

# WARE MALCOMB

ARCHITECTURE  
PLANNING  
INTERIORS

CIVIL ENGINEERING  
BRANDING  
BUILDING MEASUREMENT

April 23, 2025  
Jeremiah Fettig  
City of Aurora  
Planning Department

Re: Fourth Submission Review – DA 2170-07 – Stafford Logistics Center Commercial – Master Plan  
Amendment, Infrastructure Site Plan, and Plat.  
Application Number: DA-2170-07  
Case Numbers: 2024-3001-00; 2019-7001-04; 2024-6002-00

Dear Jeremiah Fettig,

Thank you for your review of our fifth Master Plan amendment, Infrastructure Site Plan, and Plat submittal which was submitted on March 14, 2025. Enclosed you will find our responses to comments in blue. Should you have any questions or see a need for further discussion regarding our responses, please feel free to contact me at 303.561.3333

Sincerely,

Jesse Carano  
Civil Engineering Manager

## **PLANNING DEPARTMENT COMMENTS**

### **1. Community Questions, Comments and Concerns**

1A. No public comments have been received.

WM Response: Understood, thank you.

### **2. Completeness and Clarity of the Application**

2A. Staff inadvertently dropped the cyclone turning template to resubmit and the other reviewers did not see it. It was not caught until the conclusion of the comment review period. Please resubmit the truck turning template with the next submission for review.

WM Response: Cyclone turning template to be submitted with next submittal.

2B. It is anticipated at the conclusion of the next review the Master Plan Amendment and ISP will be ready for Administrative Decision. Additional noticing details will be provided at that time.

WM Response: Understood, thank you.

### **3. Master Plan**

3A. No additional comments at this time. Final document preparation and submission guidance and direction will be provided when the application is approved and set to be retired.

WM Response: Understood, thank you for your review.

### **4. Plat Comments**

4A. No additional comments at this time.

WM Response: Understood, thank you for your review.

## **REFERRAL COMMENTS FROM OTHER DEPARTMENTS**

### **5. Traffic Engineering** (Steven Gomez / 303-739-7336 / [sgomez@auroragov.org](mailto:sgomez@auroragov.org) / (Comments in orange))

#### **Public Improvement Plan Comments:**

5A. Traffic Impact Study (TIS) has not been approved. Comments on TIS may impact PIP.

WM Response: Understood, ISP, PIP, & MPA reflects any changes made to the TIS.

#### **TIS Comments:**

5B. Page 1:

- Site traffic and Short- and Long-term traffic volumes need to be verified/updated.
- A complete review of Short- and Long-term traffic conditions was not conducted since addressing Comment 1 directly impacts the traffic condition analyses.
- See comments throughout the

report.

FHU Response: Acknowledged. Traffic volumes reviewed and discrepancies noted have been addressed.

- 5C. Page 11: Revise subtotals.

FHU Response: PM subtotals have been corrected, all other values are correct and remain unchanged.

- 5D. Page 14: New site traffic assignment is not consistent with Table 1 Trip Generation.

FHU Response: Acknowledged. Traffic volumes to match trip gen table.

- 5E. Page 15: review 2030 forecasts documented in adjacent TISs to determine the most conservative 2030 background traffic volumes.

FHU Response: Text updated to reference additional studies and a shift of volumes from 13<sup>th</sup> to the east to Picadilly to the south per prior discussions with city staff.

- 5F. Page 15: Discuss short-term roadway improvements.

FHU Response: Bulleted list at top of page has been adjusted per discussion with city staff.

- 5G. Page 21: A complete review of this entire section was not conducted since addressing traffic volume comments has a direct impact on traffic conditions.

FHU Response: Acknowledged

- 5H. Page 21: Various redlines.

FHU Response: Redlines addressed updating to short-term and noting construction of the Picadilly/IU-70 interchange.

- 5I. Page 22: A complete review of this entire section was not conducted since addressing traffic volume comments has a direct impact on traffic conditions.

FHU Response: Acknowledged

- 5J. Page 25: Revise Figure 11 per redlines.

FHU Response: Volumes have been updated to balance between intersections and turn lane evaluations revisited confirming that lanes are not needed per SHAC requirements.

- 5K. Page 26: Verify PCEs were used for NB right turn auxiliary lane requirements, per SHAC.

FHU Response: PCEs were considered and with an anticipated 2% trucks on this movement the volume threshold of 50 is not met.

- 5L. Page 27: Verify PCEs were used for NB right turn auxiliary lane requirements, per SHAC.

FHU Response: PCEs were considered and with an anticipated 2% trucks on this movement the volume threshold of 50 is not met.

- 5M. Page 28: Revise Figure 13 per redlines.

FHU Response: Volumes have been updated to balance between intersections and turn lane evaluations revisited confirming that lanes are not needed per SHAC requirements.

5N. Page 29: Revise Table 2 per redlines.

FHU Response: Table updated per redlines and revised based upon volume adjustments requested.

5O. Page 30: Add WB right.

FHU Response: Added per comment.

5P. Page 31: A complete review of this table was not conducted since addressing traffic volume comments has a direct impact on the results.

FHU Response: Acknowledged.

5Q. Page 31: 75' as discussed with COA.

FHU Response: Value updated to 75' per discussion with City staff.

5R. Page 31: A complete review of this table was not conducted since addressing traffic volume comments has a direct impact on the results.

FHU Response: Acknowledged.

5S. Page 33: A complete review of this table was not conducted since addressing traffic volume comments has a direct impact on the results.

FHU Response: Acknowledged.

5T. Page 33: Repetitive bullets.

FHU Response: Bullets removed.

5U. Page 61: A complete review of this Appendix was not conducted since addressing traffic volume comments has a direct impact on the results.

FHU Response: Acknowledged.

5V. Page 89: A complete review of this Appendix was not conducted since addressing traffic volume comments has a direct impact on the results.

FHU Response: Acknowledged.

5W. Page 96: Prot only.

FHU Response: Dual lefts updated to Protected only left-turn phasing.

5X. Page 109: Prot only.

FHU Response: Dual lefts updated to Protected only left-turn phasing.

5Y. Page 116: A complete review of this Appendix was not conducted since addressing traffic volume comments has a direct impact on the results.

FHU Response: Acknowledged.

5Z. Page 122: Prot only.



**FHU Response: Dual lefts updated to Protected only left-turn phasing.**

- 5AA. Page 141: A complete review of this Appendix was not conducted since addressing traffic volume comments has a direct impact on the results.

**FHU Response: Acknowledged.**

- 5BB. Page 147: A complete review of this Appendix was not conducted since addressing traffic volume comments has a direct impact on the results.

**FHU Response: Acknowledged.**

**Infrastructure Site Plan Comments:**

- 5CC. Sheet 1: The Traffic Impact Study for the development has not been approved. Addressing the comments may directly affect the ISP

**WM Response: Understood, PIP reflects any changes made to the TIS**

- 5DD. Sheet 2: Additional traffic movements at this access may be restricted pending the results of the TIS.

**WM Response: ISP reflects any changes made to the TIS.**

- 5EE. Sheet 2: Callout ALL auxiliary lane storage lengths and taper rates/lengths.

**WM Response: Auxiliary lane storage lengths, taper rates, and lengths are shown on broken out site plan sheets to avoid cluttering the overall sheet.**

- 5FF. Sheet 2: Updated entering/exiting truck/fuel truck turning templates need to be provided at ALL access points where the trucks will access the site and at internal intersections

**WM Response: Revised autoturn exhibit to be submitted showing all truck movements throughout site.**

- 5GG. Sheet 2: The access on Picadilly Road may be restricted to right in only pending the results of the TIS.

**WM Response: Understood, ISP reflects any changes made to the TIS.**

- 5HH. Sheet 2: The access on E. 13<sup>th</sup> Avenue may be restricted to right in only pending the results of the TIS.

**WM Response: Understood, ISP reflects any changes made to the TIS.**

- 5II. Sheet 3: Remove crosswalk bars and add pedestrian crossing signs.

**WM Response: Crosswalk bars have been removed and pedestrian crossing signs added.**

- 5JJ. Sheet 3: Callout all signs.

**WM Response: Sign has been removed as it serves no purpose at this time.**

- 5KK. Sheet 3: Remove crosswalk bars and add pedestrian crossing signs.

**WM Response: Crosswalk bars have been removed and pedestrian crossing signs added.**

- 5LL. Sheet 4: Callout all signs.

**WM Response: Sign is now called out accordingly.**

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5MM. Sheet 5: Add lane designation sign for ALL EB lanes.

WM Response: Lane designations added in this location for all EB lanes.

5NN. Sheet 5: Add taper rate, all instances.

WM Response: Taper rate added to all proposed tapers.

5OO. Sheet 6: Add taper rates, all instances.

WM Response: Taper rate added to all proposed tapers.

5PP. Sheet 7: Sign sizes will need to be added to Civil Plans.

WM Response: Understood, thank you.

5QQ. Sheet 18: verify ALL mature plant heights within ALL sight triangles do not exceed COA 4.04.2.10 requirements. remove/replace as necessary.

NP Response: Acknowledged. Plat heights adhere to height guidelines.

## 6. Aurora Water/Utilities (Casey Ballard / [cballard@auroragov.org](mailto:cballard@auroragov.org) Comments in red)

### Infrastructure Site Plan Comments:

6A. Sheet 13: Advisory: The distance between water and sanitary is to be ten feet. This will be further reviewed and resolved during the civil plan review.

WM Response: Understood, thank you.

6B. Sheet 13: Advisory: Valves will need to be at least two feet from concrete. Specifics like this, meter locations, service line sizes, etc. will be verified during the civil plan review

WM Response: Understood, thank you.

## 7. PROS (Erick Del Angel / 303-739-7131 / [edelange@auroragov.org](mailto:edelange@auroragov.org) / Comments in mauve)

7A. PROS has reviewed and has no additional comments at this time.

WM Response: Thank you for your review.

## 8. Land Development Services (Roger Nelson / 720-587-2657 / [ronelson@auroragov.org](mailto:ronelson@auroragov.org) / Comments in magenta)

### Subdivision Plat Comments:

8A. Sheet 1: (Advisory Comment): Send in the updated Title Commitment to be dated within 30 calendar days of the plat approval date (This Commitment should be submitted at the time of your final submittal of the electronic Plat for recording.) per COA 2025 Subdivision Plat Checklist Item 19.b.

WM Response: Understood, an updated Title Commitment dated within 30 days pf the play approval date is to be provided.

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- 8B. Sheet 1: (Advisory Comment): Provide a statement of authority for the person signing on behalf of the entity named in the title commitment.

[WM Response: Statement of authority is to be provided with this submittal.](#)

- 8C. Sheet 1: (Advisory Comment: Be advised - sometimes the margins or scale factor may not match the County or City standards as stated in the Subdivision Plat Checklist. If any of these factors are misaligned or the scale does not match the drawing information, then this may cause the plat to be sent back and corrected thus adding time to your submittal. And in turn, you may need to update the Title Commitment to bring it within the 30-day time limit. Please check these items before sending the plat in for recording.

[WM Response: Understood, scales have been reviewed for consistency.](#)

- 8D. Sheet 2: If Tracts A & B are to be private access add note to subsequent sheets indicating that purpose.

[WM Response: Note added to subsequent sheets.](#)

- 8E. Sheet3: Rename Lot 33 to Lot 6

[WM Response: Lot renamed accordingly.](#)

[Infrastructure Site Plan:](#)

- 8F. Sheet 2: Label easements to match the plat and match easement names with the plat.

[WM Response: Easements relabeled to match plat.](#)

- 8G. Sheet 2: Revise the acreage to match the plat.

[WM Response: Acreages are now consistent with plat.](#)

- 8H. Sheet 3: Label the curve data to match the plat.

[WM Response: Curve data added to this portion of the curve.](#)

- 8I. Sheet 3: Revise the acreage to match the plat.

[WM Response: Acreages are now consistent with plat.](#)

- 8J. Sheet 3: Label easements to match the plat and match easement names with the plat.

[WM Response: Easements relabeled to match plat.](#)

- 8K. Sheet 4: Revise the acreage to match the plat.

[WM Response: Acreages are now consistent with plat.](#)

- 8L. Sheet 5: Label easements to match the plat and match easement names with the plat.

[WM Response: Easements relabeled to match plat.](#)

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8M. Sheet 5: Revise the acreage to match the plat.

WM Response: Acreages are now consistent with plat.

## **REFERRAL COMMENTS FROM OTHER AGENCIES**

### 9. Xcel Energy (PSCO)

9A. Comment letter attached.

WM Response: Thank you for your review and the information provided.

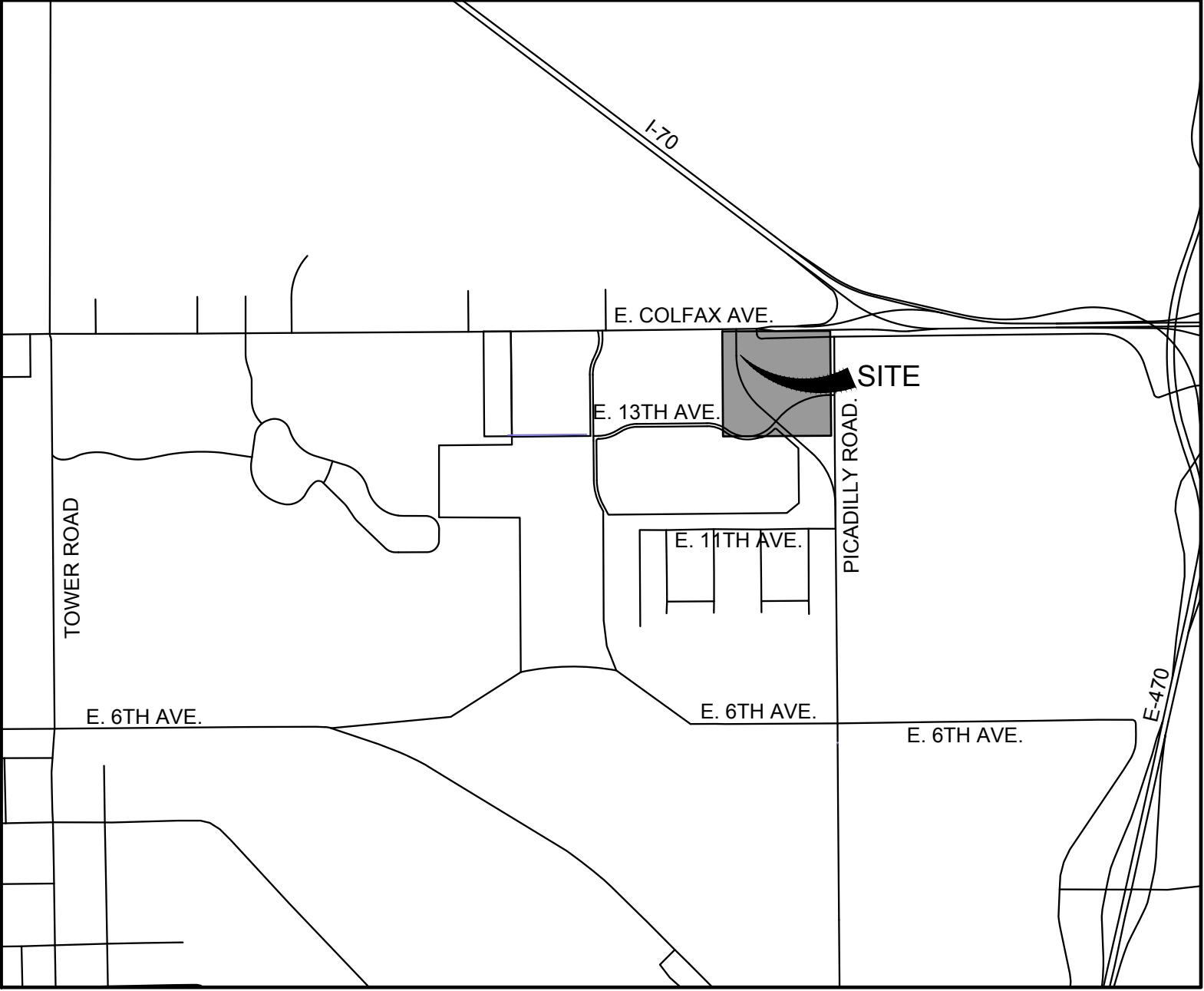


3rd Submittal  
Casey Ballard  
Aurora Water  
cballard@auroragov.org

# STAFFORD LOGISTICS CENTER - COMMERCIAL SITE

## INFRASTRUCTURE SITE PLAN

BEING A PART OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 4 SOUTH,  
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF  
ARAPAHOE, STATE OF COLORADO



### VICINITY MAP

1" = 2000'

#### SHEET INDEX

SHEET NO.	SHEET TITLE
01	COVER SHEET & NOTES
02	OVERALL SITE PLAN
03	SITE PLAN
04	SITE PLAN
05	SITE PLAN
06	SITE PLAN
07	SITE PLAN DETAILS
08	PHASING PLAN
09	OVERALL GRADING PLAN
10	GRADING PLAN
11	GRADING PLAN
12	GRADING PLAN
13	OVERALL UTILITY PLAN
14	UTILITY PLAN
15	UTILITY PLAN
16	UTILITY PLAN
17	TRAIL PLAN - FOR REFERENCE ONLY
18	OVERALL LANDSCAPE PLAN
19	LANDSCAPE PLAN
20	LANDSCAPE PLAN
21	LANDSCAPE PLAN
22	LANDSCAPE NOTES AND SCHEDULE
23	LANDSCAPE DETAILS
24	HYDROZONE PLAN
25	HYDROZONE PLAN
26	HYDROZONE PLAN
27	PHOTOMETRIC SITE PLAN
28	PHOTOMETRIC SITE PLAN
29	PHOTOMETRIC SITE PLAN
30	PHOTOMETRIC DETAILS

#### CITY OF AURORA APPROVALS

PLANNING DIRECTOR: \_\_\_\_\_ DATE: \_\_\_\_\_

CITY ATTORNEY: \_\_\_\_\_ DATE: \_\_\_\_\_

ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
(CITY CLERK)

DATABASE APPROVAL DATE \_\_\_\_\_

The Traffic Impact Study for the development  
has not been approved. Addressing the  
comments may directly affect the ISP

Understood, thank  
you.

#### CIVIL ENGINEER

WARE MALCOMB  
990 S. BROADWAY, SUITE 230  
DENVER, CO 80209  
303.561.3333  
CHRIS STRAWN

#### LANDSCAPE ARCHITECT

SITEPOINT LLC.  
3315 N. OAK TRAFFIC WAY  
KANSAS CITY, MO 64116  
816.507.0128  
JAMES KRAATZ

#### PHOTOMETRIC ENGINEER

AE DESIGN  
1900 WAZEE STREET, SUITE 205  
DENVER, CO 80202  
720.598.1664  
RANDY GLICKMAN

#### SIGNATURE BLOCK

LEGAL DESCRIPTION:

STAFFORD LOGISTIC CENTER SUBDIVISION FILING NO. 6 SITUATED IN THE NORTHEAST  
QUARTER OF SECTION 2, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL  
MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO.

THIS SITE PLAN AND ANY AMENDMENTS HERETO, UPON APPROVAL BY THE CITY OF AURORA  
AND RECORDING, SHALL BE BINDING UPON THE APPLICANTS THEREFORE, THEIR SUCCESSORS  
AND ASSIGNS. THIS PLAN SHALL LIMIT AND CONTROL THE ISSUANCE AND VALIDITY OF ALL  
BUILDING PERMITS, AND SHALL RESTRICT AND LIMIT THE CONSTRUCTION, LOCATION, USE,  
OCCUPANCY AND OPERATION OF ALL LAND AND STRUCTURES WITHIN THIS PLAN TO ALL  
CONDITIONS, REQUIREMENTS, LOCATIONS AND LIMITATIONS SET FORTH HEREIN.  
ABANDONMENT, WITHDRAWAL OR AMENDMENT OF THIS PLAN MAY BE PERMITTED ONLY UPON  
APPROVAL OF THE CITY OF AURORA.

