Plan Process. **We have reached out to Steve Geist of Sav-A-Tree to schedule a tree inventory and appraisal and will comply with City Code on the matter.**

Tree Mitigation Requirements

Trees on site that are 4" or greater in caliper that will be impacted by development require tree preservation or mitigation. The intention of the Tree Preservation Policy is to preserve trees that are in good condition and of high value during the process of development. Mitigation for trees removed from the property can be accomplished by trees being planted back onto the site through the landscape plan, payment made into the Tree Planting Fund, or a combination of the two. If trees are planted on the site, the mitigation requirement is an inch-for-inch replacement. This is in addition to the regular landscape requirements. For example, if a 10" tree is removed, 10 caliper inches must be replaced back onto the site. The use of tree equivalents is not acceptable for tree mitigation. **We have reached out to Steve Geist of Sav-A-Tree to schedule a tree inventory and appraisal and will comply with City Code on the matter.**

Forestry's Role in Site Plan Review

- When the site plan is submitted, please show and label all existing trees on a separate sheet called Tree Mitigation Plan and indicate which existing trees will be preserved or removed. Please include grading on this sheet as well. Since you will be hiring a Consulting Arborist, please provide the inventory and appraisal with the first submittal. **We will complete this when appropriate.** Below is the list of Consulting Arborists for your review. Forestry would require a meeting with the arborist selected to make sure that we agree on the appraisal.

Name	Company	Address	Phone
David Merriman	Arbor Scape	5044 S. Youngfield Court Morrison, CO 80465	303-795-2381
Keith Worley	Forestree Development, LLC	7377 Osage Rd, Larkspur, CO 80118	303-681-2492
Robert Brudenell	The Natural Way, Inc.	1952 W. Dartmouth Ave. Englewood, CO 80110	303/347-0988
Scott Grimes	Colorado Tree Consultants	coloradotreeconsultants@yahoo.com	303-720-8170
Stefan Ringgenberg	Boulder Tree and Landscape Consulting	7289 Petursdale Court Boulder, CO 80301	303-530-0640
Steve Geist	SavATree	8585 E Warren Ave, Denver, CO 80231	303-306-3144

- Once the tree assessment is complete, a spreadsheet will be provided by the Consulting Arborist showing the dollar value of the trees that will be removed as well as the number of inches required for replacement back onto the site – the Consulting Arborist should contact Forestry to make sure they provide the correct number of inches. In most cases, the mitigation inches can be replaced on the site through upgrades to the landscape plan. If there is not room to replace the number of inches that will be lost, payment can be made into the Community Tree Planting Fund based on the dollar value associated with tree loss. **Noted.**
- Any trees that are preserved on the site during construction activities shall follow the standard details for Tree Protection per the current Parks, Recreation & Open Space Dedication and Development Criteria manual. The Tree Protection notes shall be included on the plan. The link for the manual can be found at:
<https://auroraver2.hosted.civiclive.com/cms/One.aspx?portalId=16242704&pageId=16529352>

Ash Trees Prohibited

- Due to the invasive Emerald Ash Borer that has been infesting trees along the Front Range, all species of Ash are prohibited from planting within the City of Aurora – please be sure that your Landscape Architect is aware of this new requirement. **Noted.**

Aurora Water

Utilities

Aurora Water will receive a referral of the Site Plan and Subdivision Plat for review and comment. Please respond to all Water Department comments with your initial submittal.

Key Issues:

- ▶ A master utility study is required. The master utility study is to show how sanitary service to this site will be handled both in the interim and the ultimate condition. **The master utility study, prepared by Martin & Martin LLC, is provided in Tab 13 Public Improvement Plan of the Master Plan.**
- ▶ Water main extensions to this site are required. **The specifications and locations of the Water Main Extensions are expressed in the master utility study, prepared by Martin & Martin LLC, is provided in Tab 13 Public Improvement Plan of the Master Plan.**
- ▶ Each building is to be individually served for water and sanitary. **Noted.**
- ▶ Water meters are not to be behind any gated or secure areas. **Noted.**
- ▶ All water mains are to be public. **Noted.**

Utility Services Available:

- Water service may be provided from: Extension per MUS
- Sanitary sewer service may be provided from: Extension per MUS
- Project is located on the following Map Pages: 03AB, 04AC, 04AB

Utility Service Requirements:

- A Site Plan is required for this project and must show existing and proposed utilities including:
 - Public/Private Mains
 - Service Lines
 - Water Meters
 - Fire Suppression Lines
 - Fire Hydrants necessary to service your development.
 - Grease Interceptors are required for commercial kitchens.
 - Sand/Oil Interceptors are required for vehicle maintenance facilities.
 - All utility connections in the arterial roadway are required to be bores.**Noted.**
- General utility design criteria can be found in Section 5 of the [Standards and Specifications Regarding Water, Sanitary Sewer and Storm Drainage Infrastructure](#) (Utility Manual). **Noted.**
- Note that Aurora Water reserves the right to enact certain restrictions that may include curtailment of water taps or usage of non-functional turf as established by City Ordinance. **Noted.**
- Please reference Ordinance No. 2022-46 pertaining to the use and restrictions of turf and ornamental water features. **Noted.**

Utility Development Fees:

- A partial Storm Drainage Development fee is required prior to the recording of the Subdivision Plat or at the time of building permit approval if a Plat is not required. Additional Storm Drainage fees may be charged and are based on the amount of impervious surface created by this project. **Noted.**

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- The Water Transmission Development Fee and the Sanitary Sewer Interceptor Fee have been combined into the water connection fee and are required to be paid after issuance of building permit and prior to issuance of the Certificate of Occupancy. **Noted.**
- For a full listing of Utility Fees, please see the [Aurora Water Fee Schedules](#). Connection fees should be paid prior to December 31st which are subject to increases as approved by City Council. **Noted.**
- Commercial users with meters one and one-half inches and smaller with landscaped areas not served by a separate irrigation system shall be charged an outdoor fee based upon the total landscaped area. **Noted.**

Stormwater Management

Aurora Water reviews the drainage and public improvement components of your project plans. Drainage design standards can be found in the city's ["Storm Drainage Design and Technical Criteria"](#) and ["Standards and Specifications Regarding Water, Sanitary Sewer and Storm Drainage Infrastructure"](#).