IN WITNESS THEREOF, \_\_\_\_\_  
THESE PRESENTS TO BE EXECUTED THIS \_\_\_\_ DAY OF \_\_\_\_\_ AD. \_\_\_\_.

BY: \_\_\_\_\_

STATE OF \_\_\_\_\_)SS  
COUNTY OF \_\_\_\_\_) CORPORATE SEAL

ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2023, BEFORE ME \_\_\_\_\_  
NOTARY PUBLIC, PERSONALLY APPEARED \_\_\_\_\_  
AND ACKNOWLEDGED THAT HE/THEY EXECUTED THE FOREGOING INSTRUMENT.

WITNESS MY HAND AND OFFICIAL SEAL

(NOTARY PUBLIC) \_\_\_\_\_ NOTARY SEAL  
COMMISSION EXPIRES \_\_\_\_\_ NOTARY BUSINESS ADDRESS: \_\_\_\_\_

#### AMENDMENTS

#### INFRASTRUCTURE SITE PLAN DATA BLOCK

PROPOSED SIDEWALK AREA: ± 25,265 SQUARE FEET (±0.58 ACRES)  
PROPOSED ROADWAY ASPHALT AREA: ±84,070 SQUARE FEET (±1.93 ACRES)  
PROPOSED LANDSCAPE AREA: ±172,060 SQUARE FEET (±3.95 ACRES)  
PRESENT ZONING CLASSIFICATION: BUSINESS & TECH DISTRICT (I-1) AND MIXED  
USE-CORRIDOR DISTRICT (MU-C)  
OVERALL INFRASTRUCTURE SITE PLAN AREA: ±1,344,825 SQUARE FEET (±30.85 ACRES)

#### SITE PLAN NOTES

- THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, INCLUDING THE HOMEOWNERS OR MERCHANTS ASSOCIATION, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL FIRE LANE SIGNS AS REQUIRED BY THE CITY OF AURORA.
- ALL SIGNS MUST CONFORM TO THE CITY OF AURORA SIGN CODE.
- EMERGENCY INGRESS AND EGRESS - RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON AND THROUGH ANY AND ALL PRIVATE ROADS AND WAYS NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY, AND THE SAME ARE HEREBY DESIGNATED AS "SERVICE/EMERGENCY AND UTILITY EASEMENTS" AND SHALL BE POSTED "NO PARKING - FIRE LANE".
- ACCESSIBLE EXTERIOR ROUTES SHALL BE PROVIDED FROM PUBLIC TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO 80% OF THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. THE ACCESSIBLE ROUTE BETWEEN ACCESSIBLE PARKING AND ACCESSIBLE BUILDING ENTRANCES SHALL BE THE MOST PRACTICAL DIRECT ROUTE. THE ACCESSIBLE ROUTE MUST BE LOCATED WITHIN A SIDEWALK. NO SLOPE ALONG THIS ROUTE MAY EXCEED 1:20 WITHOUT PROVIDING A RAMP WITH A MAXIMUM SLOPE OF 1:12 AND HANDRAILS. CROSSWALKS ALONG THIS ROUTE SHALL BE WIDE ENOUGH TO WHOLLY CONTAIN THE CURB RAMP WITH A MINIMUM WIDTH OF 36" AND SHALL BE PAINTED WITH WHITE STRIPES. THE CITY OF AURORA ENFORCES HANDICAPPED ACCESSIBILITY REQUIREMENTS BASED ON THE 2021 INTERNATIONAL BUILDING CODE, CHAPTER 11, AND THE AMERICAN NATIONAL STANDARDS INSTITUTE (ICC/ANSI) A117-2017. THE DEVELOPER, OWNER AND ASSIGNS ARE RESPONSIBLE FOR COMPLYING WITH THE FEDERALLY MANDATED REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA), AND AS SUCH, THE CITY OF AURORA DOES NOT ENFORCE THESE LAWS.
- THE APPLICANT HAS THE OBLIGATION TO COMPLY WITH ALL APPLICABLE REQUIREMENTS OF THE AMERICAN WITH DISABILITIES ACT.
- THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WILL BE INSTALLED UPON COMPLETION OF THE ROADWAY INFRASTRUCTURE.
- ALL CROSSINGS AND ENCROACHMENTS BY PRIVATE LANDSCAPE IRRIGATION LINES OR SYSTEMS AND/OR PRIVATE INTO EASEMENTS AND RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ("CITY") IDENTIFIED AS BEING PRIVATELY-OWNED AND MAINTAINED HEREIN ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO CITY'S USE AND OCCUPANCY OF SAID EASEMENTS OR RIGHTS-OF-WAY. THE UNDERSIGNED, ITS SUCCESSORS AND ASSIGNS, FURTHER AGREES TO REMOVE, REPAIR, REPLACE, RELOCATE, MODIFY, OR OTHERWISE ADJUST SAID CROSSINGS OR ENCROACHMENTS UPON REQUEST FROM THE CITY AND AT NO EXPENSE TO THE CITY. THE CITY RESERVES THE RIGHT TO MAKE FULL USE OF THE EASEMENTS AND RIGHTS-OF-WAY AS MAY BE NECESSARY OR CONVENIENT AND THE CITY RETAINS ALL RIGHTS TO OPERATE, MAINTAIN, REPAIR, REMOVE OR RELOCATE ANY CITY FACILITIES LOCATED WITHIN SAID EASEMENTS AND RIGHTS-OF-WAY AT ANY TIME AND IN SUCH A MANNER AS IT DEEMS NECESSARY OR CONVENIENT. THE UNDERSIGNED, THEIR SUCCESSORS AND ASSIGNS, HEREBY AGREE TO INDEMNIFY THE CITY OF AURORA FOR ANY LOSS, DAMAGE OR REPAIR TO CITY FACILITIES THAT MAY RESULT FROM THE INSTALLATION, OPERATION OR MAINTENANCE OF SAID PRIVATE IRRIGATION LINES OR SYSTEMS AND/OR PRIVATE UTILITIES.
- THE APPROVAL OF THIS DOCUMENT DOES NOT CONSTITUTE FINAL APPROVAL OF GRADING, DRAINAGE, UTILITY, PUBLIC IMPROVEMENTS AND BUILDING PLANS. CONSTRUCTION PLANS MUST BE REVIEWED AND APPROVED BY THE APPROPRIATE AGENCY PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
- ALL BUILDING ADDRESS NUMBERS SHALL COMPLY WITH THE AURORA CITY CODE, SECTION 126, ARTICLE VII - NUMBERING OF BUILDINGS.
- ALL ROOFTOP MECHANICAL EQUIPMENT AND VENTS GREATER THAN EIGHT (8) INCHES IN DIAMETER MUST BE SCREENED. SCREENING MAY BE DONE EITHER WITH AN EXTENDED PARAPET WALL OR A FREESTANDING SCREEN WALL. SCREENS SHALL BE AT LEAST AS HIGH AS THE EQUIPMENT THEY HIDE. IF EQUIPMENT IS VISIBLE BECAUSE SCREENS DON'T MEET THIS MINIMUM HEIGHT REQUIREMENT, THE DIRECTOR OF PLANNING MAY REQUIRE CONSTRUCTION MODIFICATIONS PRIOR TO THE ISSUANCE OF A PERMANENT CERTIFICATE OF OCCUPANCY.
- NOTWITHSTANDING ANY SURFACE IMPROVEMENTS, LANDSCAPING, PLANTING OR CHANGES SHOWN IN THESE SITE OR CONSTRUCTION PLANS, OR ACTUALLY CONSTRUCTED OR PUT IN PLACE, ALL UTILITY EASEMENTS MUST REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH TO ALLOW FOR ADEQUATE MAINTENANCE EQUIPMENT. ADDITIONALLY, NO INSTALLATION, PLANTING, CHANGE IN THE SURFACE, ETC., SHALL INTERFERE WITH THE OPERATION OF THE UTILITY LINES PLACED WITHIN THE EASEMENT. BY SUBMITTING THESE SITE OR CONSTRUCTION PLANS FOR APPROVAL, THE LANDOWNER RECOGNIZES AND ACCEPTS THE TERMS, CONDITIONS AND REQUIREMENTS OF THIS NOTE.
- FINAL GRADE SHALL BE AT LEAST SIX (6) INCHES BELOW ANY EXTERIOR WOOD SIDING ON THE PREMISES.
- ALL INTERESTED PARTIES ARE HEREBY ALERTED THAT THIS SITE PLAN IS SUBJECT TO ADMINISTRATIVE CHANGES AND AS SHOWN ON THE ORIGINAL SITE PLAN ON FILE IN THE AURORA CITY PLANNING OFFICE AT THE MUNICIPAL BUILDING. A COPY OF THE OFFICIAL CURRENT PLAN MAY BE PURCHASED THERE. LIKEWISE, SITE PLANS ARE REQUIRED TO AGREE WITH THE APPROVED SUBDIVISION PLAT OF RECORD AT THE TIME OF A BUILDING PERMIT, AND IF NOT, MUST BE AMENDED TO AGREE WITH THE PLAT AS NEEDED, OR VICE VERSA.
- ERRORS IN APPROVED SITE PLANS RESULTING FROM COMPUTATIONS OR INCONSISTENCIES IN THE DRAWINGS MADE BY THE APPLICANT ARE THE RESPONSIBILITY OF THE PROPERTY OWNER OF RECORD. WHERE FOUND, THE CURRENT MINIMUM CODE REQUIREMENTS WILL APPLY AT THE TIME OF BUILDING PERMIT. PLEASE BE SURE THAT ALL PLAN COMPUTATIONS ARE CORRECT.
- ALL REPRESENTATIONS AND COMMITMENTS MADE BY APPLICANTS AND PROPERTY OWNERS AT PUBLIC HEARINGS REGARDING THIS PLAN ARE BINDING UPON THE APPLICANT, PROPERTY OWNER, AND ITS HEIRS, SUCCESSORS, AND ASSIGNS.
- THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR STRIPING, PLACEMENT OF TRAFFIC CONTROL SIGNS AND GUIDE SIGNS ON ALL PUBLIC 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.
- THE 2021 INTERNATIONAL FIRE CODE (IFC), AND CITY OF AURORA CODE, CHAPTER 66-38 FIRE PREVENTION REGULATIONS, REQUIRES ALL BUILDINGS TO BE ASSESSED FOR ADEQUATE EMERGENCY RESPONDER RADIO COVERAGE (ERRO). AT THE TIME THE STRUCTURE IS AT FINAL FRAME AND FINAL ELECTRICAL INSPECTIONS, THE GENERAL CONTRACTOR (GC) WILL BE NOTIFIED AS TO WHETHER THE STRUCTURE HAS PASSED OR FAILED THE PRELIMINARY RADIO SURVEILLANCE. A STRUCTURE THAT HAS PASSED THIS SURVEILLANCE REQUIRES NO FURTHER ACTION BY THE GC. A FAILED RADIO SURVEILLANCE WILL REQUIRE AN INDEPENDENT THIRD PARTY RADIO STUDY FOR THE ENTIRE BUILDING AT THE OWNER OR DEVELOPERS EXPENSE. WHERE AN EMERGENCY RESPONDER RADIO COVERAGE SYSTEM IS REQUIRED, A DESIGNATED CONTRACTOR SHALL SUBMIT PLANS TO THE BUILDING DIVISION TO OBTAIN A BUILDING PERMIT PRIOR TO INSTALLATION.
- STREET LIGHTS ARE REQUIRED ALONG ADJACENT ROADWAYS PER SECTION 4.10. STREET LIGHTS ALONG PUBLIC RIGHT-OF-WAYS SHALL BECOME CITY OWNED AND MAINTAINED ONCE THEY HAVE BEEN INSTALLED.
- ARCHITECTURAL FEATURES (I.E. BAY WINDOWS, FIREPLACES, ROOF OVERHANG, GUTTERS, EAVES, FOUNDATIONS, FOOTINGS, CANTILEVERED WALLS, ETC.) ARE NOT ALLOWED TO ENCRACH INTO ANY EASEMENT OR FIRE LANE.
- THE FIRE LANE EASEMENT CANNOT BE OBSTRUCTED BY PARKED VEHICLES AT ANY TIME. THIS SITE HAS BEEN GIVEN APPROVAL TO CONDUCT THE LOADING AND UNLOADING OF STORE MERCHANDISE ONLY DURING THE HOURS THE STORE IS CLOSED AND ONLY IN THE PARKING AREAS LOCATED OUTSIDE OF THE FIRE LANE EASEMENTS WITHIN THIS SITE.
- THE DEVELOPER, HIS OR HER SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF THE ACCESS CONTROL GATE OR BARRIER SYSTEM TO ENSURE EMERGENCY VEHICLE ACCESS TO WITHIN THE SITE. IF THE ABOVE CONDITIONS ARE NOT MET, THE OWNERS, HIS OR HER SUCCESSORS AND ASSIGNS SHALL BE REQUIRED BY FIRE DEPARTMENT ORDER NOTICE THAT ALL AFFECTED GATES BE CHAINED AND LOCKED IN THE OPEN POSITION UNTIL REPAIRED OR REPLACED AND RETESTED. IF THE GATING SYSTEM IS NOT MAINTAINED TO THE SATISFACTION OF THE FIRE DEPARTMENT, THE LICENSE AGREEMENT FOR THE EMERGENCY VEHICLE GATE OPENING SYSTEM WILL BE REVOKED AND THE GATING SYSTEM MUST BE REMOVED. THE GATING SYSTEM WILL INCLUDE AN EMERGENCY VEHICLE GATE OPENING SYSTEM UTILIZING A REDUNDANCY BACK-UP SYSTEM THAT CONSISTS OF: A) AUTOMATIC SYSTEM; B) AUTOMATIC KNOX KEY SWITCH; AND C) MANUAL OVERRIDE (IN THE EVENT OF SYSTEM FAILURE). GATING SYSTEMS WILL BE INSTALLED IN ACCORDANCE WITH THE "GATING SYSTEMS CROSSING FIRE APPARATUS ACCESS ROADS CHECKLIST". A SEPARATE BUILDING PERMIT THROUGH THE BUILDING DIVISION IS REQUIRED TO BE OBTAINED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY GATING/BARRIER SYSTEM THAT CROSSES A DEDICATED FIRE LANE EASEMENT.
- INDUSTRIAL FACILITIES ARE REQUIRED TO CONTACT METRO WASTEWATER RECLAMATION DISTRICT (303-286-3000) REGARDING INDUSTRIAL WASTE DISCHARGES TO THE SANITARY SEWER TO DETERMINE WASTEWATER PRETREATMENT REQUIREMENTS.
- APPLICANT/OWNER SHALL BE RESPONSIBLE FOR PAYMENT OF 25% OF THE TRAFFIC SIGNALIZATION COSTS FOR THE INTERSECTION OF 13TH AVENUE & PICADILLY ROAD, 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 PHOTOMETRIC 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.
- ALL CROSSINGS OR ENCROACHMENTS INTO EASEMENTS AND RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ("CITY") IDENTIFIED AS BEING PRIVATELY-OWNED AND MAINTAINED HEREIN ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO CITY'S USE AND OCCUPANCY OF SAID EASEMENTS OR RIGHTS-OF-WAY. THE UNDERSIGNED, ITS SUCCESSORS AND ASSIGNS, FURTHER AGREES TO REMOVE, REPAIR, REPLACE, RELOCATE, MODIFY, OR OTHERWISE ADJUST SAID CROSSINGS OR ENCROACHMENTS UPON REQUEST FROM THE CITY AND AT NO EXPENSE TO THE CITY. THE CITY RESERVES THE RIGHT TO MAKE FULL USE OF THE EASEMENTS AND RIGHTS-OF-WAY AS MAY BE NECESSARY OR CONVENIENT AND THE CITY RETAINS ALL RIGHTS TO OPERATE, MAINTAIN, INSTALL, REPAIR, REMOVE OR RELOCATE ANY CITY FACILITIES LOCATED WITHIN SAID EASEMENTS AND RIGHTS-OF-WAY AT ANY TIME AND IN SUCH A MANNER AS IT DEEMS NECESSARY OR CONVENIENT.
- IN LOCATIONS WHERE UTILITY EASEMENTS OVERLAP DRAINAGE EASEMENTS, ONLY SUBSURFACE UTILITIES SHALL BE PERMITTED WITHIN THE PORTION OF THE UTILITY EASEMENT THAT OVERLAPS THE DRAINAGE EASEMENT. INSTALLATION OF ABOVE GROUND UTILITIES WITHIN A DRAINAGE EASEMENT REQUIRES PRIOR WRITTEN APPROVAL BY CITY ENGINEER.
- THE STREETLIGHT OR PEDESTRIAN LIGHT INSTALLATION WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE DESIGNED, FUNDED, AND CONSTRUCTED BY THE DEVELOPER/OWNER. OWNERSHIP AND MAINTENANCE OF THE STREET/PEDESTRIAN LIGHTS SHALL BE THE RESPONSIBILITY OF THE CITY OF AURORA ONCE THEY HAVE BEEN ACCEPTED. STREET LIGHT AND/OR PEDESTRIAN PHOTOMETRIC PLANS SHALL BE PREPARED AND SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL AND SHALL BECOME A PART OF THE APPROVED CIVIL CONSTRUCTION PLANS FOR THE PROJECT. AN ELECTRICAL PLAN SHOWING SITE LOCATION OF LIGHTS, ELECTRICAL ONE LINE AND GROUNDING DETAILS SHALL BE SUBMITTED TO THE PERMIT CENTER FOR REVIEW BY THE BUILDING DEPARTMENT. THE OWNER IS RESPONSIBLE FOR OBTAINING AN ADDRESS FOR THE METER(S) FROM THE PLANNING DEPARTMENT. A BUILDING PERMIT FOR THE METER AND A PUBLIC INSPECTIONS PERMIT FOR THE STREET LIGHTS ARE REQUIRED. CERTIFICATE OF OCCUPANCIES WILL NOT BE ISSUED UNTIL THE STREET AND/OR PEDESTRIAN LIGHTING PLANS ARE APPROVED, CONSTRUCTED, AND INITIALLY ACCEPTED.
- RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, AND THROUGH ANY AND ALL PRIVATE ROADS AND WAYS NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY. THE UNDERSIGNED DOES HEREBY COVENANT AND AGREE THAT THEY SHALL CONSTRUCT UPON THE FIRE LANE EASEMENTS, AS DEDICATED AND SHOWN HERE ON, A HARD SURFACE IN ACCORDANCE WITH THE CITY OF AURORA'S PAVING STANDARDS FOR FIRE LANE EASEMENTS, AND THAT THEY SHALL MAINTAIN IN THE SAME IN A STATE OF GOOD REPAIR AT ALL TIMES AND KEEP THE SAME FREE AND CLEAR OF ANY STRUCTURES, FENCES, LANDSCAPE MATERIALS, SNOW OR OTHER OBSTRUCTIONS. THE MAINTENANCE OF PAVING ON THE FIRE LANE EASEMENT(S) IS THE RESPONSIBILITY OF THE OWNER, AND THE OWNER SHALL POST AND MAINTAIN APPROPRIATE SIGNS IN CONSPICUOUS PLACES ALONG SUCH FIRE LANE EASEMENTS, STATING "FIRE LANE, NO PARKING." THE LOCAL LAW ENFORCEMENT AGENCY(S) IS HEREBY AUTHORIZED TO ENFORCE PARKING REGULATIONS WITHIN THE FIRE LANE EASEMENTS, AND TO CAUSE SUCH EASEMENTS TO BE MAINTAINED FREE AND UNOBSTRUCTED AT ALL TIMES FOR FIRE DEPARTMENT AND EMERGENCY APPARATUS USE.
- PER ARTICLE XI, C.O.A. BUILDING AND ZONING CODE, SECTION 22-425 through 22-434, AN ACOUSTIC ANALYSIS, PREPARED BY AN ACOUSTIC EXPERT THAT WILL IDENTIFY BUILDING DESIGN FEATURES NECESSARY TO ACCOMPLISH EXTERIOR NOISE REDUCTION TO ACHIEVE INTERIOR NOISE LEVELS NOT EXCEEDING 55 (LDN VALUE TO BE DETERMINED FOR EACH PROJECT) UNDER WORSE-CASE NOISE CONDITIONS.
- PRIOR TO FINAL ACCEPTANCE OF PUBLIC IMPROVEMENTS, IF THE ADJACENT SITE IS NOT UNDER CONSTRUCTION, THE CURB CUT/CURB RETURNS AND CROSS PAN MUST BE REMOVED AND REPLACED WITH SIDEWALK, LANDSCAPING AND CURB AND GUTTER AT THE DEVELOPER'S EXPENSE. THE DEVELOPER ACKNOWLEDGES THE RISK OF CONSTRUCTING THE CURB CUT WITHOUT APPROVED CIVIL PLANS FOR THE ADJACENT SITE SHOWING THE CURB CUT.
- APPLICANT SHALL PROVIDE 3" CONDUIT FOR FUTURE FIBER WITH PULL BOXES AT MAXIMUM 750' SPACING ALONG ALL ARTERIAL STREETS. LOCATE PULL BOXES AT MINIMUM AT PROPOSED CONDUIT ENDS, AND AT ONE CORNER OF EACH INTERSECTION.
- DESIGN AND CONSTRUCTION OF HIGH PLAINS TRAIL SHOWN ADJACENT TO SITE TO BE DEFERRED UNTIL PA-13 SITE PLAN AND CONSTRUCTION PROCESS.
- HIGH PLAINS TRAIL BUFFER SHOWN ONSITE MAY OVERLAP WITH SITE BUFFER AND SETBACK REQUIREMENTS.
- HIGH PLAINS TRAIL SHOWN ON SITE AND WITHIN CDOT RIGHT OF WAY TO BE MAINTAINED BY THE CITY OF AURORA