Key Issues:

- ▶ Water quality, EURV, and detention should be provided for the site prior to release to Prairie Dog Draw. **Noted.**
- ▶ Prairie Dog Draw is a MHFD drainage corridor and is located within the site, please email aurorawaterdrainage@auroragov.org to schedule a meeting with the City, MHFD, and the consultant drainage engineer to discuss potential improvements. Please schedule the meeting prior to the submittal of the master plan documents. **Noted. A master drainage report coordination meeting was held with MHFD on 9/11/2023**
- ▶ No work is allowed in the floodplain without a floodplain development permit, no work is allowed within the floodway without a CLOMR. **Prairie Dog Draw represents a FEMA regulatory Zone A Floodplain based on approximate methods, no Base Flood Elevations determined. A non-FEMA floodplain has been adopted by MHFD based on a 1995 Flood Hazard Area Delineation, which represents the best information available. Work within Prairie Dog Draw will require a floodplain permit documenting no adverse impacts to adjacent property or existing insurable structures. It is not anticipated that a CLOMR will be required.**
- ▶ The base flood elevations (BFEs) shall be shown on the site plan and master plan. The lowest finished floor elevation shall be a minimum of 2' above the BFE, the lowest lot corner elevation shall be a minimum of 1' above the BFE. **Prairie Dog Draw represents a FEMA regulatory Zone A Floodplain based on approximate methods, no Base Flood Elevations determined. A non-FEMA floodplain has been adopted by MHFD based on a 1995 Flood Hazard Area Delineation, which represents the best information available.**
- ▶ Basin boundaries extend to the centerline of adjacent roadways. The first-in developer for these roadways shall coordinate with adjacent developments to design infrastructure such that parallel storm sewer systems are avoided. **Noted.**
- ▶ Detention and water quality shall be provided for all adjacent roadways. **Noted.**
- ▶ Improvements are required for Prairie Dog Draw per the effective Outfall Systems Planning study. **Noted.**
Note there is an in-progress MDP and FHAD being prepared by Respec in coordination with MHFD and the City of Aurora. The MDP base hydrologic model has been used as the basis for the MDR.
- ▶ The ISP for the infrastructure required with this planning area shall be approved prior to the approval of this site plan. **Noted.**
- ▶ A preliminary drainage report shall be submitted with the site plan. On-site detention and water quality/EURV pond is required. The pond shall be in place prior to paving, and it shall be accepted prior to the issuance of Temporary Certificate of Occupancy (TCO) or Certificate of Occupancy (CO). **Noted.**

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- ▶ This application will be referred to Mile High Flood District (MHFD) for review and comment. It is advised that coordination with MHFD is started as soon as possible. **Noted. A preliminary coordination meeting was held with MHFD on 9/11/2023.**
- ▶ This site will require a master plan. See section 2.20 Master Drainage Report in the City of Aurora Storm Drainage Design and Technical Criteria Manual for report requirements. **Noted.**
- ▶ FHAD: COYOTE RUN AND BOX ELDER CREEK UPPER FHAD 1995. **Note there is an in-progress MDP and FHAD being prepared by Respec in coordination with MHFD and the City of Aurora. The MDP base hydrologic model has been used as the basis for the MDR.**
- ▶ OUTFALL SYSTEMS PLAN: BOX ELDER CREEK UPPER OSP PH B 1995. **Note there is an in-progress MDP and FHAD being prepared by Respec in coordination with MHFD and the City of Aurora. The MDP base hydrologic model has been used as the basis for the MDR.**
- Per Section [138-367](#) of the Aurora Municipal Code, a Preliminary Drainage plan and report is required prior to Site Plan or Plat approval. A Preliminary Drainage Plan and Report shall be submitted at the time of Planning Department application submittal. A review fee shall be paid to the city prior to acceptance of the preliminary drainage report. The site plan will not be approved until the preliminary drainage report is approved. Full spectrum detention is required for this project. **Noted.**
- The engineer is responsible for researching and determining if there has been a study by Mile High Flood District (MHFD) proposing improvements within or adjacent to said development. Any such improvements may be required to be constructed with the subject development. Coordination with MHFD and the city shall be initiated in such case at the master plan level or as soon as determined with any proposed development. **Note there is an in-progress MDP and FHAD being prepared by Respec in coordination with MHFD and the City of Aurora. The MDP base hydrologic model has been used as the basis for the MDR.**
- Under the provisions of Colorado Revised Statute 37-92-602(8), any detention or infiltration facility that becomes operational after August 5, 2015, is required to notify downstream water rights holders prior to operation. Mile High Flood District (MHFD) has created a spreadsheet form (called *SDI Design Data*) for determining compliance with the statute and a web portal that will send a weekly e-mail notification to downstream water rights holders, satisfying the notification requirements. The developer will be responsible for having a professional engineer, licensed in the State of Colorado, complete the *SDI Design Data* and uploading to the web portal. Aurora Water will verify the information matches the final drainage report. Notification must be made before Civil Plans will be approved or Stormwater Permits will be issued. **Noted.**
- Detention of storm drainage is required for this site and shall be incorporated on the site, unless a variance is approved through the City review process. **Noted.**
- Per City of Aurora Storm Drainage Design and Technical Criteria Section 3.61, underground detention may be used only as a last resort and must be approved by variance, when all other alternatives are exhausted. If a development chooses to propose underground detention, they are doing so at-risk of significant redesign if the underground detention is not approved. A variance, with supporting documentation, in the preliminary drainage report for underground detention will be evaluated on a case-by-case basis. **Noted.**
- Release rate for the detention pond shall be based upon the [“Storm Drainage Design and Technical Criteria”](#) Manual, latest revision, and in conformance with the MHFD’s MDP/OSP. **Noted.**
- Cross pans are not allowed across collector or arterial roadways, nor are they allowed on roadways with storm sewer systems. **Noted.**

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- Storm water from concentrated points of discharge from a minor storm event shall not be allowed to flow over sidewalks but shall drain to the roadway by the use of sidewalk chase sections. Sidewalk chase sections shall not be located within a curb cut, driveway, curb ramp, or curb return. **Noted.**
- For alley loaded product areas with more than the equivalent of 2 lots draining to the private alley, flows cannot cross the sidewalk. One of the following treatments shall be utilized unless otherwise approved by the City Engineer: 1. The 2-year storm event shall be collected prior to the sidewalk crossing. 2. The alley v-pan shall be warped to curb returns which shall include curb ramps with truncated domes. 3. The v-pan of the alley shall be perpetuated to the connecting street with the sidewalk approaching the alley terminated with truncated domes just prior to the alley. Any warping of the v-pan shall occur downstream of a line parallel to the adjacent sidewalk. **Noted.**
- Storm sewer system does not extend to this site. **Noted.**
 - Extend storm sewer to this site, including inlets, pipes, manholes, etc.; or
 - Discharge onto the street through a chase; or
 - Discharge onto the adjacent property in accordance with the approved master drainage study/preliminary drainage study for this development.
- Drainage references provided in these notes may not be an exhaustive list or include all potentially relevant existing or under-review documents. Please note that approved city documents before approximately the year 2000 are not available on the city website and must be requested by the design engineer from the Aurora Water Reviewer listed on the Pre-Application notes. Additionally, the city can only provide copies of approved Master Drainage, Preliminary Drainage, Final Drainage and Civil Plan documents. In cases where city review of these documents is on-going and they may have some impact on the project, it is the design engineer's responsibility to contact the designers of the under-review documents and coordinate designs. **Noted.**

Public Works Department

Traffic Engineering will receive a referral of the Site Plan, Subdivision Plat, and Civils for review and comment.

Key Issues:

- ▶ A Detailed Traffic Impact Study (TIS) will be required for this development. See below for additional information. **Noted. Included in Tab 13.**
 - If interim roadway/access networks are proposed, a traffic analysis for these conditions will be required.
- ▶ Per indication from Fire/Life Safety and the need for two points of access for emergency response, a crossing of UPRR to tie into SH 36/Colfax Ave will be required. As CDOT and PUC will be referral agencies for this project, early coordination regarding their requirements for access is required. **Two points of access will be provided along E. 26th Ave. if permitted by the UPRR and a third point of access will be provided at the current UPRR crossing at the southern portion of the site. This is intended to provide access for emergency response only.**
- ▶ Applicant shall install two 2" conduits and pull boxes to be owned/maintained by the City of Aurora, for future fiber optic interconnect of traffic signals along arterial roadways (26th Avenue & Hayesmount Road). **Will be coordinated through the ISP approval/review process.**
 - Conduit
 - Conduit material shall be Schedule 80 HDPE (or similar).
 - A # 14 AWG stranded copper conductor shall be installed for city underground locating purposes.

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- A nylon pull tape with a minimum 1,250 lb. tensile strength shall be installed in all new conduit.
 - Pull Box
 - Pull boxes shall be 30"x48"x24", with two-piece interlocking lids.
 - City conduit shall be installed into City Pull Boxes.
- Hayeshmount Road has been identified in the City's NEATS study as a four-lane minor arterial with an overpass of the Union Pacific Railroad in the future 2040 conditions. Crossing of Union Pacific Railroad will require early coordination with them and the Public Utilities Commission. Currently, our experience shows PUC approval to take ~3-5 years. **Applicant has coordinated with City on this condition.**
- East Colfax Avenue (SH-36) is a state highway. Approval and access permits will need to be obtained from the Colorado Department of Transportation (CDOT). Please contact *Steve Loeffler* at CDOT, phone number 303.757.9891. Developers/applicants are encouraged to contact CDOT early in the review process to determine the feasibility of the proposed access and any specific CDOT requirements. In order to insure CDOT will allow access as shown, provide a letter from CDOT indicating they have reviewed the proposed access. **This letter must be received 10 days prior to the Planning Commission hearing.** - Construction should only occur after obtaining the State Highway Access permits and the Notice to Proceed from CDOT. State Highway Access permitting is a two-step process. First obtaining the access permit and then obtaining the Notice to Proceed with the construction documents, Certificate of Insurance, and Traffic Control Plan. Having approval from Aurora for construction of the store did not mean you had approval for construction of the accesses in the State Highway right-of-way. **Coordination with CDOT on access permitting will be completed as part of the Site Plan approval.**
- Streets shall align at intersections or be offset by 150' for local/collector intersections, or 300' for arterial intersections. **Noted.**
- Objects and structures shall not impede vision within the sight triangles. Show sight triangles on the site plan and landscaping plan at all access points in accordance with [City of Aurora Standard Traffic Detail TE-13](#). In addition, street trees shall be set back from Stop signs and other Regulatory signs as detailed in [City of Aurora Standard Traffic Detail TE-13.3](#). **Noted.**
Add the following note landscape plans: 'All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10'. **Noted.**
- Show existing stop signs and street name signs or the installation of new stop signs and street name signs by developer at the site access points onto public streets. Add the following note to the Site Plan:
 - The developer is responsible for signing and striping all public streets. The developer is required to place traffic control, street name, and guide signs on all public streets and private streets approaching an intersection with a public street. Signs shall be furnished and installed per the most current editions of The Manual on Uniform Traffic Control Devices (MUTCD) and City Standards and shown on the signing and striping plan for the development. **Noted.**

ROW/Plat:

- Dedicate Public ROW for this roadway. **Noted.**

Traffic Signal Escrow:

- The intersections of 26th Avenue & internal site road and Hayesmount Road & Colfax Avenue, among others, are potential candidates for a future traffic signal if and when signal warrants are met. As an adjacent landowner/developer, you must participate in the cost of the traffic signal installation. Add the following note to the Site Plan: **To be coordinated through the review process.**
- **(Applicant/owner name, address, phone)** shall be responsible for payment of 50% of the traffic signalization costs for the intersections of 26th Avenue & internal site roadway and Hayesmount Road & Colfax Avenue, if and when traffic signal warrants are satisfied. Traffic signal warrants to consider shall be as described in the most recently adopted version of Manual on Uniform Traffic Control Devices, as of the date or dates of any such warrant studies. For warrant purposes, the minor street approach traffic shall typically be comprised of all through and left-turn movement and 50% of right turn movements unless otherwise determined by the traffic engineer. **Pursuant to 147-37.5 of city code, the percentage of the traffic signalization costs identified above shall be paid to the city by the applicant / owner, to be held in escrow for such purpose, prior to the issuance of a building permit for the related development or as otherwise required by city code.** The percentage above will be applied to the entire traffic signalization cost as estimated at the time of the escrow deposit to calculate specific dollar funding requirement. **Noted. Will add during the Site Plan approval process.**

Traffic Impact Study:

- A Traffic Impact Study will be required for this site which will include addressing the following specific items:
 - 1) Existing, phased buildout and 2040 average daily traffic counts.
 - 2) Trip Generation for the site.
 - 3) Site Circulation Plan.
 - 4) Site Circulation Plan and interior intersection control.
 - 5) Interior roadway ADT & classifications.
 - 6) Signal Warrant Analyses of 26th Avenue & internal site roadway and Hayesmount Road & Colfax Avenue, and any other significant volumed intersection within the site boundaries as necessary – Warrants 1, 2, 3 all to be included (collect 72 hr. tube counts for analysis) **Traffic Study is include with the submittal.**

The Traffic Study shall be prepared in accordance with the [City of Aurora Traffic Impact Study Guidelines](#).