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FOR AND ON BEHALF  
OF WARE MALCOMB

STAFFORD LOGISTIC CENTER  
SITE PLAN  
COVER SHEET & NOTES  
AURORA, COLORADO

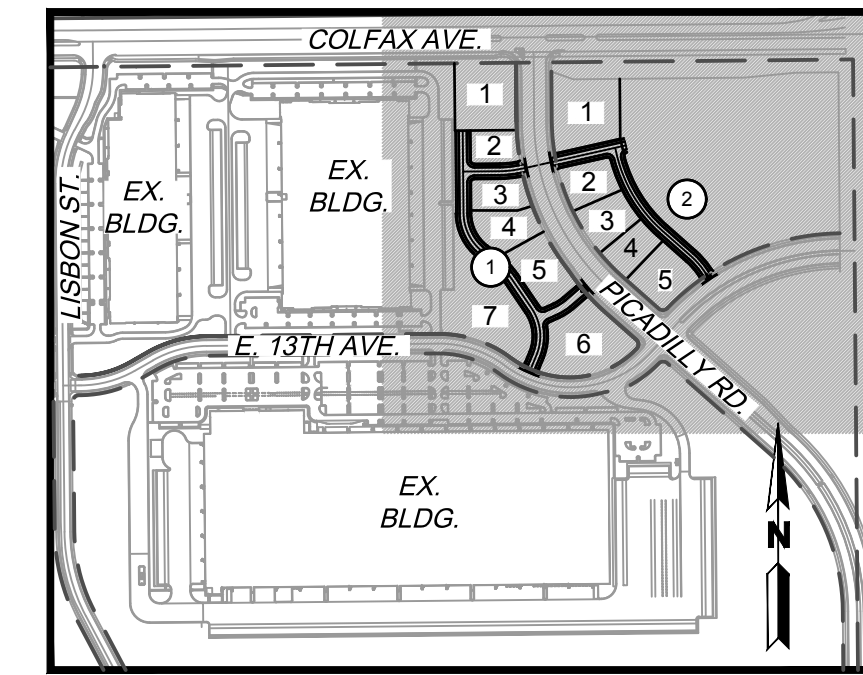
NO.	DATE	REMARKS

JOB NO.:	DCS23-4056
PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	12/8/2023

SHEET
01
Sheet 01 of 30

NOT FOR CONSTRUCTION





KEYMAP  
N.T.S.

FOR AND ON BEHALF  
OF WARE MALCOMB

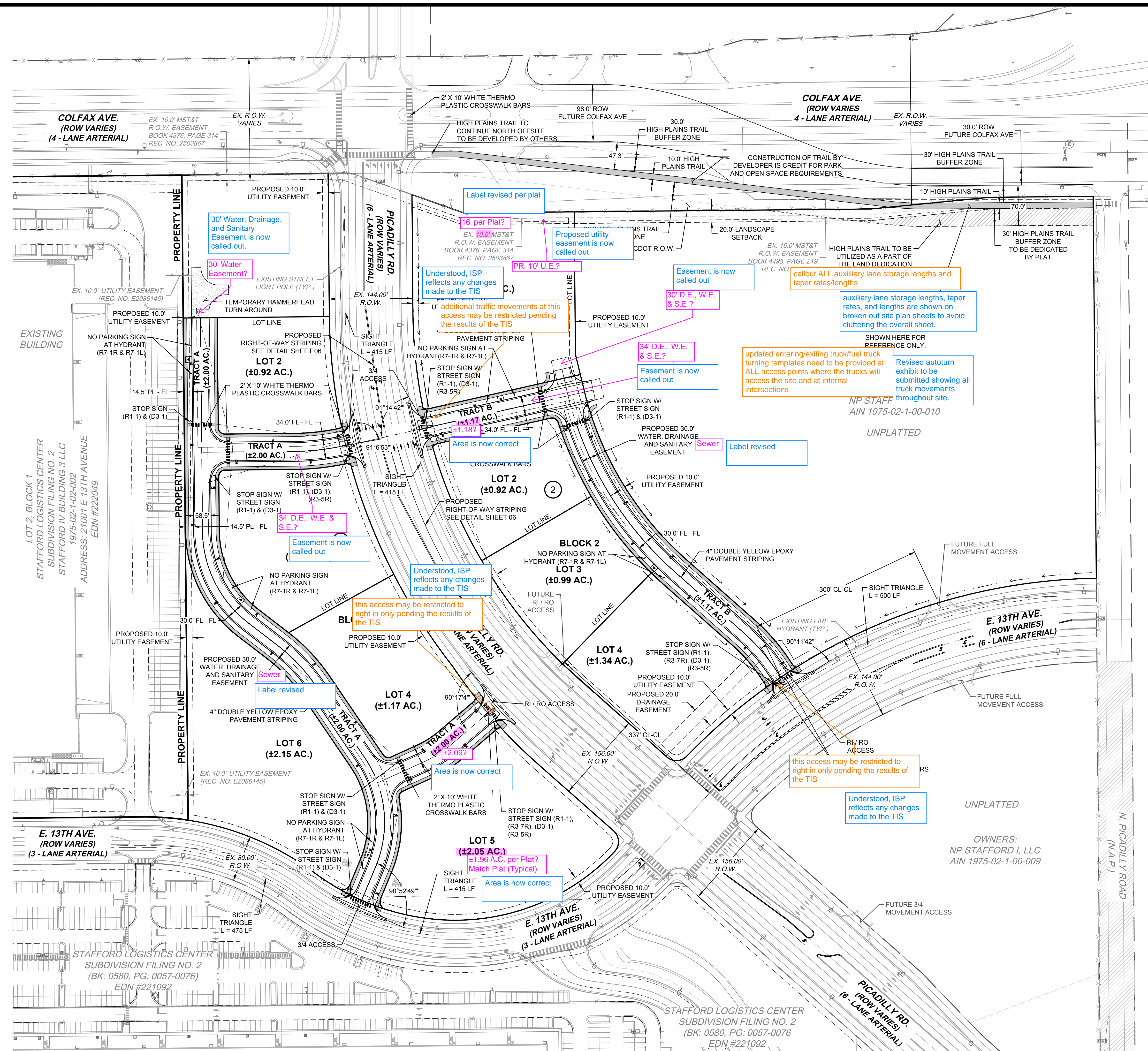
STAFFORD LOGISTIC CENTER  
SITE PLAN  
OVERALL SITE PLAN  
AURORA, COLORADO

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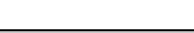



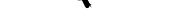
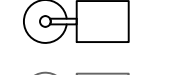
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PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	12/8/2023

SHEET  
02

Sheet 02 of 30



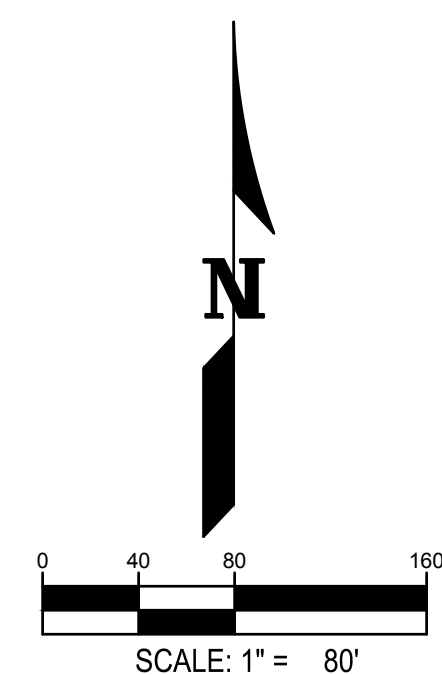
LEGEND:

- |   |                             |
|---|-----------------------------|
|  | PROPERTY LINE               |
|  | EXISTING RIGHT-OF-WAY LINE  |
|  | EXISTING CURB & GUTTER      |
|  | PROPOSED CURB & GUTTER      |
|  | PROPOSED FIRE LANE EASEMENT |
|  | EXISTING FENCE              |
|  | PROPOSED UTILITY EASEMENT   |
|  | PROPOSED CONCRETE WALK      |
|  | EXISTING FIRE HYDRANT       |
|  | FIRE HYDRANT WITH BOLLARDS  |
|  | PROPOSED LIGHT POLE         |
|  | EXISTING LIGHT POLE         |
|  | PROPOSED SIGN               |
|  | PROPOSED STOP SIGN          |
- R1-1  
30"x30"

NOTES:

- 1) ALL DIMENSIONS ARE TO FLOWLINE UNLESS OTHERWISE NOTED.
- 2) ALL ACCESSIBLE RAMPS SHALL BE CONSTRUCTED WITH DETECTIBLE WARNING PADS. REFERENCE AURORA STD DETAIL S9.5.
- 3) CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES FROM PLANS.
- 4) CONTRACTOR SHALL REMOVE AND REPLACE DAMAGED CURB, GUTTER, PAVING AND LANDSCAPE AREAS OUTSIDE THE LIMITS OF SITE AND RESTORE BACK TO ITS ORIGINAL CONDITION.
- 5) PAVEMENT THICKNESS PER GEOTECH REPORT.
- 6) CROSS PANS ARE SHOWN WITHIN THIS SITE PLAN BUT NOT REVIEWED OR APPROVED WITH SITE PLAN APPROVAL. CROSS PANS WILL BE REVIEWED AND APPROVED WITH THE CIVIL PLAN DOCUMENT.
- 7) MULTIFAMILY SITE TO MEET OPEN SPACE DEDICATION AS A PART OF DEVELOPMENT OF THAT SITE PLAN.
- 8) DESIGN AND CONSTRUCTION OF HIGH PLAINS TRAIL SHOWN ADJACENT TO SITE TO BE DEFERRED UNTIL PA-13 SITE PLAN AND CONSTRUCTION PROCEEDS.
- 9) HIGH PLAINS TRAIL BUFFER SHOWN ONSITE MAY OVERLAP WITH SITE BUFFER, OPEN SPACE, AND SETBACK REQUIREMENTS.
- 10) HIGH PLAINS TRAIL SHOWN ON SITE AND WITHIN CDOT RIGHT OF WAY TO BE MAINTAINED BY THE CITY OF AURORA

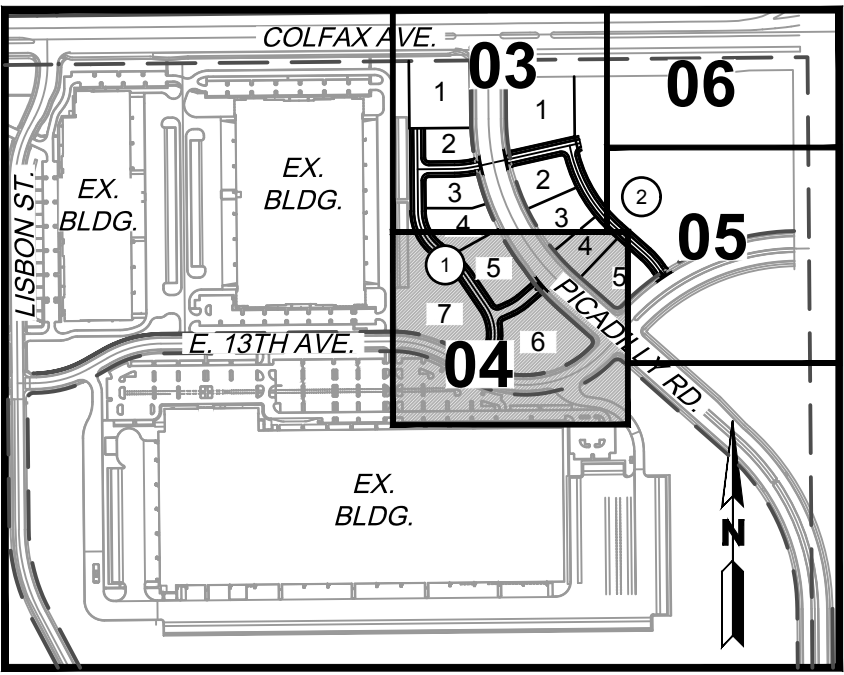
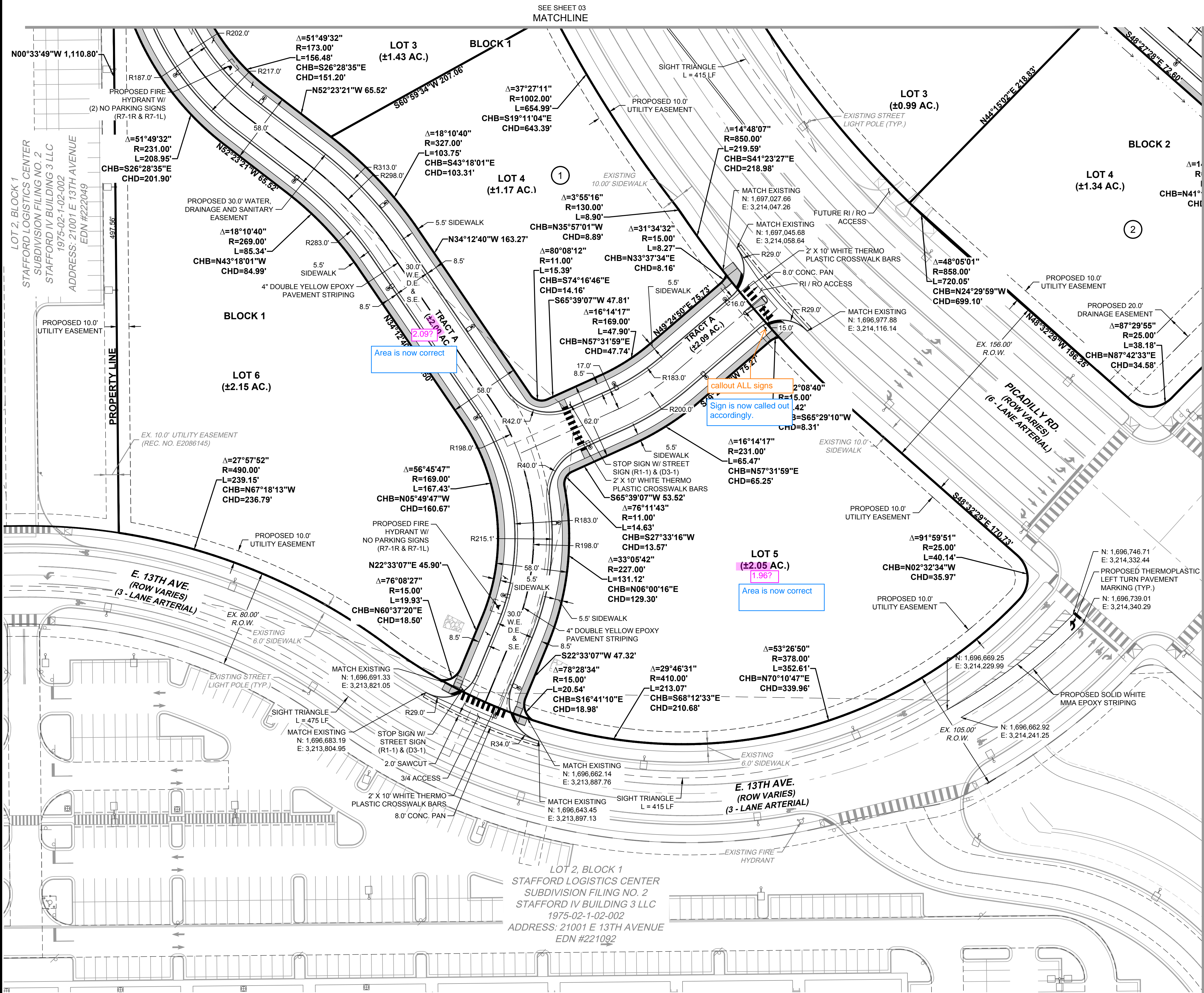
**BENCHMARK:**  
CITY OF AURORA BENCHMARK ID 4S6602SE001 BEING A 3"  
DIAMETER BRASS CAP ATOP A 30" LONG STEEL PIPE IN  
CONCRETE AT THE SOUTHWEST CORNER OF PICADILLY RD.  
AND E. 11TH AVE. MONUMENT IS 37 FEET WEST AND 48 FEET  
SOUTH OF THE NORTHEAST CORNER SOUTHWEST QUARTER  
SECTION 2, TOWNSHIP 4 SOUTH, RANGE 66 WEST, MONUMENT  
ALSO BEING JUST EAST OF NORTH SOUTH FENCE AND 5.5 FEET  
SOUTH OF FENCE CORNER. ELEVATION = 5527.28 NAVD 88  
DATUM











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FOR AND ON BEHALF  
OF WARE MALCOMB

STAFFORD LOGISTIC CENTER

SITE PLAN

SITE PLAN

AURORA, COLORADO

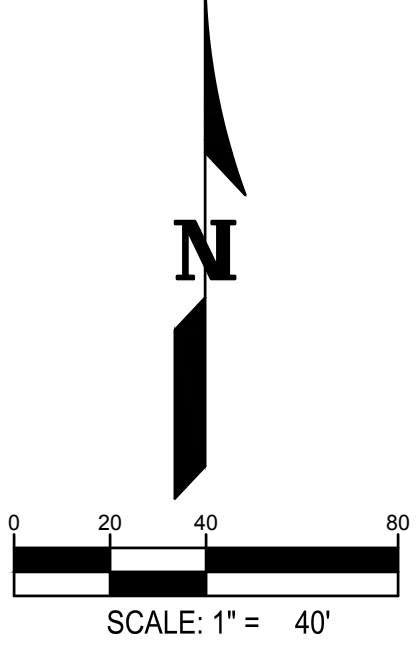
REMARKS

JOB NO.: DCS23-4056  
PA / PM: CS  
DESIGNED: JC  
DATE:  
PLOT DATE: 12/8/2023

SHEET

04

Sheet 04 of 30

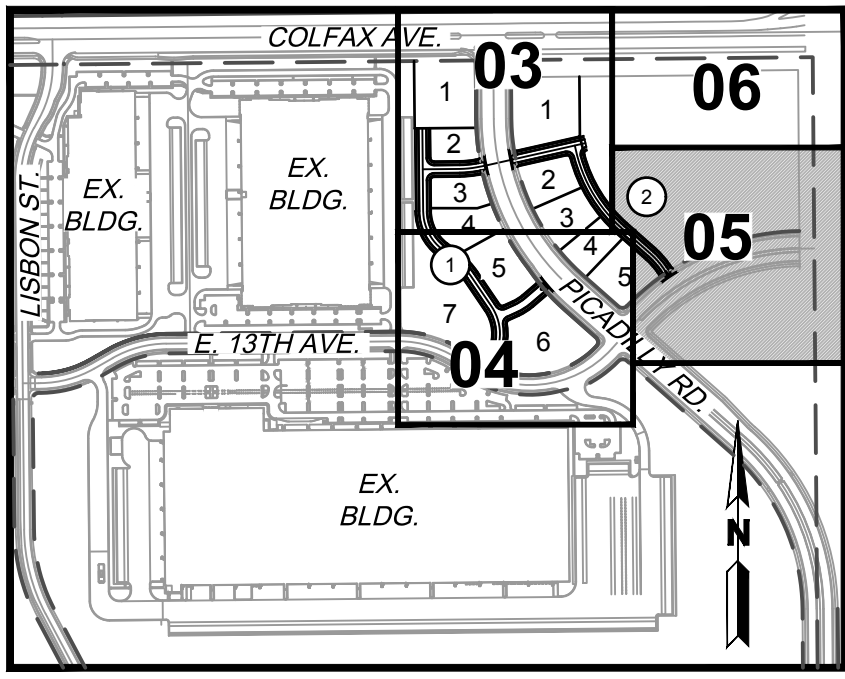




REMARKS	
NO.	DATE

JOB NO.:	DCS23-4056
PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	12/8/2023

SHEET	05
Sheet	05 of 30



KEYMAP  
N.T.S.

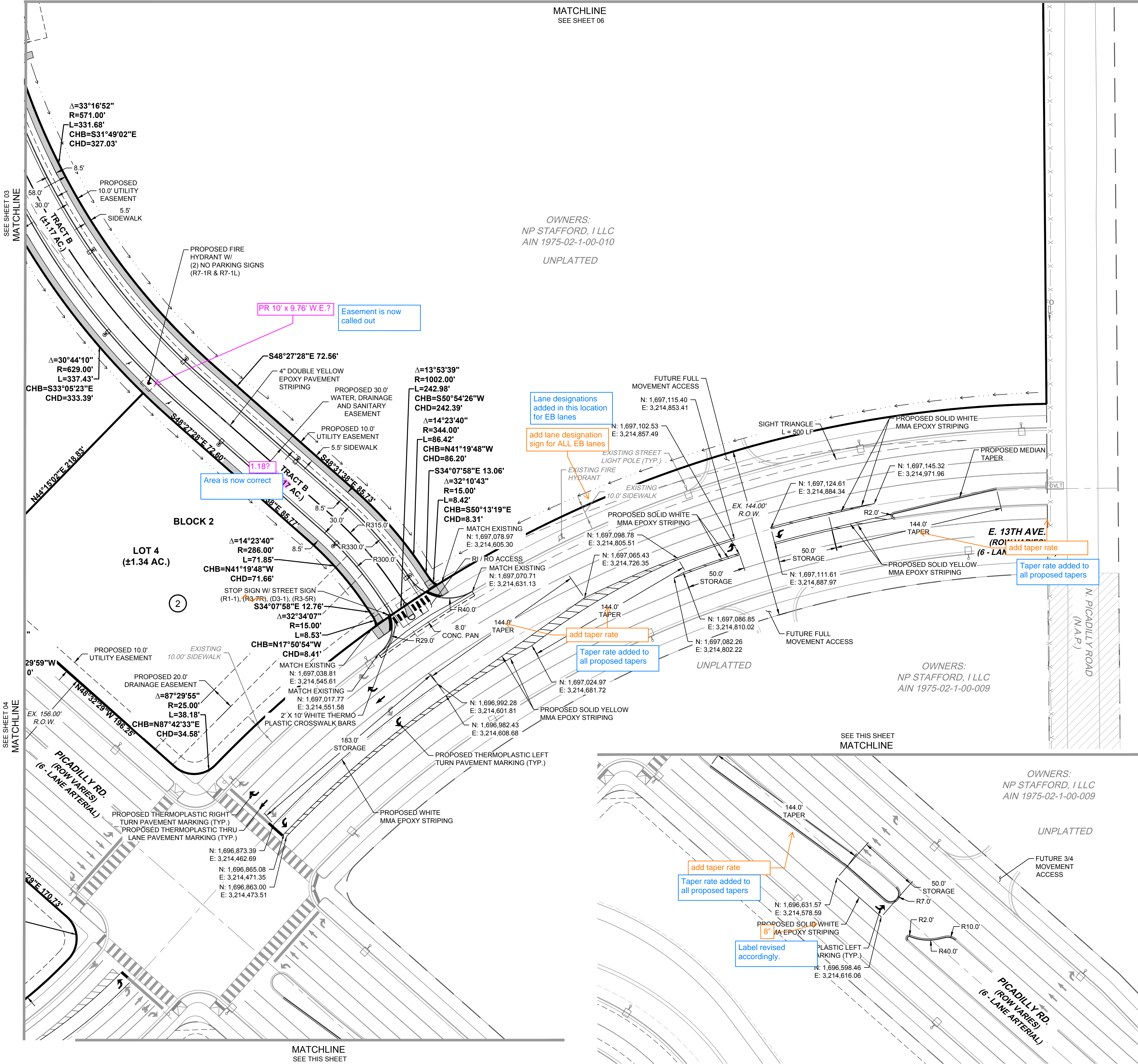
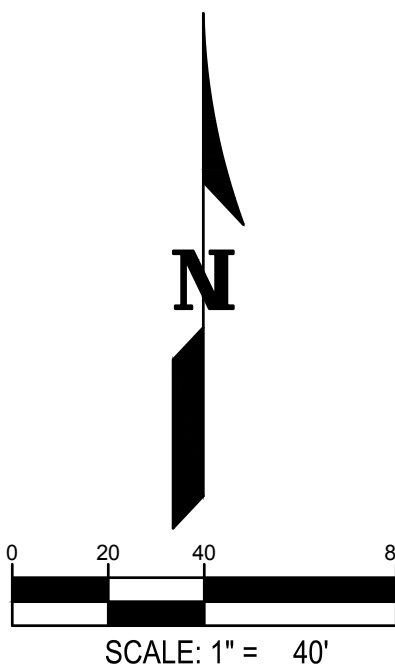
**LEGEND:**

- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- PROPOSED FIRE LANE EASEMENT
- EXISTING FENCE
- PROPOSED UTILITY EASEMENT
- PROPOSED CONCRETE WALK
- EXISTING FIRE HYDRANT
- FIRE HYDRANT WITH BOLLARDS
- PROPOSED LIGHT POLE
- EXISTING LIGHT POLE
- PROPOSED SIGN
- PROPOSED STOP SIGN

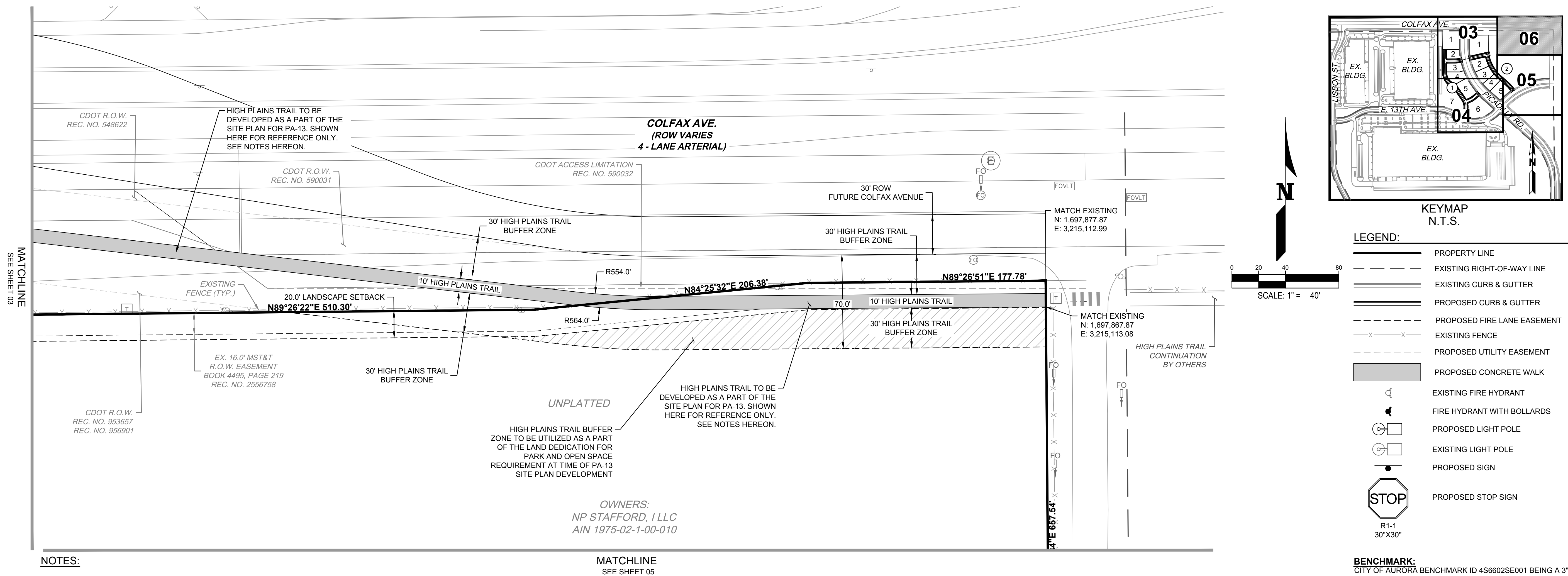
STOP  
R1-1  
30"x30"

- NOTES:**
- ALL DIMENSIONS ARE TO FLOWLINE UNLESS OTHERWISE NOTED.
  - ALL ACCESSIBLE RAMPS SHALL BE CONSTRUCTED WITH DETECTABLE WARNING PADS. REFERENCE AURORA STD DETAIL S9.5.
  - CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES FROM PLANS.
  - CONTRACTOR SHALL REMOVE AND REPLACE DAMAGED CURB, GUTTER, PAVING, AND LANDSCAPED AREAS OUTSIDE THE LIMITS OF SITE AND RESTORE BACK TO ITS ORIGINAL CONDITION.
  - PAVEMENT THICKNESS PER GEOTECH REPORT.
  - CROSS PANS ARE SHOWN WITHIN THIS SITE PLAN BUT NOT REVIEWED OR APPROVED WITH SITE PLAN APPROVAL. CROSS PANS WILL BE REVIEWED AND APPROVED WITH THE CIVIL PLAN DOCUMENT.
  - MULTIFAMILY SITE TO MEET OPEN SPACE DEDICATION AS A PART OF DEVELOPMENT OF THAT SITE PLAN.
  - DESIGN AND CONSTRUCTION OF HIGH PLAINS TRAIL SHOWN ADJACENT TO SITE TO BE DEFERRED UNTIL PA-13 SITE PLAN AND CONSTRUCTION PROCESS.
  - HIGH PLAINS TRAIL BUFFER SHOWN ONSITE MAY OVERLAP WITH SITE BUFFER, OPEN SPACE, AND SETBACK REQUIREMENTS.
  - HIGH PLAINS TRAIL SHOWN ON SITE AND WITHIN CDOT RIGHT OF WAY TO BE MAINTAINED BY THE CITY OF AURORA

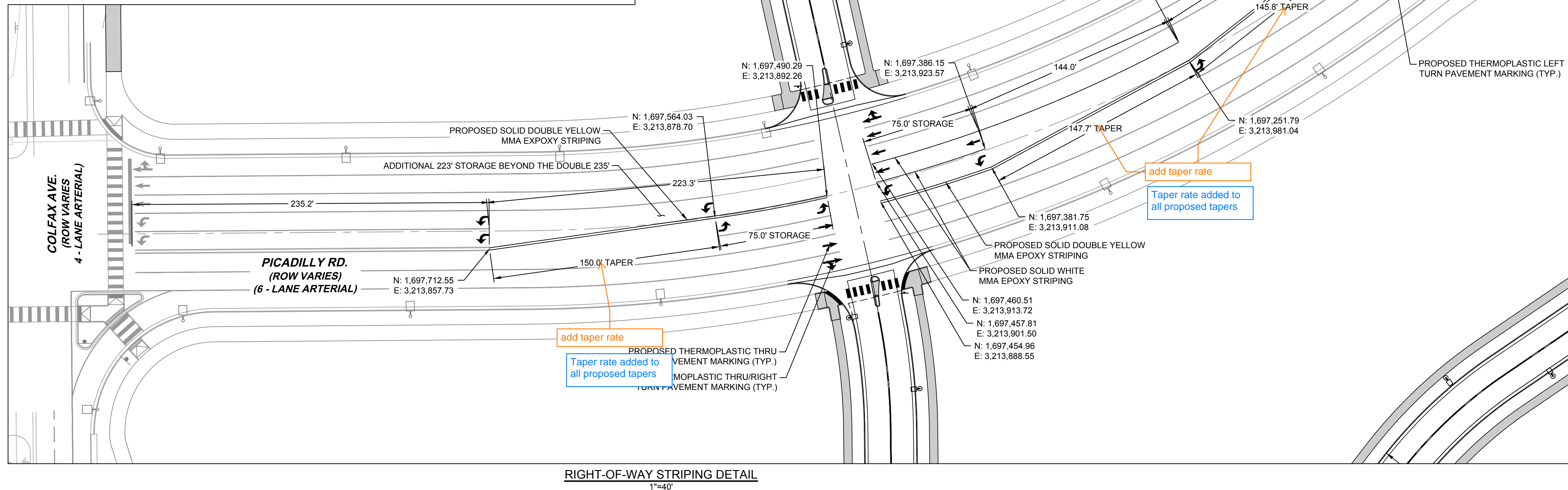
**BENCHMARK:**  
CITY OF AURORA BENCHMARK ID 456602SE001 BEING A 3" DIAMETER BRASS CAP ATOP A 30" LONG STEEL PIPE IN CONCRETE AT THE SOUTHWEST CORNER OF PICADILLY RD. AND E. 11TH AVE. MONUMENT IS 37 FEET WEST AND 48 FEET SOUTH OF THE NORTHEAST CORNER SOUTHWEST QUARTER SECTION 2, TOWNSHIP 4 SOUTH, RANGE 66 WEST, MONUMENT ALSO BEING JUST EAST OF NORTH SOUTH FENCE AND 5.5 FEET SOUTH OF FENCE CORNER. ELEVATION = 5527.28 NAVD 88 DATUM







- 1) ALL DIMENSIONS ARE TO FLOWLINE UNLESS OTHERWISE NOTED.
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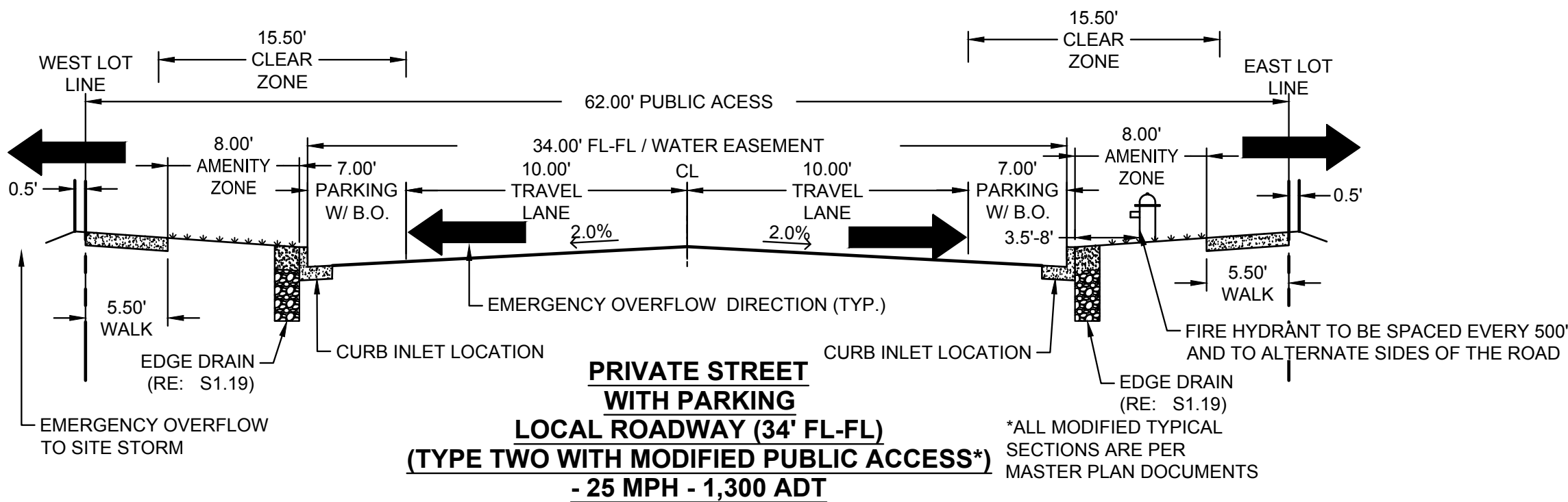
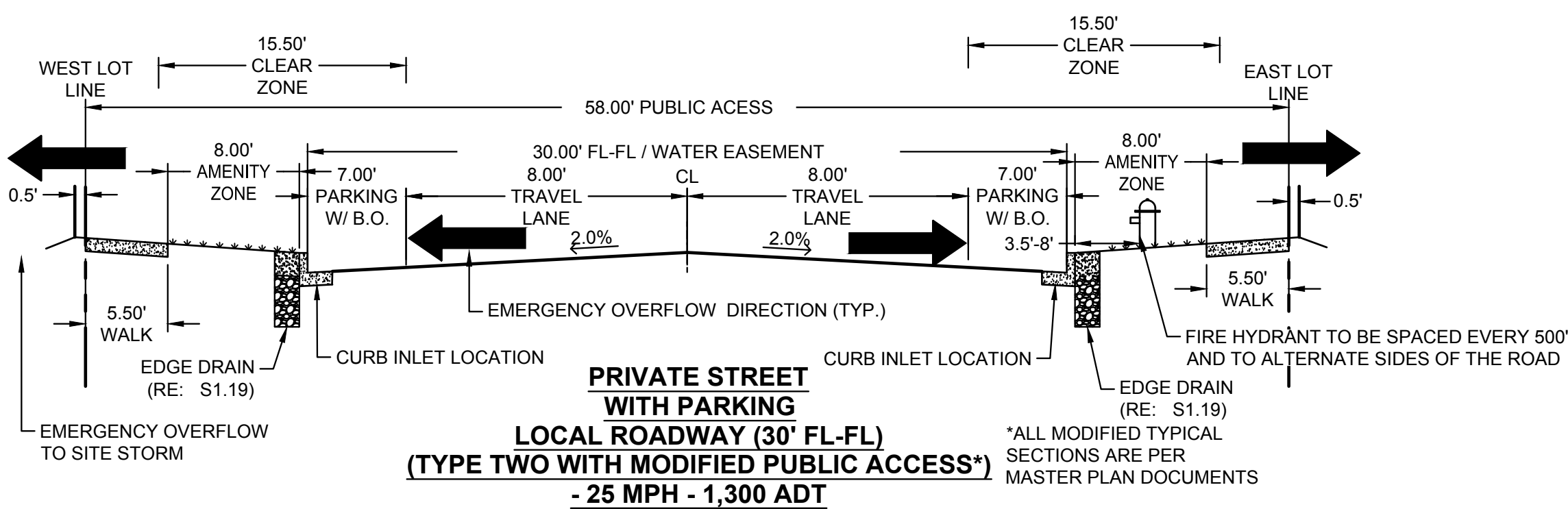