Submitting the Traffic Study:

- The Traffic Study shall be sent directly to *Dean Kaiser* at djkaiser@auroragov.org as soon as possible.
 - The Traffic Study shall also be uploaded with the rest of the submittal.
 - Previously approved Traffic Impact Studies/Letters are available through this [link](#). **Comments noted.**
- Based on our review of the Traffic Impact Study, additional improvements may be required. **Noted.**

Engineering Division

The Engineering Division reviews the roadway and public improvement components of your project plans. Engineering reviews referrals of the Site Plan and Subdivision Plat from the Planning Department.

Key Issues:

- ▶ A Public Improvement Plan is required with the Master Plan. The PIP will describe required public improvements including roads, utilities, and storm infrastructure and detention facilities for each planning area to develop independently. A narrative describing the required improvements shall be included to support the exhibits. **Noted. A PIP has been included with the master plan.**
- ▶ The roadway network shall be in conformance with NEATS and COA standards. This development is required to provide the south half of 26th (minor arterial per NEATs), the full width of Hayesmount (minor arterial per NEATS) and any required transitions to existing roadways. **Noted.**
- ▶ NEATS has also identified a grade separated crossing over the existing Union Pacific Railroad and I-70. This development would have a minimum 50% financial obligation for the crossing per City Code. **While we understand that NEATS has identified a grade separated crossing in this location, it is our position that the “flyover” is unnecessary. This is not a good “return on investment” in terms of cost to transportation benefit, is not well founded and is not a valid exaction from Blue Eagle.**

Without identified funding sources from the City of Aurora, CDOT or some Federal funding, it is unlikely to ever be adequately funded (notwithstanding our position that it should not be funded in any regard).

No funding from south of I-70 has been identified to help fund the potential “flyover”. Given that commuters south of I-70 will have a number of options to get from south of I-70 to north of I-70, (in order to travel to a meaningful destination such as DIA) using other connectivity options including the upcoming “Aerotropolis Parkway” interchange, the proposed Monaghan or the Watkins interchanges, the concept of the flyover is redundant and unwarranted. Many alternatives are or will be in place. Without identified funding sources this flyover is unreasonable.

Further, as it relates specifically to the Blue Eagle parcel:

- 1. Trying to exact 50% of the costs, for a project that has a regional use way beyond Blue Eagle is totally improper.**
 - 2. Blue Eagle and its’ proposed uses, have no need for, would not use, would not cause demand for, and would not benefit from the “Flyover” project. Given the type of uses envisioned and zoned for Blue Eagle, there is no cause, and no rational projection that users of Blue Eagle would have any use or need to “flyover” the railroad and I-70 to go into a subdivision in Arapahoe County. Thus, there is no rational nexus and no basis for an exaction in any amount from Blue Eagle.**
 - 3. The “Flyover” was identified and put in the NEATS plan without any contact with the owners of the Blue Eagle property.**
 - 4. The NEATS study has been useful in providing a long-term vision for transportation planning. However, it was completed without property owners’ input and a full understanding of the impacts related to site conditions including grading challenges, Federal Highway and Railroad constraints. With further study we are convinced that there are other more viable and realistic options to solve long-term growth and transportation needs within the region. The current plan for the Hayesmount flyover (over I-70 and the UPRR railroad) will have an untenable impact on the Blue Eagle property and in effect will result in an improper regulatory taking of our land that is neither necessary nor feasible.**
- ▶ **The updated Roadway Manual was officially adopted as of February 1, 2023. The link to the updated Roadway Manual can be found below. **Noted.****

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- Previously approved plans and reports can be found on the City's website. Instructions can be found here: [Getting to Engineering Documents Online](#). Older documents can be provided upon request. **Noted.**

The following standards will apply to subsequent site plan submittals:

Improvements:

Sections and details referenced in the Improvements section refer to the city's [Roadway Design and Construction Specifications \(Roadway Manual\)](#).

- Typical roadway sections are specified in the City Code and summarized in Section 4.08 with details shown in the Standard Detail S1. **Noted.**
- Mountable curb and gutter shall be used on all Type 1 and 2 streets. All other streets, including those within the Urban Centers and TODs shall use 6" vertical curb and gutter. **Noted.**
- Curb ramps must be shown (located) on the plans at all curb returns, "T" intersections, residential mail kiosks or clustered mailboxes, and any other location of public necessity. Detailed grading of the curb ramps shall be included in the civil plans. **Noted.**
- Flared curb cuts, Standard Detail S7.4, are not permitted for commercial/industrial or residential driveways where traffic movements would be substantial. When the number of parking spaces exceeds 20, curb returns are required, and the curb return radii shall be labeled on the plan. **Noted.**
- Pedestrian Bicycle Railings will be required at and continuous along vertical separations of 30 inches, or greater, or on slopes greater than or equal to 3:1 adjacent to pedestrian areas. See Standard Detail S18. **Noted.**
- Retaining walls shown on plans shall indicate material type and a height range or indicate a maximum height. Where appropriate, guard or handrails may be required. Structural calculations are required with the first civil plan submittal for all cast in place walls and walls greater than four feet in height. Please refer to Section 4.02 of the Roadway Manual for additional retaining wall requirements. **Noted.**
- The maximum private access drive slope may be 4% (non-residential) when sloping down toward the public street and up to 6% maximum when sloping up toward the public street. **Noted.**
- Homes and drives are allowed to front collector streets if the average daily traffic volume is less than 4,000 and certain mitigation measures are provided. Indicate the mitigation measures on the Site Plan. See Section 4.04.2.02.4 of the *Roadway Design & Construction Specifications*, October 2016 edition. **Noted. Residential uses are not planned for this development.**
- Homes are allowed to front a local street within 75-feet of an arterial street if the average daily traffic volume is less than 2,000 and certain mitigation measures are provided. Indicate the mitigation measures on the Site Plan/Contextual Site Plan. See Section 4.07.7.02.5.04 of the *Roadway Design & Construction Specifications*, October 2016 edition. **Noted. Residential uses are not planned for this development.**
- If gates are incorporated into the design of the development, they are required to be setback from the street flow line a minimum of 35-feet or one truck length, whichever is greater. **Noted.**
- Streetlights are required along adjacent roadways. Please refer to the 2023 Roadway Manual for streetlight spacing, location, wattage, etc., information. Streetlights along public right-of-way shall become city-owned and maintained once they have been installed and the final acceptance letter for the

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lights has been issued. Streetlight locations shown on the site plan are conceptual. The street lighting plan shall be included with the Civil Plan submittal and will determine final street light locations based on a photometric analysis. **Noted.**