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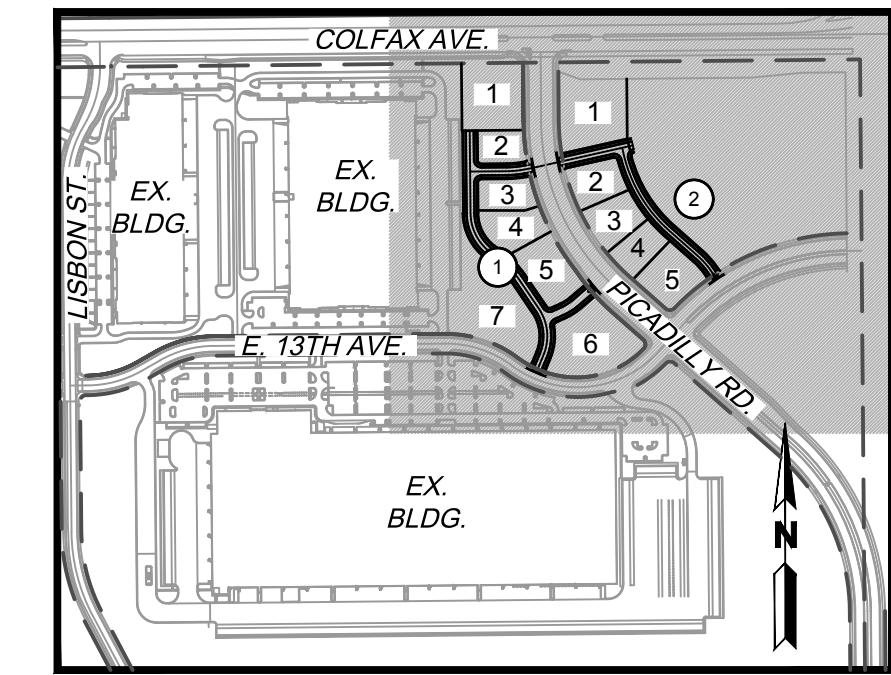
1. ALL SIGN POSTS AND SIGN SUPPORTS SHALL COMPLY WITH COA STANDARD DETAIL TE-11
2. ALL FIRE HYDRANTS SHALL BE LOCATED AT LEAST TWO FEET - 31 INCHES (3'-6") AND MORE THAN EIGHT FEET (8') FROM THE BACK OF CURB TO THE CENTER OF THE HYDRANT AND BE UNOBTSTRUCTED ON THE STREET SIDE. MINIMUM CLEANCE ON ALL OTHER SIDES SHALL BE FIVE FEET (5'). FIRE HYDRANTS MUST BE GRASS STAKED IN THE FIELD. FIRE HYDRANTS ARE NOW ALLOWED IN SIDEWALKS.
3. DESIGN AND CONSTRUCTION OF HIGH PLAINS TRAIL SHOWN ADJACENT TO SITE TO BE DEFERRED UNTIL PA-13 SITE PLAN AND CONSTRUCTION PROCESS.
4. HIGH PLAINS TRAIL BUFFER SHOWN ADJACENT MAY BE DELETED IF THE BUFFER AND SETBACK REQUIREMENTS.
5. HIGH PLAINS TRAIL SHOWN ON SITE AND WITHIN CDOT RIGHT OF WAY TO BE MAINTAINED BY THE CITY OF AURORA

X-XX

NO PARKING - FIRE LANE SIGN DETAIL  
N.T.S.







KEYMAP  
N.T.S.

LEGEND:

-  PROPERTY LINE  
 EXISTING RIGHT-OF-WAY LINE  
 PHASE LINE  
 PHASE 1  
 PHASE 2

PHASE 1:

PHASE 1 WILL INCLUDE THE EASTERN ROADWAY, LANDSCAPING, GRADING, AND UTILITY CONSTRUCTION. THIS CONSTRUCTION WILL NOT BEGIN UNTIL APPROVAL OF THE PROPOSED SITE PLAN OF THE UNPLATTED "MULTIFAMILY" LOT. THIS PHASED WORK MAY HAPPEN IRRESPECTIVE OF THE PHASE 2 DESCRIBED BELOW,

PHASE 2:

PHASE 2 WILL INCLUDE THE WESTERN ROADWAY, LANDSCAPING, GRADING, AND UTILITY CONSTRUCTION. THIS PHASED WORK MAY HAPPEN IRRESPECTIVE PHASE 1 DESCRIBED ABOVE,

NO.	DATE	REMARKS
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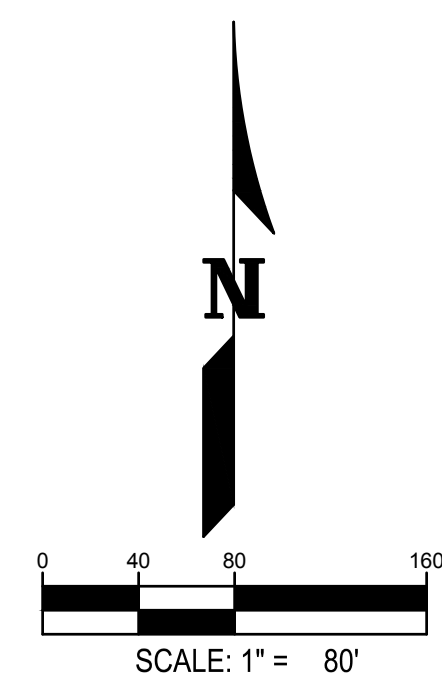
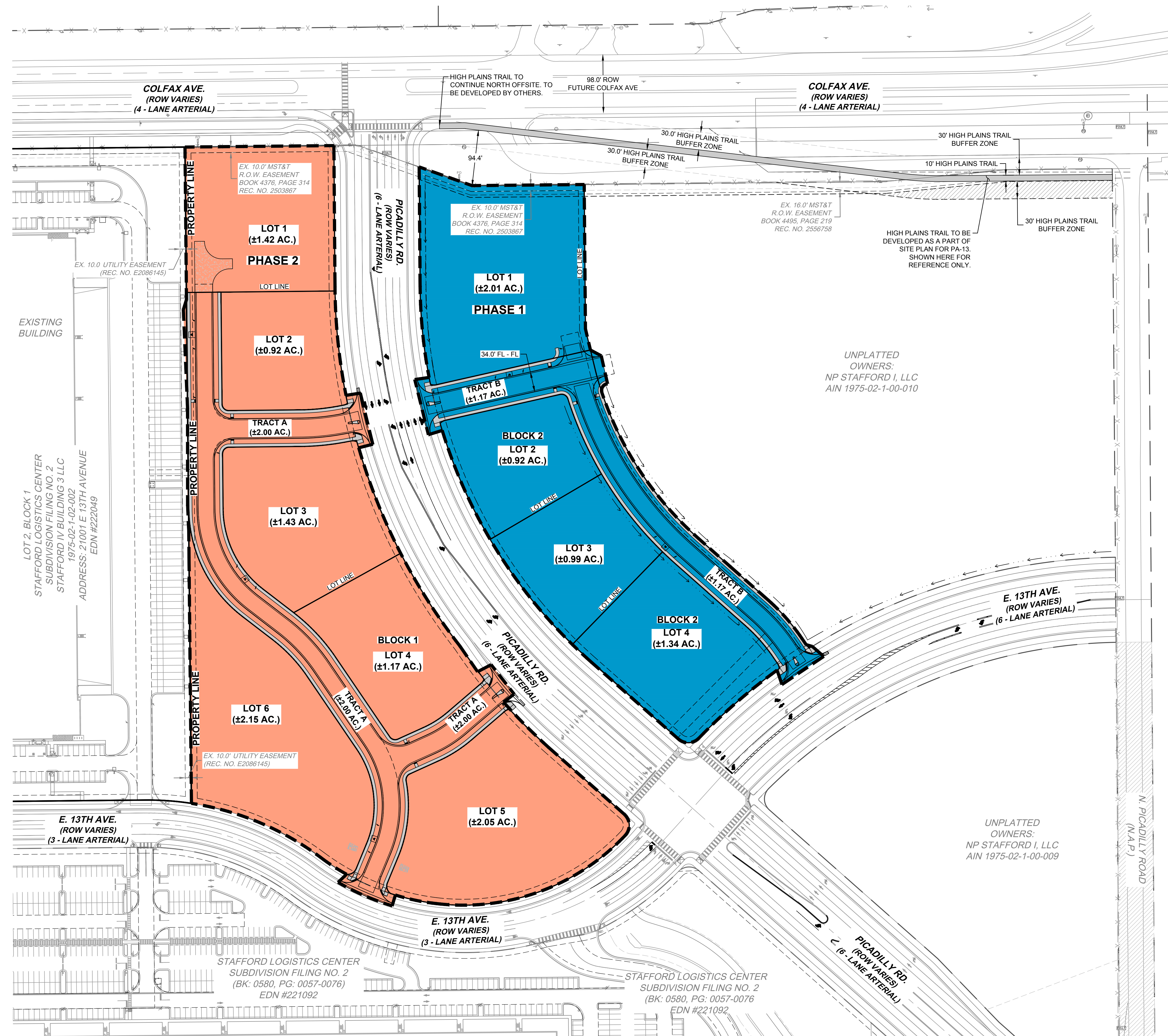
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JC
12/8/2023

HEET

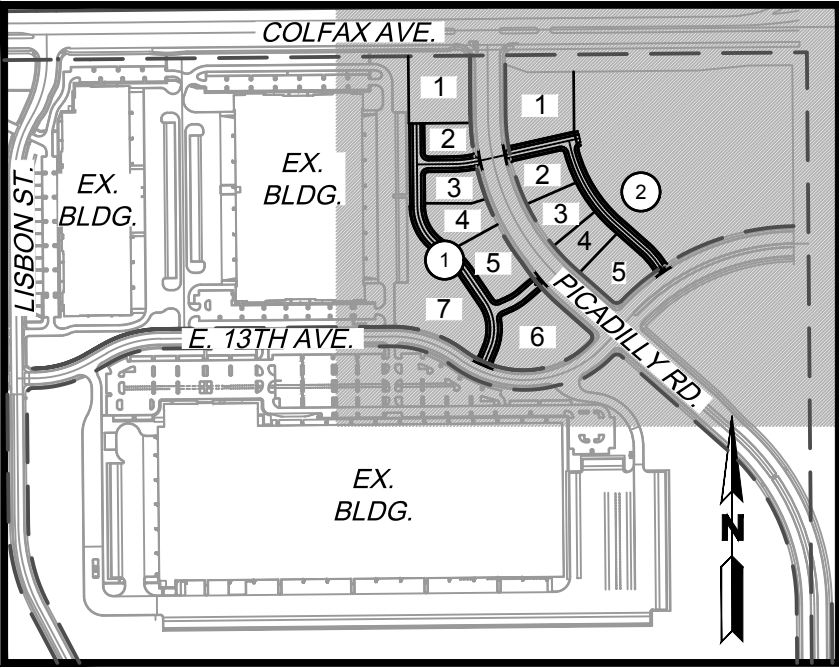
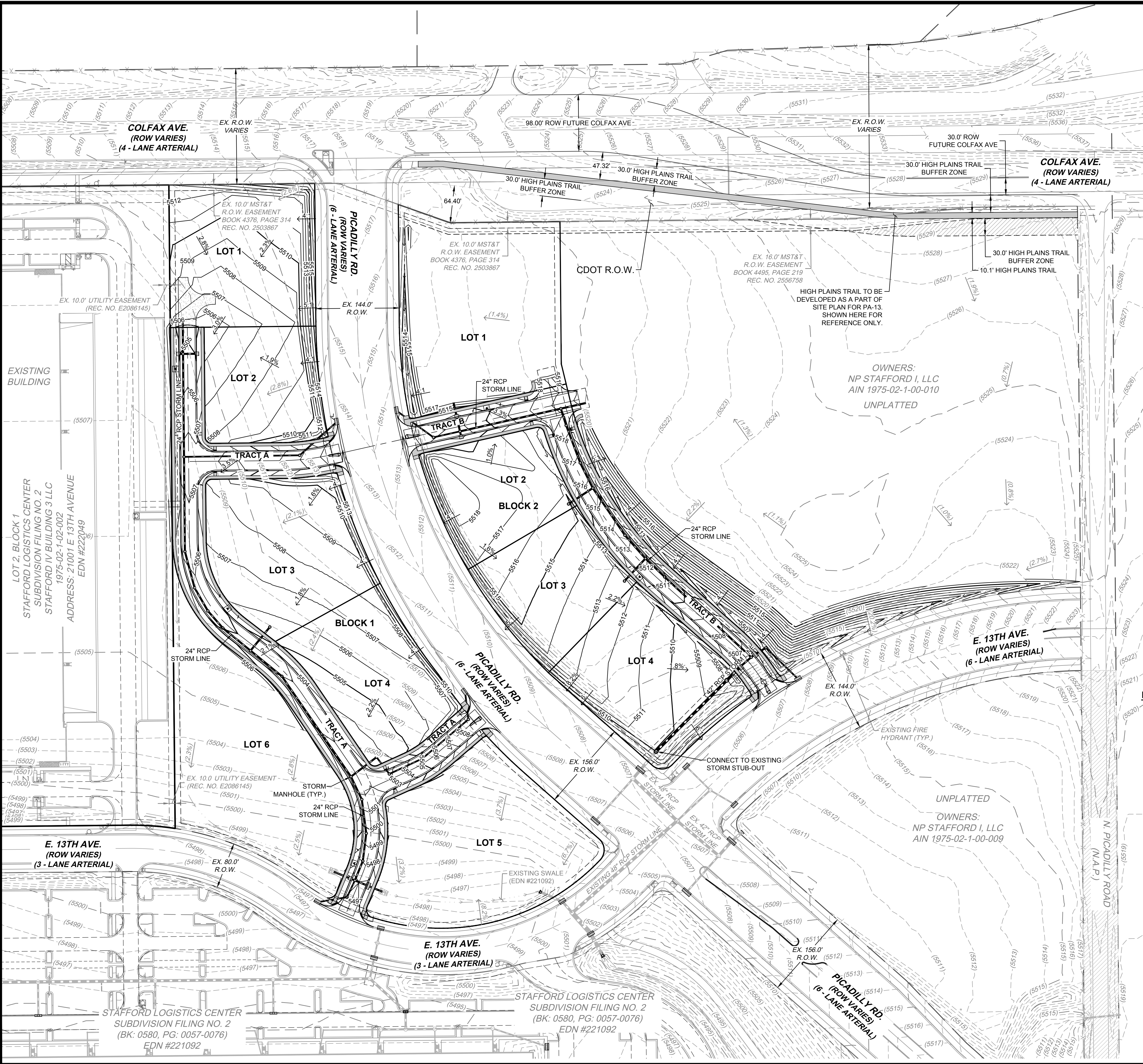
08

Sheet 08 of 30

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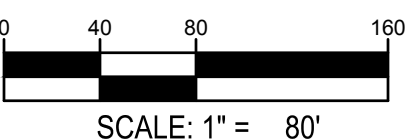


- LEGEND:**
- PROPERTY LINE
  - EXISTING CURB & GUTTER
  - PROPOSED SPILL CURB
  - PROPOSED CURB
  - PROPOSED 5' CONTOUR
  - PROPOSED 1' CONTOUR
  - EXISTING 5' CONTOUR
  - EXISTING 1' CONTOUR
  - STORM LINE
  - STORM INLET
  - EXISTING STORM LINE
  - EXISTING STORM INLET
  - EXISTING SANITARY SEWER W/ MANHOLE
  - EXISTING LIGHT POLE
  - EXISTING WATERLINE & VALVE
  - EXISTING FIRE HYDRANT
  - EXISTING GAS LINE
  - EXISTING TELEPHONE LINE
  - EXISTING ELECTRIC LINE
  - EXISTING CABLE TV LINE
  - EXISTING OVERHEAD LINE
  - EXISTING FIBER OPTIC LINE
  - EXISTING IRRIGATION LINE
  - EXISTING UTILITY POLE
  - PROPOSED EASEMENT LINE
  - EXISTING EASEMENT LINE
  - PROPOSED SLOPE AND DIRECTION

- NOTES:**
- SIDEWALKS AND LANDINGS SHALL SLOPE 1.5% TOWARDS ROADS, DRIVE LANES UNLESS NOTED OTHERWISE.
  - MINIMUM PAVEMENT SLOPES: 1% FOR ASPHALT, 0.5% FOR CONCRETE.
  - THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES WITH THE PROPOSED ELEVATIONS SHOWN ON THE GRADING PLAN. THE ENGINEER WILL NOT BE LIABLE FOR ANY COSTS ASSOCIATED WITH CHANGES TO THE DESIGN WITHOUT PROPER NOTIFICATION.
  - EXISTING UTILITIES STRUCTURES TO BE ADJUSTED AS NECESSARY TO MEET PROPOSED GRADE.
  - ALL STORM SEWER IS PRIVATE AND WILL BE MAINTAINED BY OWNER UNLESS OTHERWISE NOTED.
  - MINIMUM SLOPE ON UNPAVED AREAS IS 2%, MINIMUM SLOPE ON ASPHALT IS 1%, AND MINIMUM SLOPE ON CONCRETE IS 0.5%.
  - THE MAXIMUM SLOPE WITHIN ROW IS 4:1, THE MAXIMUM SLOPE FOR PROPERTY OUTSIDE OF THE ROW IS 3:1.
  - THE MAXIMUM PERMISSIBLE LONGITUDINAL GRADE FOR FIRE LANES IS 10%. THE MAXIMUM TRANSVERSE GRADE FOR A FIRE LANE IS 4% WITH A RESULTANT MAXIMUM SLOPE OF 10%.