- Dust free surface. If some other surface is approved for a site that is not improved (concrete or asphalt pavement), it needs to be dust free and maintained in a dust free condition. As part of the site plan approval process, the applicant shall place on the site plan/contextual site plan a complete description of the material proposed to be used, any and all dust control additives or treatments, and the maintenance schedule of the periodic additives or treatments. Additionally, a note shall be added to the site plan/contextual site plan that: "The property owner/developer shall maintain the dust free surface as provided within the site plan/contextual site plan. Otherwise, if the property owner/developer fails to maintain the dust free surface as identified within the site plan/contextual site plan and fails to correct the condition after notification of the condition, the property owner/ developer agrees to remove it and replace it with an improved surface such as concrete or asphalt within the specified time of the notification. **Noted.**

ROW/Easements/Plat:

- ROW dedication is required for public streets. **Noted.**
- The dedication of a 25-foot lot corner radius is required at the intersection of arterial roadways, a 20-foot lot corner radius is required at the intersection of collector roadways, and a 15-foot lot corner radius is required at the intersection of local roadways. **Noted.**
- Please coordinate with the Real Property Division of Public Works for the dedication of any required easements. If a plat will be prepared for this development, the plat can cover the required easements. **Noted.**
 - Sidewalk easements may be required for new sidewalk installed.
 - A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way.
 - Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way.
 - Public access/fire lane easement shall be required for fire lanes outside of public right-of-way. Please coordinate with Life Safety for their alignment.

Fire/Life Safety Comments - Building Division

The Building Division will receive a referral of the Site Plan and Subdivision Plat for review and comment. They will review these documents for Life Safety (Fire Code) and Building Code issues.

Key Issues:

- At this initial phase of the development process the Fire/Life Safety comments will be focused on the forthcoming master utility study, master traffic study, PIP, and master plan submittals. The focus of the Fire/Life Safety review will be the establishment of two points of emergency access, off-site infrastructure, internal site connectivity and a looped water supply to the overall site. More specific on-site comments will follow at the time of site and civil plan submittals. **Noted.**
- In previous pre-application meetings for this area Fire/Life Safety has discussed the potential needs for a permanent/temporary fire station, and Whelen siren system land dedications when needed. The current land dedication for a permanent fire station is 3.0 acres and a temporary fire station is 1.75 acres. The Master Plan required by the Planning Department will reflect the locations of these needed

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land dedications. Applicant will coordinate with Fire/Life Safety to identify a location that is beneficial for both the applicant and the City.

Addressing Requirements:

All buildings or structures, except accessory buildings, shall display the proper building number in the manner provided in this article. It shall be the responsibility of the owner, occupant or any person obtaining a building permit to place such number in the manner provided in the Aurora City Code of Ordinance, Chapter 126 - Article VII - Numbering of Buildings. **Noted.**

Adopted Codes by the City of Aurora – Setbacks:

The site plan and civil plans must reflect the setback requirements of the 2015/2021 International Building and Fire Code for placement of the structure(s) in relation to adjacent buildings, property lines, public ways, accessible walkways, etc. To view the 2015/2021 International Codes please utilize the following hyperlink: [ICC Codes Online](#). **Noted.**

- Show the distance of new or existing lot lines to proposed exterior walls of structures on the site plan.

Civil Plans:

Based on the discussion within the pre-application meeting the following information must be reflected within the Civil Plan package submitted to Public Works Department. **Noted.**

- [Alternative Fire Lane Surfacing Material](#)
- [Alternative Fire Lane Surface Signs](#)
- [Grading Plan](#)
- [Sign Package](#)
- [Signature Block](#)
- [Street Standards and Street Section Details](#)

Fire Hydrants:

The number and spacing of fire hydrants are determined using the 2015/2021 IFC, Appendix B & C. As indicated in the previously stated code sections, fire hydrant coverage requirements include both internal site areas and abutting public street systems. **Noted.**

Framework & General Development Plans:

The link provided will provide the developer with important fire department requirements that must be reflected within a framework or general development plan. **Noted.**

- With an update of the FDP being required by the Planning Department, Fire/Life Safety is required to reassess the locations of permeant/temporary fire stations and Whelen siren systems. The Aurora Fire Department has recently updated its land dedication requirement to 3.0 acres to fit the new fire station design.

Phasing Plans:

A phasing plan must be provided with the Planning Departments Site Plan and the Public Works Departments Civil Plans submittals. **Noted.**

Site Plan, Civil Plan, Framework and General Development Plan, and Plat Notes:

The notes being provided below must be included on the cover sheet of the indicated submittal type.

Note: A Master Plan is the same as a Framework and or General Development Plan: **Noted.**

- [\(Framework and General Development Plan Note\) On-Site and Off-Site Infrastructure Requirement](#)
- [\(Framework and General Development Plan Note\) Temporary Fire Station Requirements](#)

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- [\(Framework and General Development Plan Note\) Permanent Fire Station Requirements](#)
- [\(Framework and General Development Plan Note\) Whelen Warning System Requirements](#)
 - As each CSP and Plat are submitted, a possible land dedication for placement of a Whelen Siren system will be assessed.
 - Whelen Siren Access Requirements:
 - Provide a 12' wide concrete access drive.
 - Design as a 6" reinforced concrete drive surface.
 - Show it as coming alongside the tower for parking and maintenance.
 - If this access drive creates a dead end longer than 150', a turnaround is highly recommended, and we may need to discuss it further. If it is less than 150', it should be adequate without a turnaround. (You should be able to control the length of the access drive since you have some latitude re: the tower setback from the community center access drive).
- [\(Plat Note\) If Plat does not contain a Dedicated Fire Lane Easement](#)

Land Development Review Services Division

The Land Development Review Services Division reviews the Site Plan and processes Subdivision Plats, Easements, and License Agreements that may be necessary for development of property.

Key Issues:

- ▶ Subdivision Plat(s) will be required. This can coincide with Site Plan phasing. **Noted.**
- ▶ Right-of-Way dedications will likely be dedicated by separate document once roadway networks are determined. **Noted.**
- ▶ See note below about assistance with our street light program. **Noted.**

Subdivision Plats:

- The property has never been platted and shall be subdivided at this time in order to obtain a building permit. Plats must be prepared using City of Aurora specifications provided in our most current [Subdivision Plat Checklist](#). Plat review may run concurrently with your other Planning Department submittals. **Noted.**
- A **presubmittal meeting** with Land Development Review Services is required on all plat submittals so our team may verify that basic elements have been addressed before they are submitted to Planning. This 30-minute meeting is for the 1st submittal of plats only and is by appointment only. Call *Darren Akrie* at 303.739.7300 to schedule your appointment. The person preparing the plat and your project manager should attend the meeting. Please bring two sets of the plat. **Noted.**

Site Plans:

A Site Plan will be required by the Planning Department. Land Development Review Services has items that need to appear on that site plan above and beyond what other departments may require. These items are listed on the Land Development Review Services [Subdivision Plat Checklist](#). **Noted.**

Separate Documents:

- During the pre-application meeting no requirement for separate documents were specifically identified for your site as proposed. However, review of your actual Site Plan when submitted may identify additional conditions which will require a separate document. Following are the links to additional information if needed later in your formal review process: **Noted.**
 - [Dedications Packet](#)
 - [Easement Release](#)

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- [Revocable License Packet](#)
- [License Agreement Packet](#)
- **Offsite easement dedications** may be required to make your project work. It's up to the developer to obtain these easements for the city, pay compensation, etc. Dedication documents must be prepared using Land Development Review Services specifications which can be found in the [Dedications Packet](#). Once complete and accurate easement dedication information is submitted to Land Development Review Services, it takes **about 8-10 weeks** to complete the process. They must be complete and ready to record before Land Development Review Services will record the Plat and/or Site Plan. **Noted.**
- If there are existing easements that are no longer needed, the city will require the developer to make application to the city to release those easements. Easement release documents must be prepared using Land Development Review Services specifications and are available in the [Easement Release Packet](#). Once complete and accurate easement release information is submitted to Land Development Review Services, it takes about **8-10 weeks** to complete the process. They must be complete and ready to record before Land Development Review Services will record the Plat and/or Site Plan. **Noted.**
- The developer may need to **dedicate new easements** and/or street right-of-way on the site. Since a new subdivision plat is not required, these dedications must be done by separate legal document. These legal documents must be prepared using Land Development Review Services specifications which are found in the [Dedications Packet](#). Once complete and accurate easement dedication information is submitted to Land Development Review Services, it takes about **8-10 weeks** to complete the process. They must be complete and ready to record before Land Development Review Services will record the Plat and/or Site Plan. **Noted.**
- You may have items that encroach into city-owned property or easements (i.e., retaining walls, medians, stairs, etc.). If allowed, these types of encroachments require a **License Agreement**. Requirements can be found in the [License Agreement Packet](#). It takes **8-10 weeks** to complete the process after submittal. The License Agreement must be completed before the Site Plan is recorded. **Noted.**
- Land Development Review Services may require a Monumented Field Survey, but we are unable to determine that until we make our first review. **Noted.**
- If a requirement for new street lighting is identified during the review process, this may be an opportunity to partner with cell carrier providers. New technology allows these providers to incorporate their technology with street lighting. These carriers are willing to take on the cost of purchasing and installing a light with qualifying projects. Please contact *Leslie Gaylord* at 303.739.7901 for additional details and contact information. **Noted.**

STEP II – CONSTRUCTION DOCUMENT PHASE

The Construction Document Phase is when Engineering and Building plans are reviewed against City Codes for compliance. It is an administrative process and usually occurs after Planning Commission or Planning Director decisions. Permits are issued from these documents.

Civil Engineering Plans

- Civil Construction Plans are required for your project as proposed and shall be submitted electronically.
- Use of the Batch Standards Checker Tool is requested for this project.

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- Civil Engineering Plan Review (*see links below for additional information*):
 - [Process](#)
 - [Review Schedule](#)
 - [Fees](#)

Prior to submittal of the electronic Civil Construction Plans, the civil consultant must schedule a pre-submittal meeting with Christopher Eravelly at 303.739.7457 or ceravell@auroragov.org. Civil Plans and Reports are required for this pre-submittal review. Also copy of the pre-application meeting notes is required and a copy of the submitted site plan, including the landscape plan. At this meeting the Civil Plans shall be reviewed for completeness. A [checklist](#) is used to ascertain completeness. The engineer shall fill out the checklist and submit it for the pre-submittal meeting. A pre-submittal meeting will not be scheduled until there are no outstanding comments remaining on the preliminary drainage report/letter.

- Civil Construction Document Plan Set generally includes the following plans:
 - Stormwater Management Plan
 - Final Drainage Plan/Report
 - Final Grading Plan
 - Utility Plan and Profiles
 - Street Plan and Profiles
 - Area Grading Plans
 - Structural Calculations ***only for cast in place walls or walls greater than 4' in height*
 - Signing and Striping Plan
 - Street Lighting Plan
- *Phasing shown on the Site Plan shall also be represented on the Civil Plan drawings.*

Aurora Water

Utilities

General Requirements:

- Utility Plans will be required with the Civil Engineering Plans: **Noted.**
 - Utility Plans shall be prepared in accordance with the Utility Manual
 - Utility Plans must be approved prior to obtaining building permits
 - Utility Plans must include:
 - o Fixture Unit Table and Meter Sizing Tables
 - o Water Service and Water Meter locations
 - o Sanitary Sewer Service Lines
 - o Resistivity Tests for any public water mains installation per Section 20 of the Utility Manual.
 - Cross Connection Control Devices are required for:
 - o Fire Service Lines
 - o Commercial and Domestic Water Service Lines.
 - o These devices are required to be located within the building or within a heated and drained vault after the water meter.
 - All service line construction information (horizontal and vertical information, lengths, slopes, etc.) must be provided on the Site Plan Utility Sheet.

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- Individual service line connections and fire line connections must be approved through Aurora Water. Include all applicable standard notes from Section 5.05.1 of the Utility Manual on the Site Plan Utility Sheet.

Construction Stormwater Quality Requirements:

- A Stormwater Quality Discharge Permit and Stormwater Management Plan and Report will be required for this project. See the latest revision of the City of Aurora [Rules and Regulations Regarding Stormwater Discharges Associated with Construction Activities](#) Manual (SWMP Manual) for more detailed requirements. A [Colorado Discharge Permit System \(CDPS\)](#) (CDPS) permit may be required by the State Health Department if a City of Aurora Stormwater Quality Discharge Permit is required. **Noted.**
- A Stormwater Quality Discharge Permit and Stormwater Management Plan and Report may be required for this project if an acre or more of disturbance is anticipated (which includes equipment and material storage areas). See the latest revision of the [City of Aurora SWMP Manual](#) for more detailed requirements. A [CDPS](#) permit may be required by the State Health Department if a City of Aurora Stormwater Quality Discharge Permit is required. **Noted.**
- CAD Data Submittal Standard: The City of Aurora has developed a CAD Data Submittal Standard for internal and external use to streamline the process of importing AutoCAD information into the city's Enterprise GIS. Digital Submission meeting the CAD Data Submittal Standard are required by consultants on development projects when submitting to the city for signature sets and on capital projects funded by the city. Details of the CAD Data Submittal Standard can be found on the [CAD Standards](#) web page. **Noted.**