**BENCHMARK:**  
CITY OF AURORA BENCHMARK ID 4S6602SE001 BEING A 3" DIAMETER BRASS CAP ATOP A 30" LONG STEEL PIPE IN CONCRETE AT THE SOUTHWEST CORNER OF PICADILLY RD. AND E. 11TH AVE. MONUMENT IS 37 FEET WEST AND 48 FEET SOUTH OF THE NORTHEAST CORNER SOUTHWEST QUARTER SECTION 2, TOWNSHIP 4 SOUTH, RANGE 66 WEST, MONUMENT ALSO BEING JUST EAST OF NORTH SOUTH FENCE AND 5.5 FEET SOUTH OF FENCE CORNER. ELEVATION = 5527.28 NAVD 88 DATUM

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**WARE MALCOMB**  
CIVIL ENGINEERING & SURVEYING

900 south broadway  
suite 320  
denver, co 80209  
p 303.561.3333  
waremalcomb.com

FOR AND ON BEHALF  
OF WARE MALCOMB

**STAFFORD LOGISTIC CENTER**  
**SITE PLAN**  
**OVERALL GRADING PLAN**  
**AURORA, COLORADO**

NO.	DATE	REMARKS

JOB NO.:	DCS23-4056
PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	12/8/2023

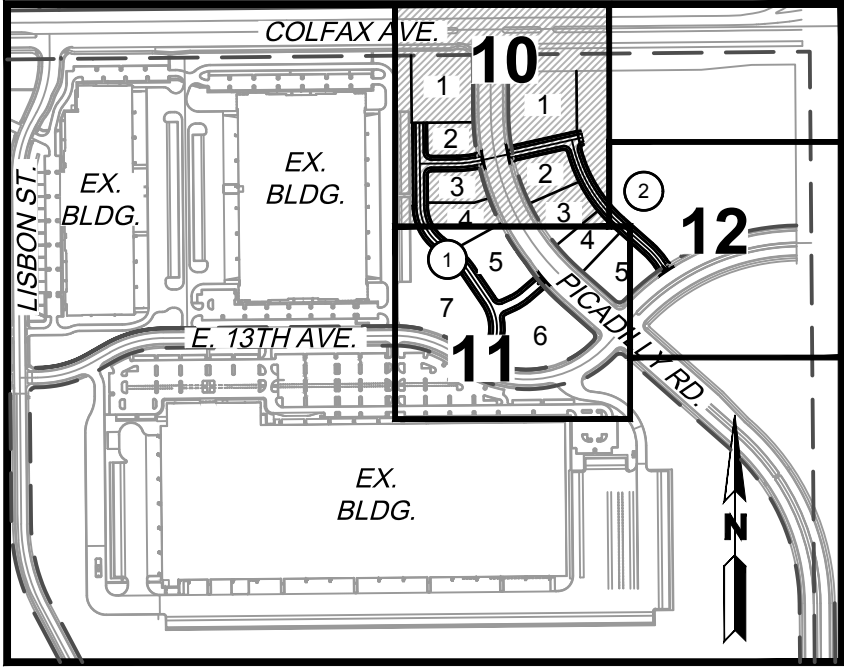
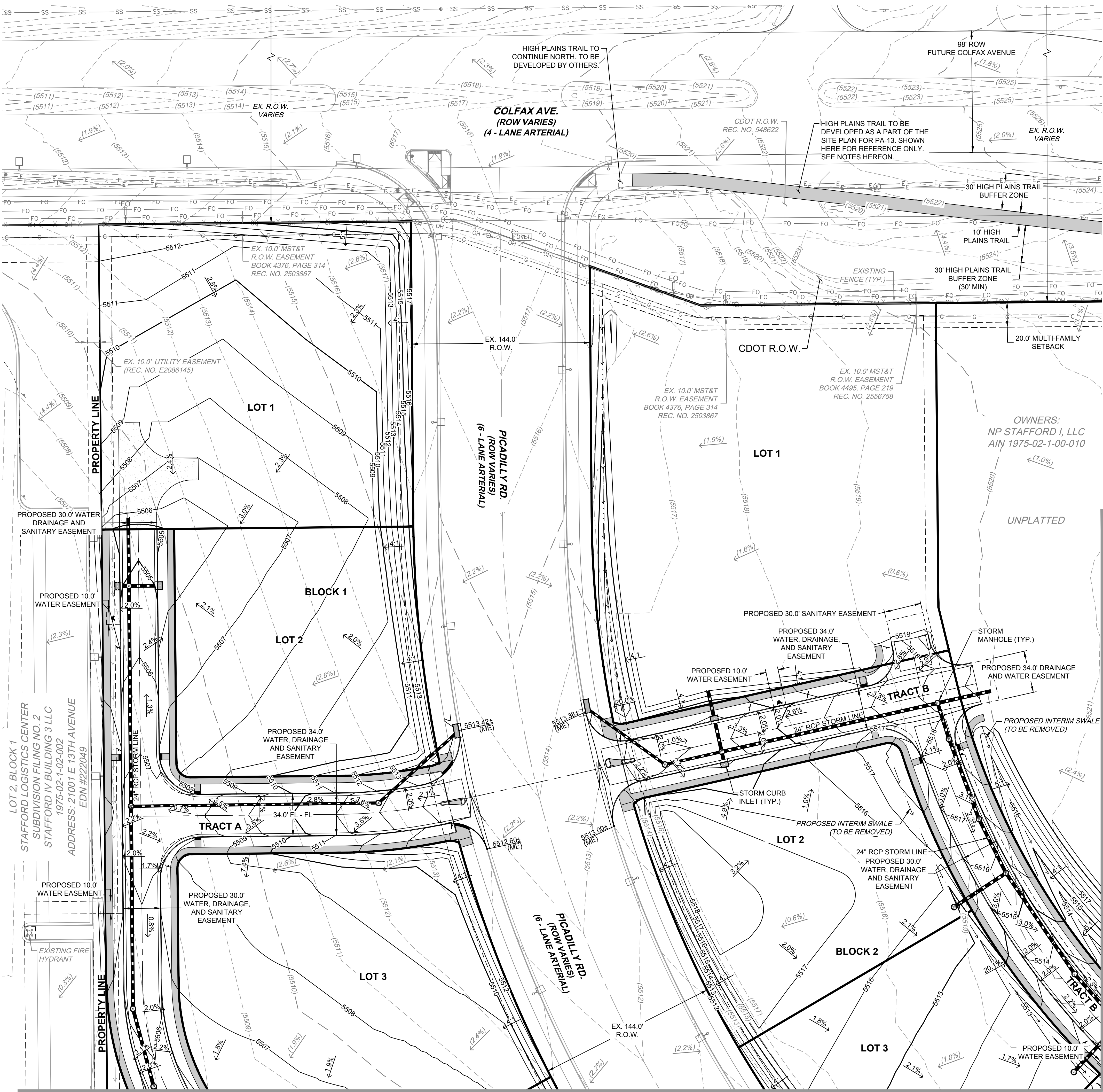
SHEET

**09**

Sheet 09 of 30

NOT FOR CONSTRUCTION





KEYMAP  
N.T.S.

LEGEND:

	PROPERTY LINE
	EXISTING CURB & GUTTER
	PROPOSED SPILL CURB
	PROPOSED CURB
	PROPOSED 5' CONTOUR
	PROPOSED 1' CONTOUR
	EXISTING 5' CONTOUR
	EXISTING 1' CONTOUR
	STORM LINE
	STORM INLET
	EXISTING STORM LINE
	EXISTING STORM INLET
	EXISTING SANITARY SEWER W/ MANHOLE
	EXISTING LIGHT POLE
	EXISTING WATERLINE & VALVE
	EXISTING FIRE HYDRANT
	EXISTING GAS LINE
	EXISTING TELEPHONE LINE
	EXISTING ELECTRIC LINE
	EXISTING CABLE TV LINE
	EXISTING OVERHEAD LINE
	EXISTING FIBER OPTIC LINE
	EXISTING IRRIGATION LINE
	EXISTING UTILITY POLE
	PROPOSED EASEMENT LINE
	EXISTING EASEMENT LINE
	PROPOSED SLOPE AND DIRECTION

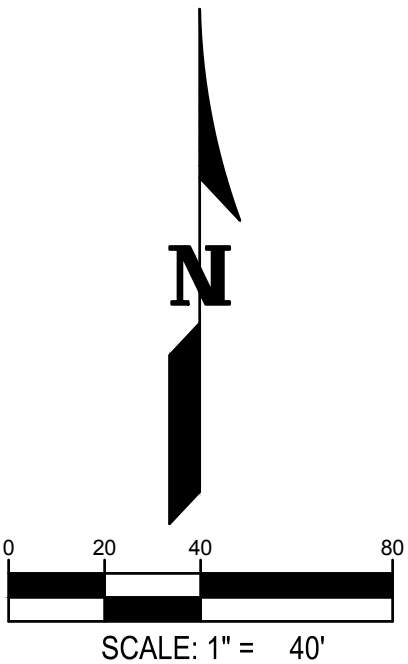
NOTES:

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SITE PLAN  
GRADING PLAN  
AURORA, COLORADO

NO.	DATE	REMARKS

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PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	12/8/2023

SHEET	10
Sheet	10 of 30

900 south broadway  
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waremalcomb.com

FOR AND ON BEHALF  
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STAFFORD LOGISTIC CENTER  
SITE PLAN  
GRADING PLAN  
AURORA, COLORADO

REMARKS

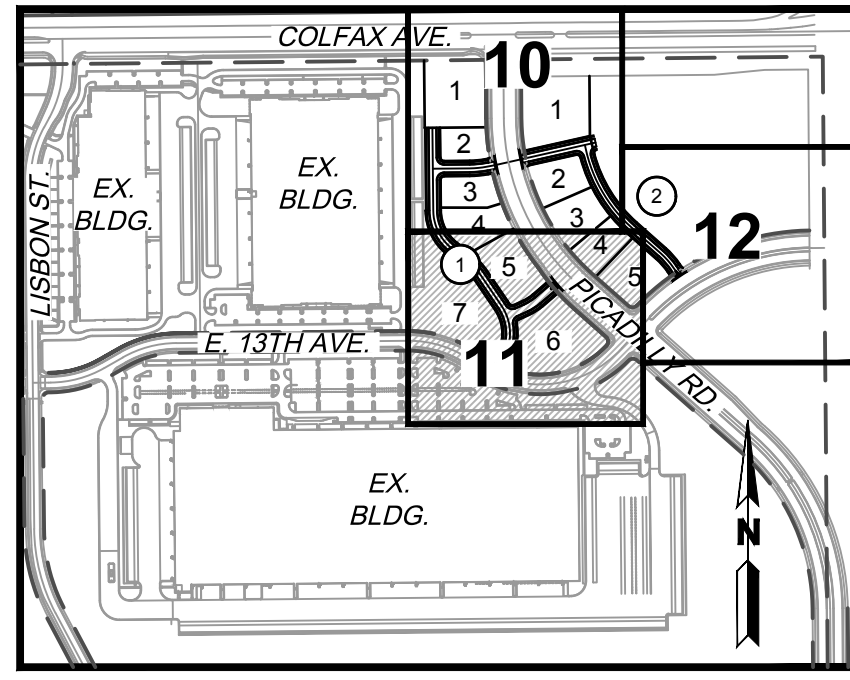
JOB NO.:	DCS23-4056
PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	12/8/2023

SHEET

11

Sheet 11 of 30

NOT FOR CONSTRUCTION



KEYMAP  
N.T.S.

LEGEND:

	PROPERTY LINE
	EXISTING CURB & GUTTER
	PROPOSED SPILL CURB
	PROPOSED CURB
	PROPOSED 5' CONTOUR
	PROPOSED 1' CONTOUR
	EXISTING 5' CONTOUR
	EXISTING 1' CONTOUR
	STORM LINE
	STORM INLET
	EXISTING STORM LINE
	EXISTING STORM INLET
	EXISTING SANITARY SEWER W/ MANHOLE
	EXISTING LIGHT POLE
	EXISTING WATERLINE & VALVE
	EXISTING FIRE HYDRANT
	EXISTING GAS LINE
	EXISTING TELEPHONE LINE
	EXISTING ELECTRIC LINE
	EXISTING CABLE TV LINE
	EXISTING OVERHEAD LINE
	EXISTING FIBER OPTIC LINE
	EXISTING IRRIGATION LINE
	EXISTING UTILITY POLE
	PROPOSED EASEMENT LINE
	EXISTING EASEMENT LINE
	PROPOSED SLOPE AND DIRECTION

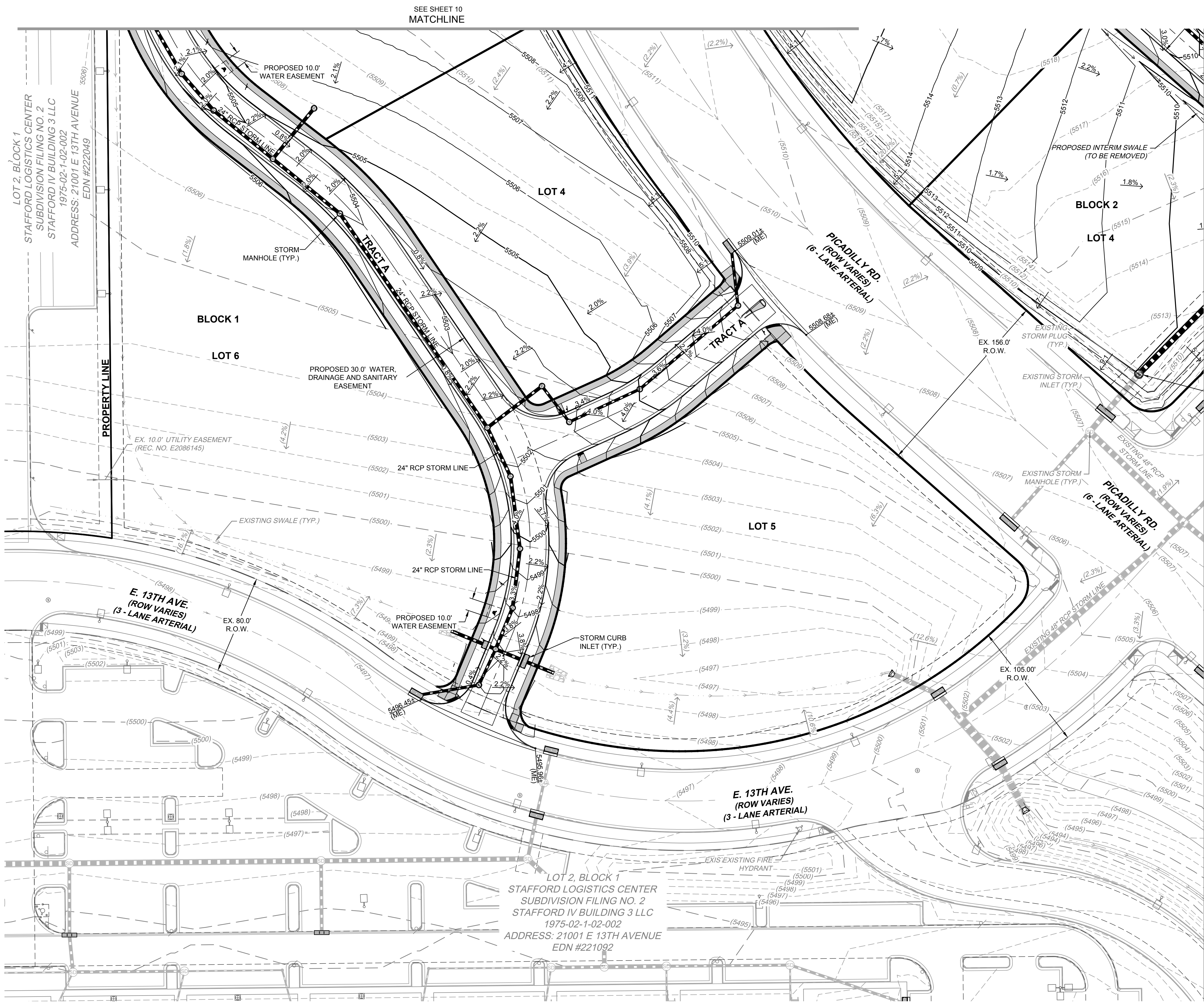
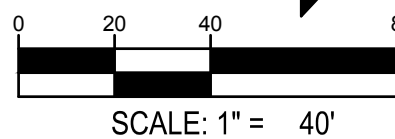
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STAFFORD LOGISTIC CENTER  
SITE PLAN  
GRADING PLAN  
AURORA, COLORADO

NO. DATE REMARKS

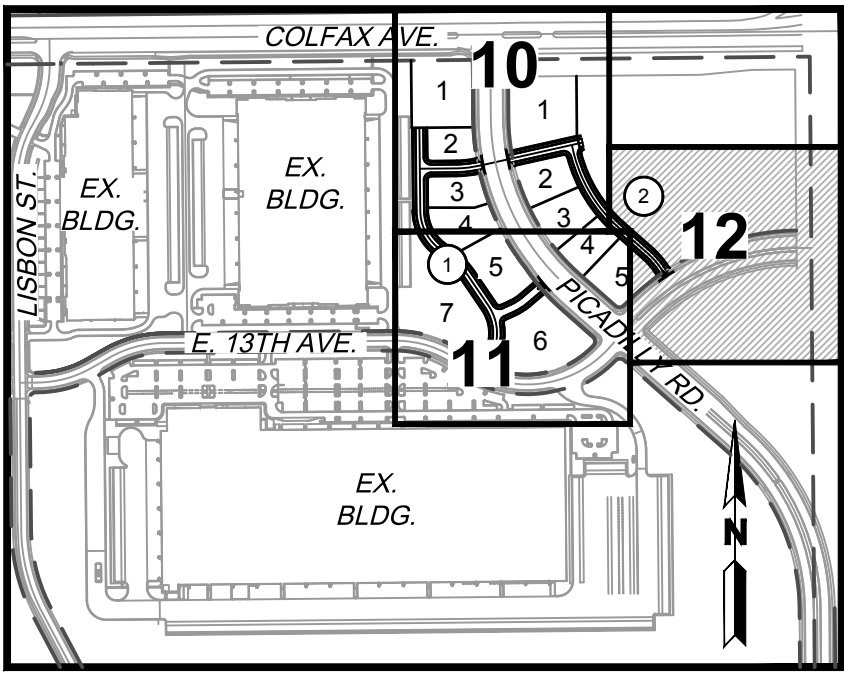
JOB NO.:	DCS23-4056
PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	12/8/2023

SHEET

12

Sheet 12 of 30

NOT FOR CONSTRUCTION



KEYMAP  
N.T.S.

LEGEND:

	PROPERTY LINE
	EXISTING CURB & GUTTER
	PROPOSED SPILL CURB
	PROPOSED CURB
	PROPOSED 5' CONTOUR
	PROPOSED 1' CONTOUR
	EXISTING 5' CONTOUR
	EXISTING 1' CONTOUR
	STORM LINE
	STORM INLET
	EXISTING STORM LINE
	EXISTING STORM INLET
	EXISTING SANITARY SEWER W/ MANHOLE
	EXISTING LIGHT POLE
	EXISTING WATERLINE & VALVE
	EXISTING FIRE HYDRANT
	EXISTING GAS LINE
	EXISTING TELEPHONE LINE
	EXISTING ELECTRIC LINE
	EXISTING CABLE TV LINE
	EXISTING OVERHEAD LINE
	EXISTING FIBER OPTIC LINE
	EXISTING IRRIGATION LINE
	EXISTING UTILITY POLE
	PROPOSED EASEMENT LINE
	EXISTING EASEMENT LINE
	PROPOSED SLOPE AND DIRECTION

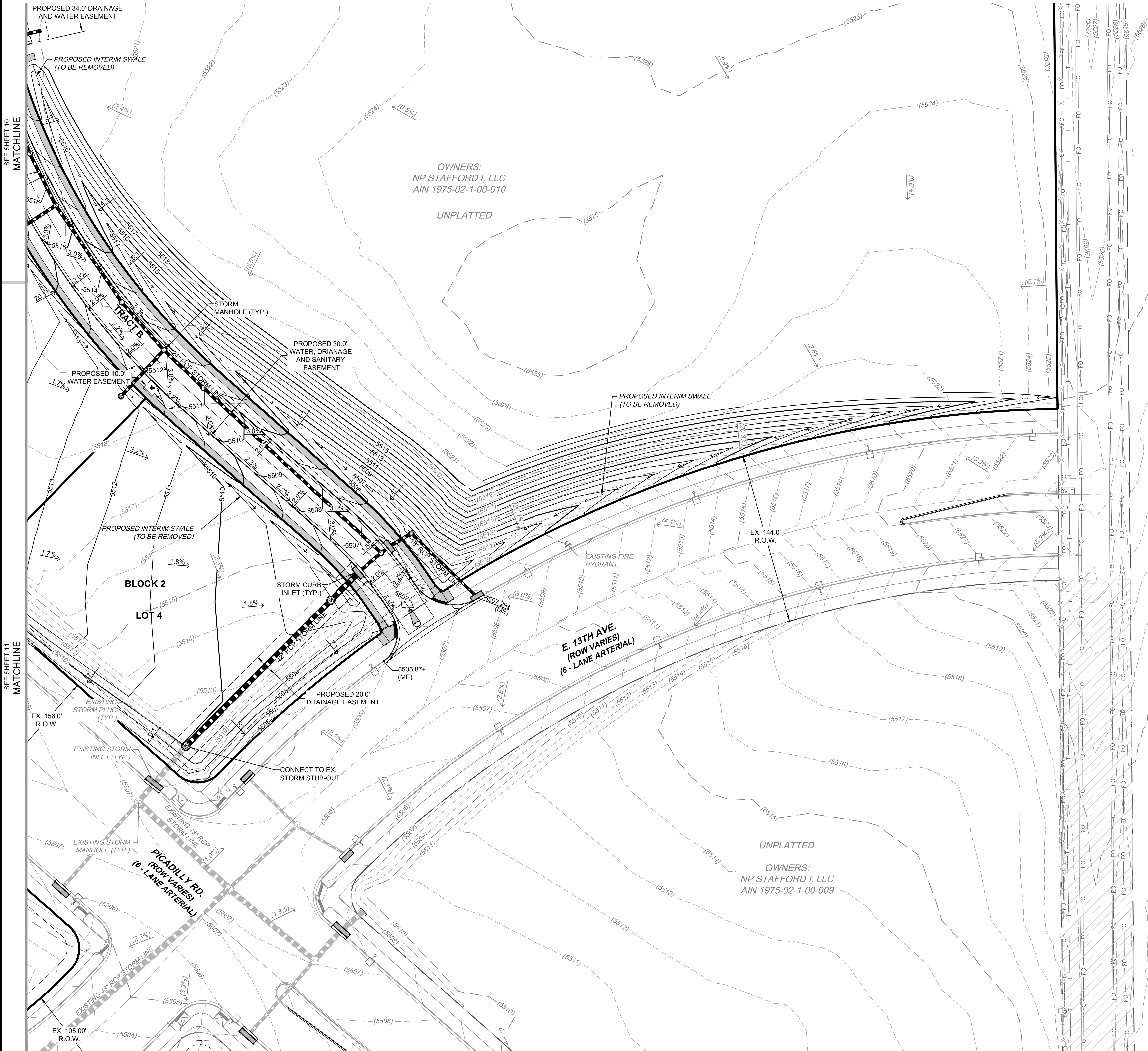
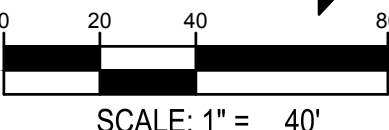
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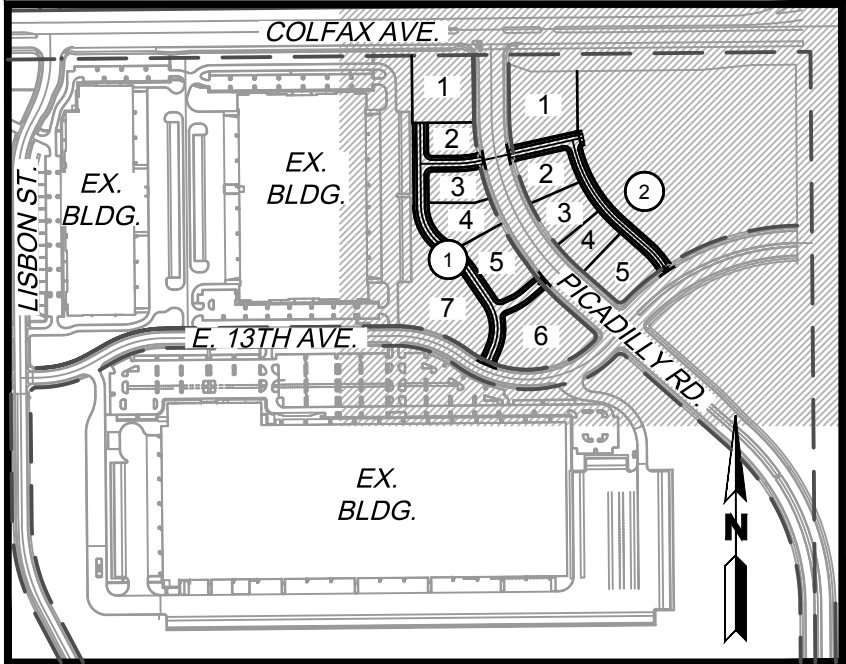
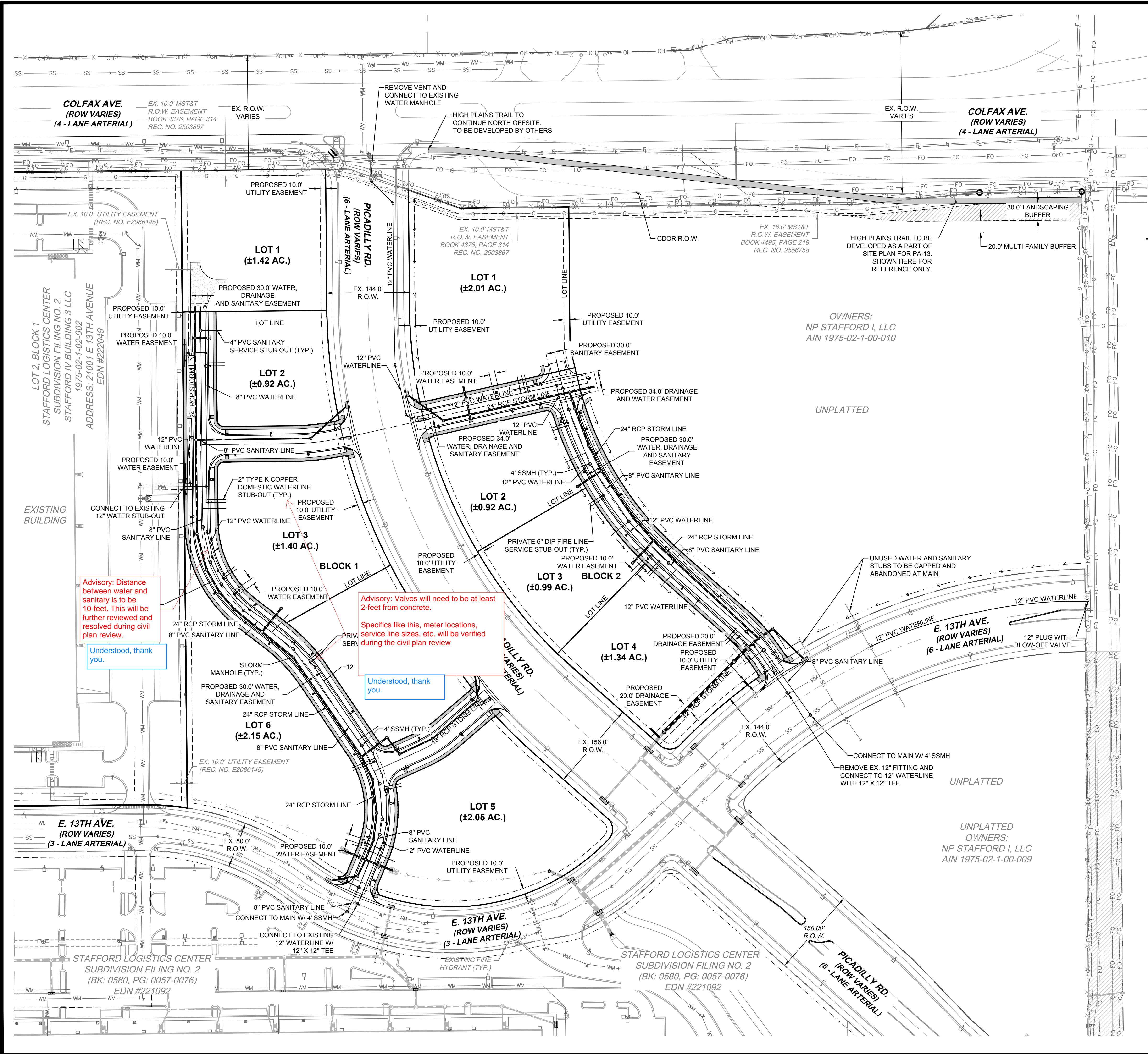
BENCHMARK:

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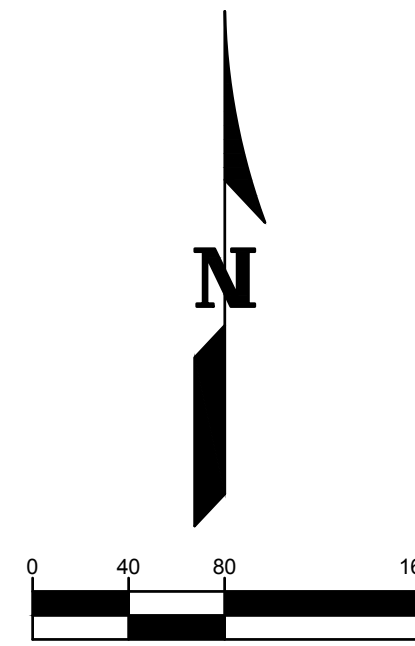
LEGEND:

- PROPERTY LINE
- UTILITY CROSSING
- STORM LINE
- STORM INLET
- EXISTING STORM LINE
- EXISTING STORM INLET
- SANITARY SEWER W/ MANHOLE
- EXISTING SANITARY SEWER W/ MANHOLE
- WATERLINE & VALVE
- FIRE HYDRANT ASSEMBLY
- SITE LIGHT POLE
- EXISTING LIGHT POLE
- EXISTING WATERLINE & VALVE
- EXISTING FIRE HYDRANT
- EXISTING GAS LINE
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- EXISTING ELECTRIC LINE
- EXISTING CABLE TV LINE
- EXISTING OVERHEAD LINE
- EXISTING FIBER OPTIC LINE
- EXISTING IRRIGATION LINE
- EXISTING UTILITY POLE
- PROPOSED EASEMENT LINE
- EXISTING EASEMENT LINE

NOTES

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**SITE PLAN**  
**OVERALL UTILITY PLAN**  
**AURORA, COLORADO**

REMARKS	
NO.	DATE

JOB NO.:	DCS23-4056
PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	12/8/2023

SHEET	13
Sheet	13 of 30

NOT FOR CONSTRUCTION



STAFFORD LOGISTIC CENTER  
SITE PLAN  
UTILITY PLAN  
AURORA, COLORADO

NO.	DATE	REMARKS

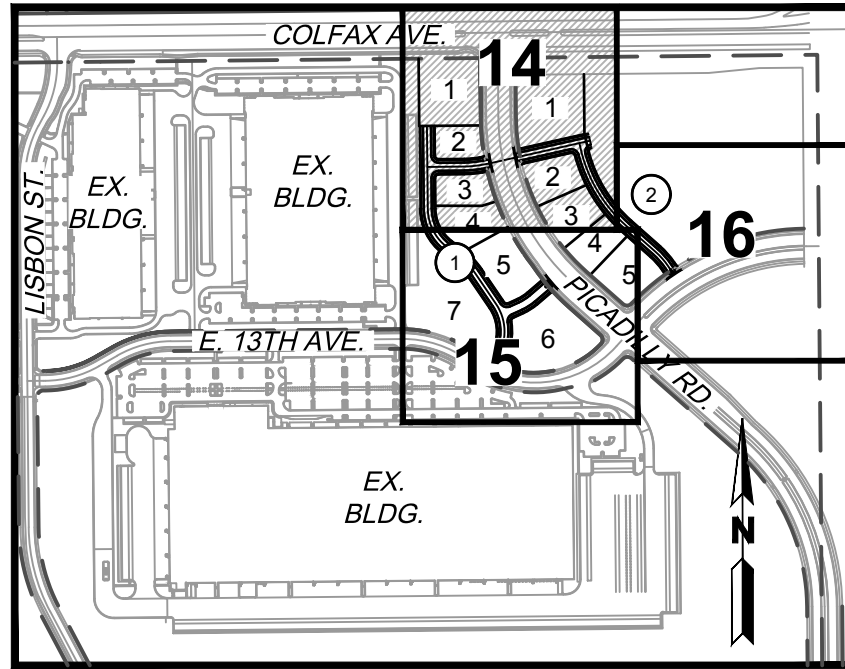
JOB NO.:	DCS23-4056
PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	12/8/2023

SHEET

14

Sheet 14 of 30

NOT FOR CONSTRUCTION



KEYMAP  
N.T.S.

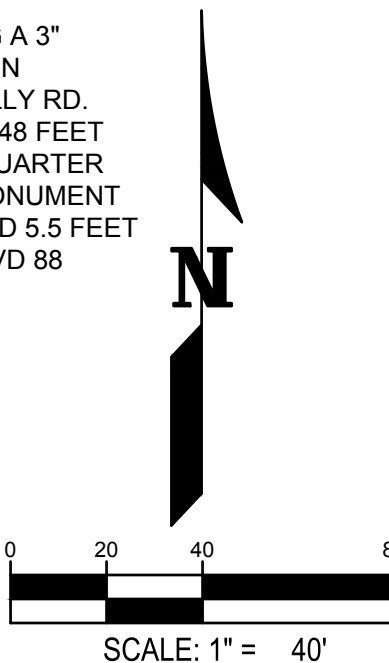
LEGEND:

	PROPERTY LINE
	UTILITY CROSSING
	STORM LINE
	STORM INLET
	EXISTING STORM LINE
	EXISTING STORM INLET
	SANITARY SEWER W/ MANHOLE
	EXISTING SANITARY SEWER W/ MANHOLE
	WATERLINE & VALVE
	FIRE HYDRANT ASSEMBLY
	SITE LIGHT POLE
	EXISTING LIGHT POLE
	EXISTING WATERLINE & VALVE
	EXISTING FIRE HYDRANT
	EXISTING GAS LINE
	EXISTING TELEPHONE LINE
	EXISTING ELECTRIC LINE
	EXISTING CABLE TV LINE
	EXISTING OVERHEAD LINE
	EXISTING FIBER OPTIC LINE
	EXISTING IRRIGATION LINE
	EXISTING UTILITY POLE
	PROPOSED EASEMENT LINE
	EXISTING EASEMENT LINE

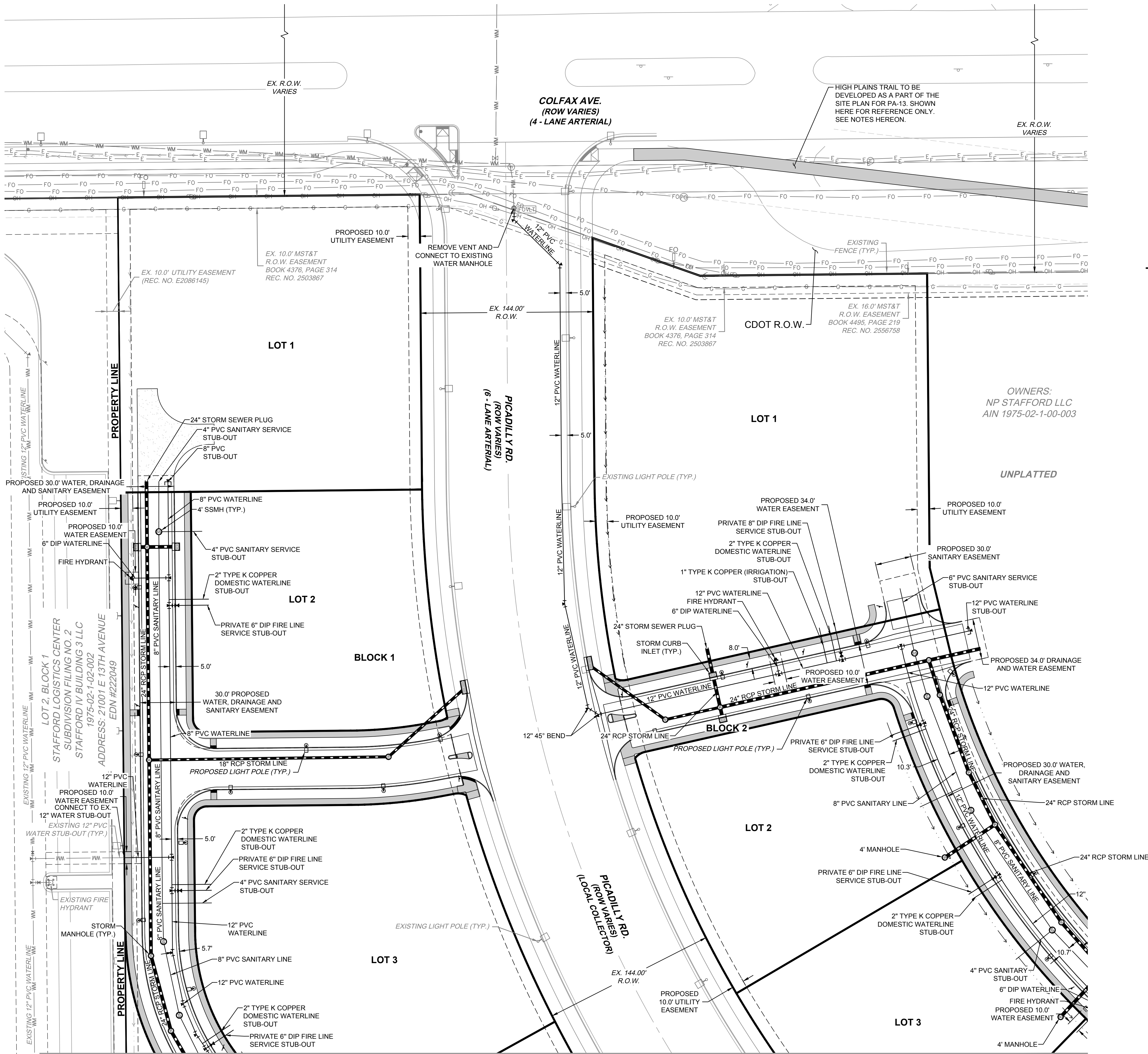
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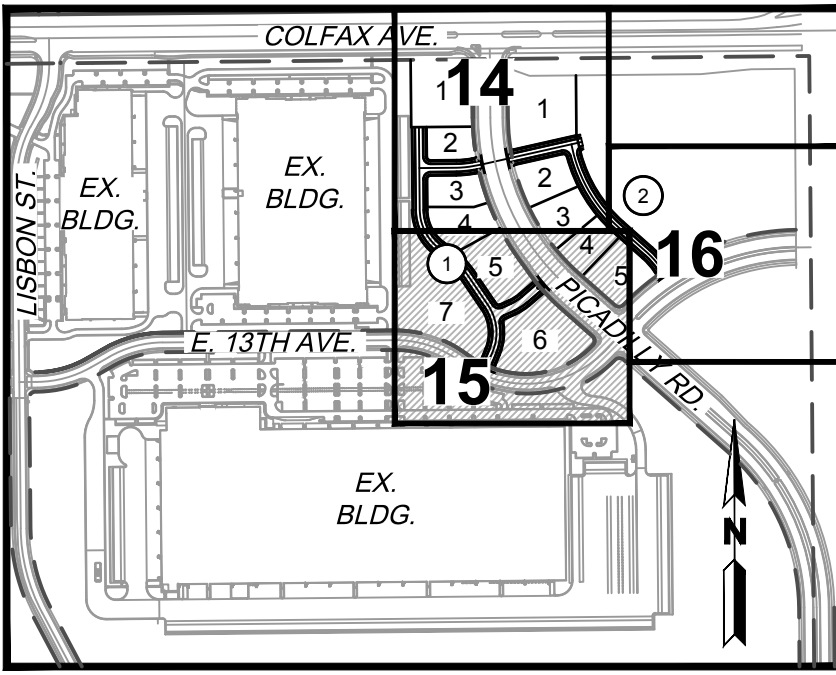
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MATCHLINE  
SEE SHEET 15



KEYMAP  
N.T.S.