Stormwater Management

General Requirements:

- All new developments and redevelopments are required to develop and implement a permanent condition Stormwater Management Plan (SWMP) in conjunction with the overall drainage plan for the site. The SWMP shall be included in and become part of the preliminary and final drainage reports. The SWMP shall discuss and propose the solutions to permanently enhance the quality of stormwater runoff through the site. **Noted.**
- The SWMP shall be developed by applying the permanent water quality “best management practices” described in Volume 3 of the USDCM. The SWMP shall be shown in a separate section of the drainage report. Proposed permanent stormwater quality enhancement facilities shall be sized and located on the drainage map (see section 2.42, [“Storm Drainage Design and Technical Criteria”](#) manual). The development community is encouraged to use multiple BMPs in creative and non-traditional site design to achieve the water quality objectives. **Noted.**
- An Inspection and Maintenance Plan (I&M Plan) shall be developed concurrently with the design of the permanent BMP’s and submitted with the final drainage plan and report for approval. Refer to Section 5.09 of the [Water, Sanitary Sewer, and Storm Drainage Infrastructure Standards and Specifications](#) as well as the 2010 [Storm Drainage Design & Technical Criteria](#) manual’s appendices for direction on preparing an I&M Plan, including the Maintenance Agreement. A signed Maintenance Agreement shall be submitted with the signature set of civil plans and must be approved prior to approval of the Civil plans. **Noted.**
- The civil plans will not be approved until the preliminary drainage report/letter is approved and the plat

is ready for recordation. **Noted.**

Public Works Department

Construction documents should reflect all approved Access, Right of Way, Easements, and Public Improvements that were included and approved on the Site Plan and Plat for your project.

Traffic Engineering

- The Construction Documents shall include an Interim and an Ultimate Signing and Striping Plan, and Traffic Control Plans. If lane closures are required per the Traffic Control Plans, occupancy fees will apply. The calculation for these fees is available on the city's website or in the Development Handbook. **Noted.**
- Critical Traffic Control Areas, as identified by the Traffic Manager during Civil Plan review, are circumstances that develop resulting from temporary modifications to the roadway network. Critical Traffic Control Areas can include, but are not limited to: **Noted.**
 - lane closures resulting in reduction in vehicles capacity greater than 50%,
 - proximity to intersections, access drives, rail lines,
 - locations with higher multimodal movements, or
 - other special circumstances

When identified, the contractor shall submit Traffic Control Plans (TCPs) to the city through the Public Improvement Permit Application process for the city's review as soon as possible or a minimum of four weeks in advance of construction. In addition, as part of the Public Improvement Permit and TCP, the contractor may be required to provide advance notice (minimum two weeks) to nearby impacted users. Notifications by the contractor may be required to neighboring residences, businesses, or impacted operations of emergency response entities (law enforcement, fire, and medical), transit, delivery companies, etc., as determined by the Traffic Manager at time of the TCP review. **Noted.**

- Place a note on the Construction Site Plan or Grading Plan indicating all construction vehicles (including construction workers' vehicles) shall access the site from 26th Avenue and not through any nearby residential neighborhood(s). **Noted.**

Engineering Division

Roadway Design and Construction Specifications:

- Roadway construction shall conform to the "[City's Roadway Design and Construction Specifications](#)" latest edition. The city considers the burden on you (the developer) for not only your front footage, but also to construct all needed offsite transitions to match the existing roadway(s). **Noted.**
- This project is required to widen an existing street. Per [Section 4.05.10](#) cores of the existing pavement are required. If the cores indicate the existing pavement is not adequate then, this project is responsible for the removal and replacement of the existing pavement with a properly designed pavement section. A minimum of 24-feet of pavement or one-half of the street section, whichever is more, is required. Any construction beyond the street centerline in order to match existing grades to make a safe, drivable surface will also be this project's responsibility. **Noted.**
- All road cuts or other roadway disturbances within the City of Aurora's public right-of-way shall be repaired and restored according to the standards specified in Section 36 of the City's Roadway Design and Construction Specifications, and any other requirements specified elsewhere. If more than 500 square feet of existing roadway is disturbed within one block, the construction area shall be milled and

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overlaid prior to the issuance of the Certificate of Occupancy. **Noted.**

- *Fire lanes.* All primary fire lanes shall be constructed to an improved pavement surface (concrete, asphalt, or pavers). Secondary accesses in landscaping and other areas, need to be designed in accordance with the City's adopted Fire Code requirements, but may be permitted to utilize other materials and options. The proposed secondary access materials shall be approved by both Life Safety (Fire Marshal) and the City Engineer. **Noted.**

Building Plans

Building Division Comments:

Building Plan Review

- [Process](#)
- [Review Schedule](#)
- [Fees](#)

The comments made during the meeting address large-scale issues. We strongly recommend that a code consultation meeting be scheduled to discuss more detailed concerns.

During the development review process, you will not need to submit any documentation to the Fire Department for review. The Life Safety group within the Aurora Building Division conducts all site development and construction plan reviews on behalf of the Aurora Fire Department.

The links below contain additional information and requirements for completion, submittal, and permitting of your building plans.

Key Issue:

- At this initial phase of the development process the Building Division will not be providing comments. More specific building division comments will be provided at a future pre-application meeting involving site plan and civil plan submittals. **Noted.**

Adopted Codes by the City of Aurora:

This "link" will provide a current listing of all adopted building codes and ordinances utilized by the Aurora Building Division. To view the 2015/2021 International Codes please utilize the following hyperlink; [ICC Codes Online](#)

Land Development Review Services Division

Reminder – Prior to building plans submittal, processing of any/all required separate documents should be started so that this process does not interfere with permit issuance.

STEP III – CONSTRUCTION PHASE

*Before any construction may commence, a contractor licensed in the City of Aurora must be issued the appropriate **permits** for all work to be performed. [Licensing](#) information is available on the city's website.*

Aurora Water

Utility Connection Fees:

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- Water Service Connection Fee
- Metro Sanitary Sewer Connection Fee
- Sanitary Sewer Connection Fee

Fees may only be paid after issuance of building permit and must be paid prior to issuance of the Certificate of Occupancy. This is required for new services and when meter sizes are upsized. **Noted.**

- Wet Tap Fees:
 - Apply when making connections to existing water mains for water line extensions, fire hydrant lines, and fire service lines.
- Irrigation Water Meter Fees:
 - Will be calculated in accordance with the City Ordinance for irrigated common areas in Single-Family Detached and Commercial areas.
 - The Landscape Plan must identify the “NON-WATER CONSERVING” and “WATER CONSERVING” areas used for the meter fee calculations.
- For a full listing of Utility Fees, please see the [Aurora Water Fee Schedule](#). **Noted.**

Stormwater Management

- Pond cert required prior to TCO or CO. **Noted.**

Public Works Department

Engineering Division

- A geotechnical and pavement design report is not required for paving of new or existing private parking lots, fire lanes, driveways, and private streets (other than TODs and Urban Centers). The civil plans shall have the default pavement thickness, obtained from the Roadway Manual, labeled on the plans and a note indicating the type of soils within the project, unless the developer submits a pavement design for review and approval. A paving permit for this private infrastructure is **not** required. **A Private Development Pavement certification shall be required to be submitted prior to issuing a Certificate of Occupancy.** See [Section 5.01.2.02](#) for more information. The developer/contractor is responsible for the required testing, backfill, and compaction for all wet utilities prior to paving. It is the developer/contractor’s risk to begin paving without the initial acceptance of the wet utilities. **Noted.**

Public streets are required to have geotechnical and pavement design reports approved before a paving permit will be issued. Please note the requirement for composite pavement sections in Section 5.00. Also, streets are required to have French drains (for concrete pavements and bituminous composite pavement sections) at the back of curb at low points in the streets and be extended 100-feet on both sides of the low point, unless the geotechnical pavement design report indicates the presence of high ground water. Then, the French drains shall be extended in accordance with the recommendations of the pavement design report. **Noted.**

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- A new Certificate of Occupancy needs to be issued for this site. Aurora City Code requires all public improvements (see definition below) be completed, escrowed for, a deferral granted, or have a Public Improvement Plan (PIP), indicating when the improvements will be installed, in place prior to issuance of the Certificate of Occupancy. **Noted.**
- Public improvements shall mean and include, but not by way of limitation, the construction, reconstruction, and improvement of the following: **Noted.**
 - commercial/industrial or private streets
 - minor arterials
 - local streets
 - collector streets
 - service or frontage roads
 - one-half of all streets abutting subdivided or platted land, including any required offsite transitions back to existing street sections
 - fire lanes
 - culverts
 - bridges
 - curbs, gutters, curb ramps, and sidewalks
 - monuments and range boxes
 - sanitary sewer mains, including laterals to each lot line
 - storm drainage
 - detention and water quality facilities, including necessary structures
 - channel facilities
 - street lighting
 - median construction
 - water mains, hydrants and valves
 - tree plantings and landscaping
 - repairs and replacements thereof necessitated by construction activity pursuant to issuance of a City of Aurora certificate of occupancy.

Building Division

Key Issue:

- Once the building permit is issued it is recommended that the General Contractor (GC) schedule a pre-construction meeting through the Office of Development Assistance Project Manager. The meeting will consist of the Public Improvement Supervisor, Building Division Inspector Supervisors, and a Fire/Life Safety Supervisor. These meeting are highly beneficial to both the GC and city staff in addressing inspection requirements that assist in obtaining a TCO or CO in a timely manner. **Noted.**

Construction Permits:

Please click on the link provided for a listing of required construction permits.

Fire Safety during Construction, Alteration or Demolition of a Building:

Utilize the requirements of the 2015/2021 IFC, Chapter 33 for both construction and demolition of any structure within your site. To obtain a full copy for fire department access and water supplies to a construction site, please call the Building Department at 303.739.7420. **Noted.**

Access Roadways during Construction:

Please click on the “link” provided for requirements for fire department access during construction. **Noted.**



Pre-Application Conference

Community Engagement Coordinators
Housing and Community Services
15151 E Alameda Parkway
Aurora, Colorado 80012
Phone: 303-739-7280
Fax: 303-739-7191
www.auroragov.org

To: Cesarina Dancy
From: John Harris
Date: January 31, 2023
Subject: Blue Eagle Logistics
Location: 26th and Monaghan

Listed below are the registered neighborhood groups that are currently registered with the Community Engagement Division within one mile of your proposed project. Once your application has been formally submitted each registered neighborhood group will receive a referral memo with information about the project and a link to view project documents. Registered neighborhood groups will have the opportunity to provide comments on the application at this time.

A neighborhood meeting is required by UDO Section 146-5.3.1 if a registered neighborhood group requests a meeting, the city receives a significant number of comments, or the Planning Director determines that one is warranted. Your Planning Case Manager will let you know after the first round of review if a neighborhood meeting is required. The purpose of this meeting is to explain your proposed development or use approval, and if necessary, to work with neighborhood representatives to address their concerns.

Your assigned Community Engagement Coordinator will assist you in scheduling and mediating the meeting at your request. The Coordinator will also provide you with an updated registered neighborhood group mailing list, invitation, and agenda prior to the meeting. Adjacent property owners' address information is available on the Adams, Douglas, and Arapahoe County websites at www.co.arapahoe.co.us, www.douglas.co.us, and www.co.adams.co.us. It is the applicant's responsibility to mail and/or e-mail a letter of invitation to all neighborhoods and adjacent property owners at least 10 days prior to the meeting.

The assigned Planning Case Manager will attend the meeting to note any agreements made by the applicant and will include those agreements in their presentation at public hearings. You may anticipate being asked at public hearings if you have met with nearby registered neighborhood groups and the result of such meetings.

As the Community Engagement Coordinator for this area, I am available to assist you in communicating with the registered neighborhood groups listed below. For assistance or to set up a neighborhood meeting, please contact me at 303-739-7280.

The neighborhoods within 5280 feet of your proposed developments are:



List of Neighborhood Associations

Location: 26th and Monaghan

Record Id	HOA #	Organization	Contact	Phone
21-000005-NAM	444	CLEAN	CLEAN 71 Algonquian St AURORA CO 80018 bonzorader@gmail.com	(720) 366-8686
17-1307329-000-00-NA	423	E-470 Neighbors	MARGARET A. "MARGIE" SOBEY 1403 S ADDISON CT Aurora, CO 80018 MSOBEY@E470NEIGHBORS.ORG	(303) 881-2682
22-000016-NAM	459	House of Pain East (HOPE)	Bernie Aragon 16251 E Colfax Ave, Suite 107 AURORA CO 80011 coachberndog@yahoo.com	720-862-4912
22-000017-NAM	460	The Ex-Nihilo Foundation LTD	Bernie Aragon 16251 E Colfax Ave, Suite 107 AURORA CO 80011 coachberndog@yahoo.com	(720) 862-4912

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