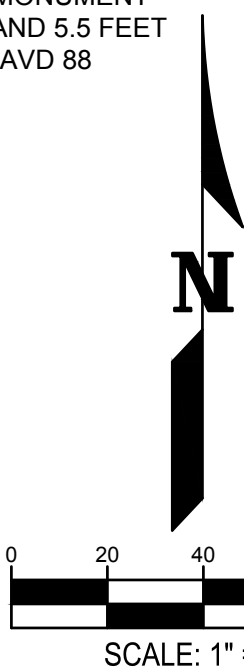
LEGEND:

- PROPERTY LINE
- UTILITY CROSSING
- STORM LINE
- STORM INLET
- EXISTING STORM LINE
- EXISTING STORM INLET
- SANITARY SEWER W/ MANHOLE
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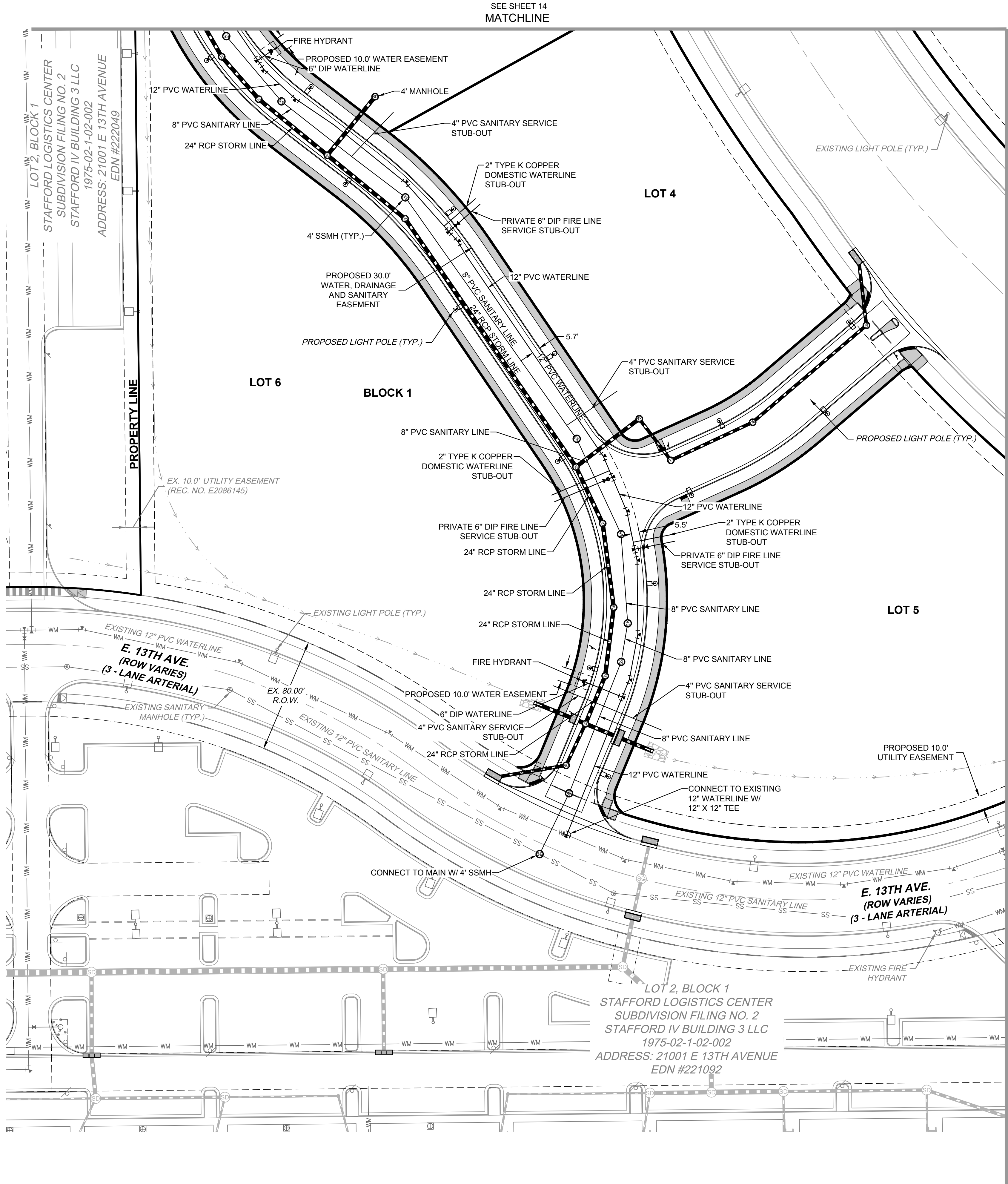
STAFFORD LOGISTIC CENTER  
SITE PLAN  
UTILITY PLAN  
AURORA, COLORADO

NO.	DATE	REMARKS

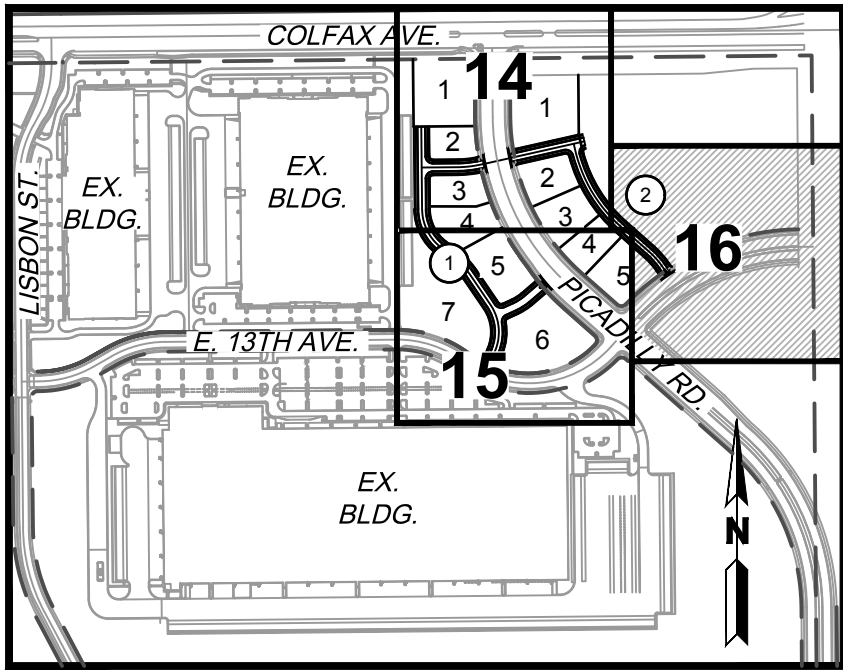
JOB NO.:	DCS23-4056
PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	12/8/2023

SHEET	15
Sheet	15 of 30

NOT FOR CONSTRUCTION







KEYMAP  
N.T.S.

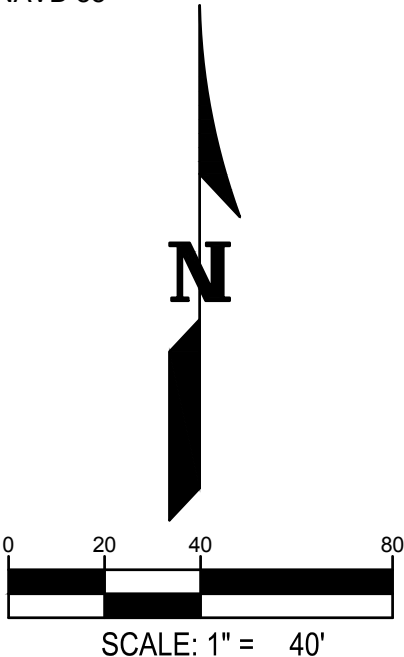
LEGEND:

- PROPERTY LINE
- UTILITY CROSSING
- STORM LINE
- STORM INLET
- EXISTING STORM LINE
- EXISTING STORM INLET
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UNPLATTED

OWNERS:  
NP STAFFORD I, LLC  
AIN 1975-02-1-00-010

UNPLATTED

OWNERS:  
NP STAFFORD I, LLC  
AIN 1975-02-1-00-009

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AURORA, COLORADO

NO.	DATE	REMARKS

JOB NO.:	DCS23-4056
PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	12/8/2023

SHEET	16
Sheet	16 of 30

NOT FOR CONSTRUCTION

**WARE MALCOMB**  
CIVIL ENGINEERING & SURVEYING

900 south broadway  
suite 320  
denver, co 80209  
p 303.661.3333  
waremalcomb.com

FOR AND ON BEHALF  
OF WARE MALCOMB

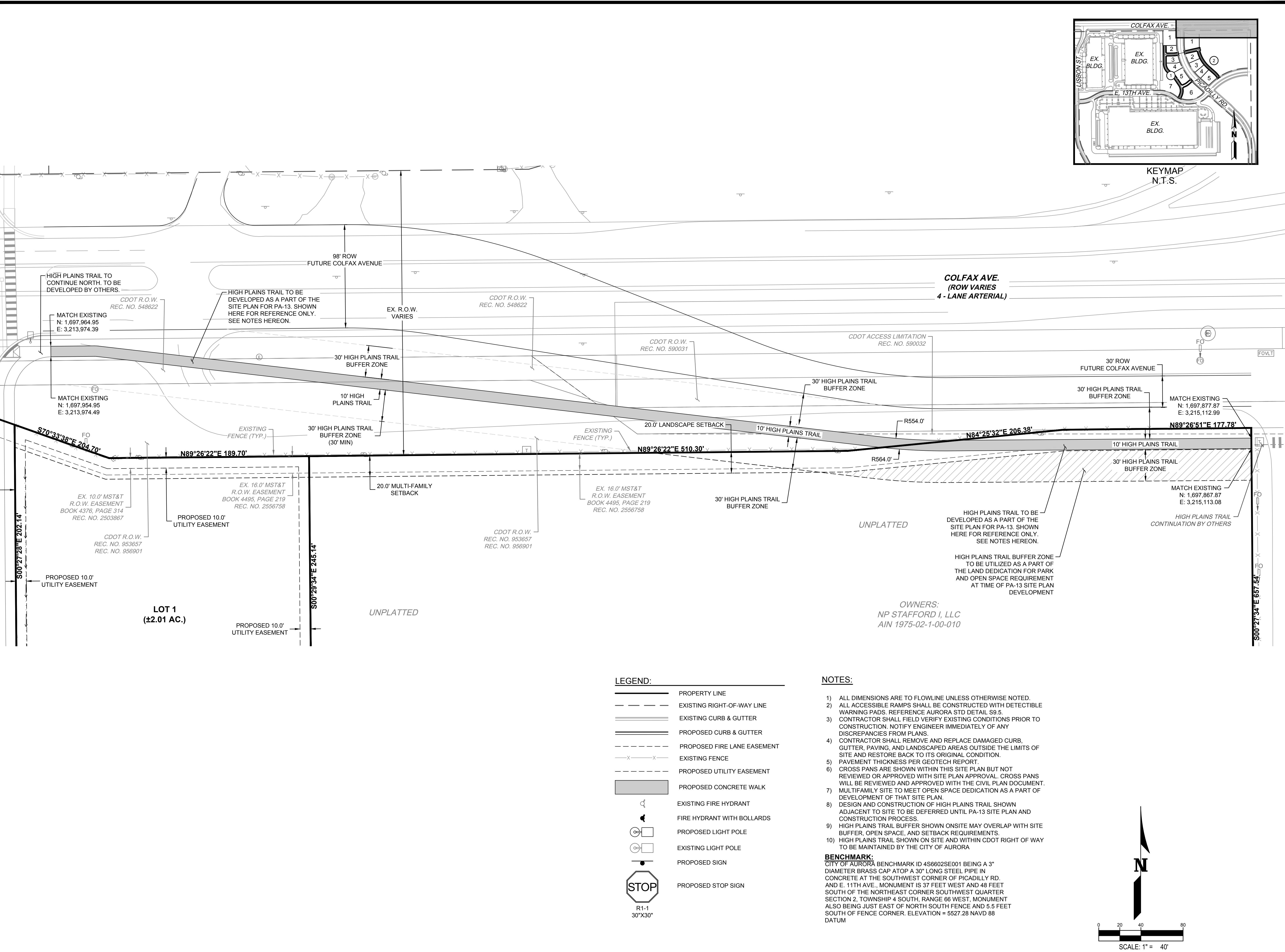
STAFFORD LOGISTIC CENTER  
SITE PLAN  
TRAIL PLAN - FOR REFERENCE ONLY  
AURORA, COLORADO

NO.	DATE	REMARKS

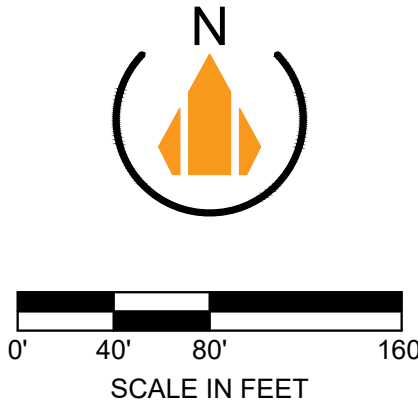
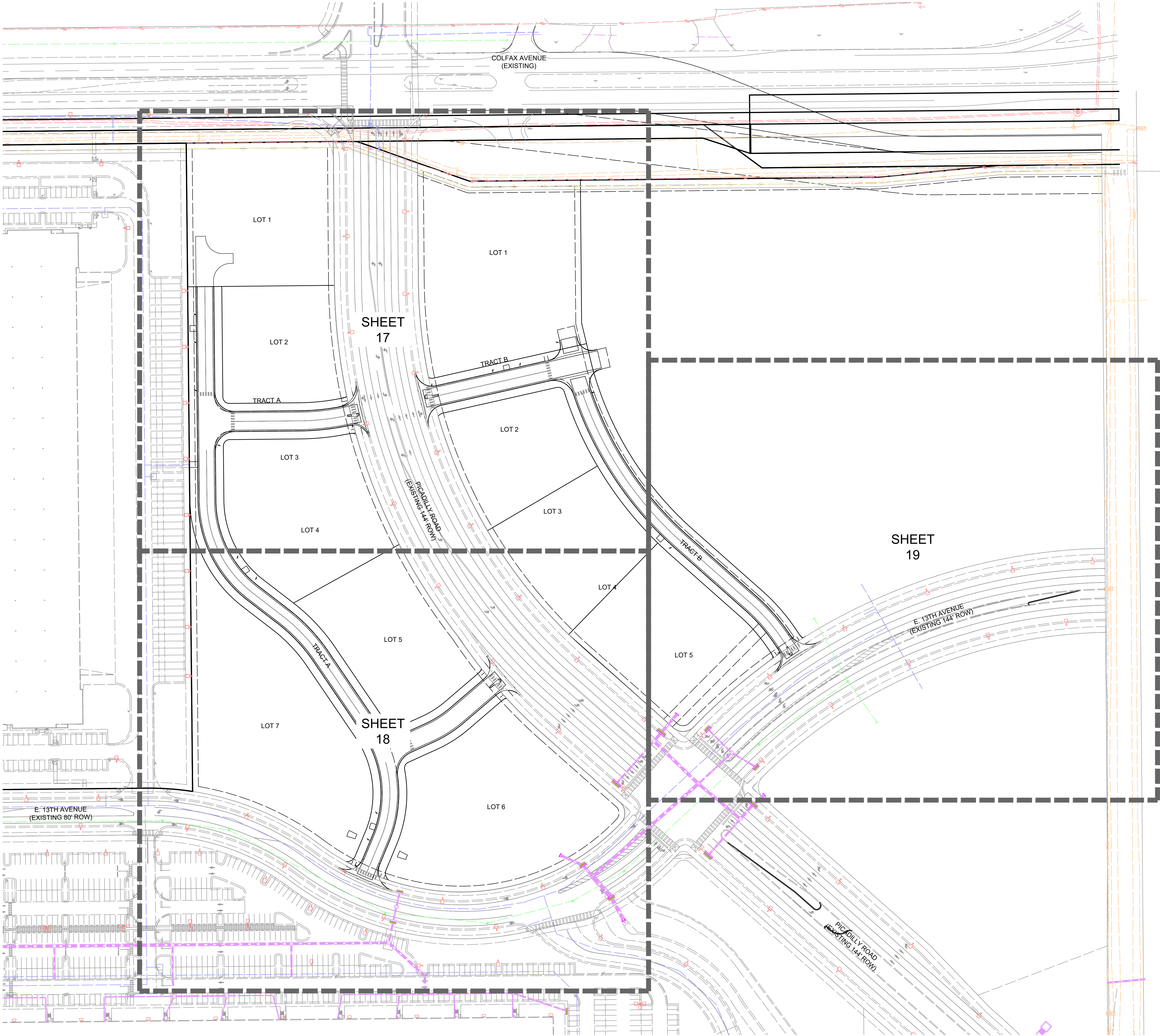
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SHEET	17
Sheet	17 of 30

NOT FOR CONSTRUCTION







STAFFORD LOGISTICS CENTER  
SITE PLAN  
OVERALL LANDSCAPE PLAN  
AURORA, COLORADO

NO.	DATE	REMARKS

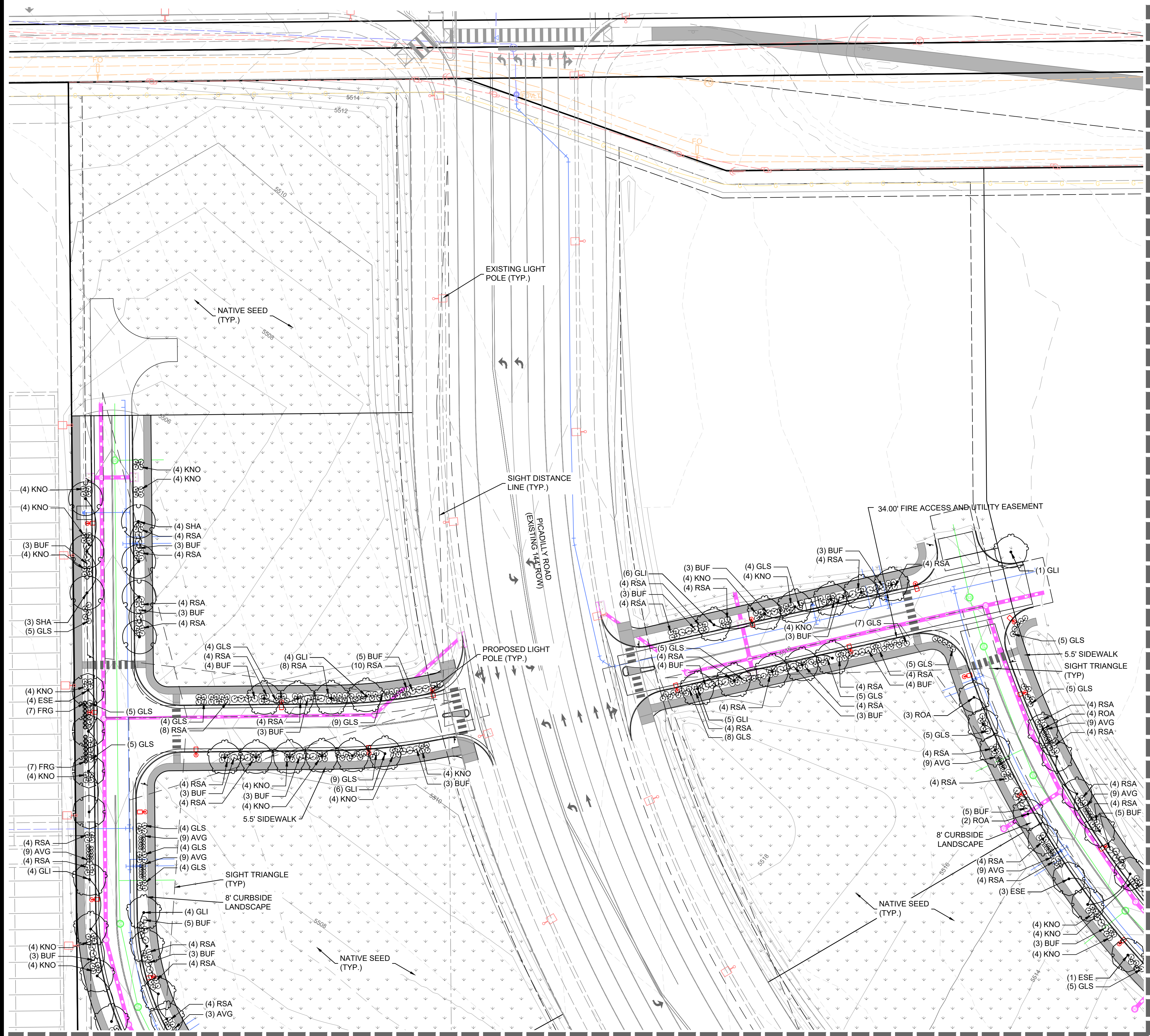
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**SITEPOINT**  
A Division of NorthPoint Development  
816.888.7380  
sitepoint@northpointkc.com

3315 N Oak Trafficway  
Kansas City, MO 64116





MATCHLINE: SEE SHEET 19

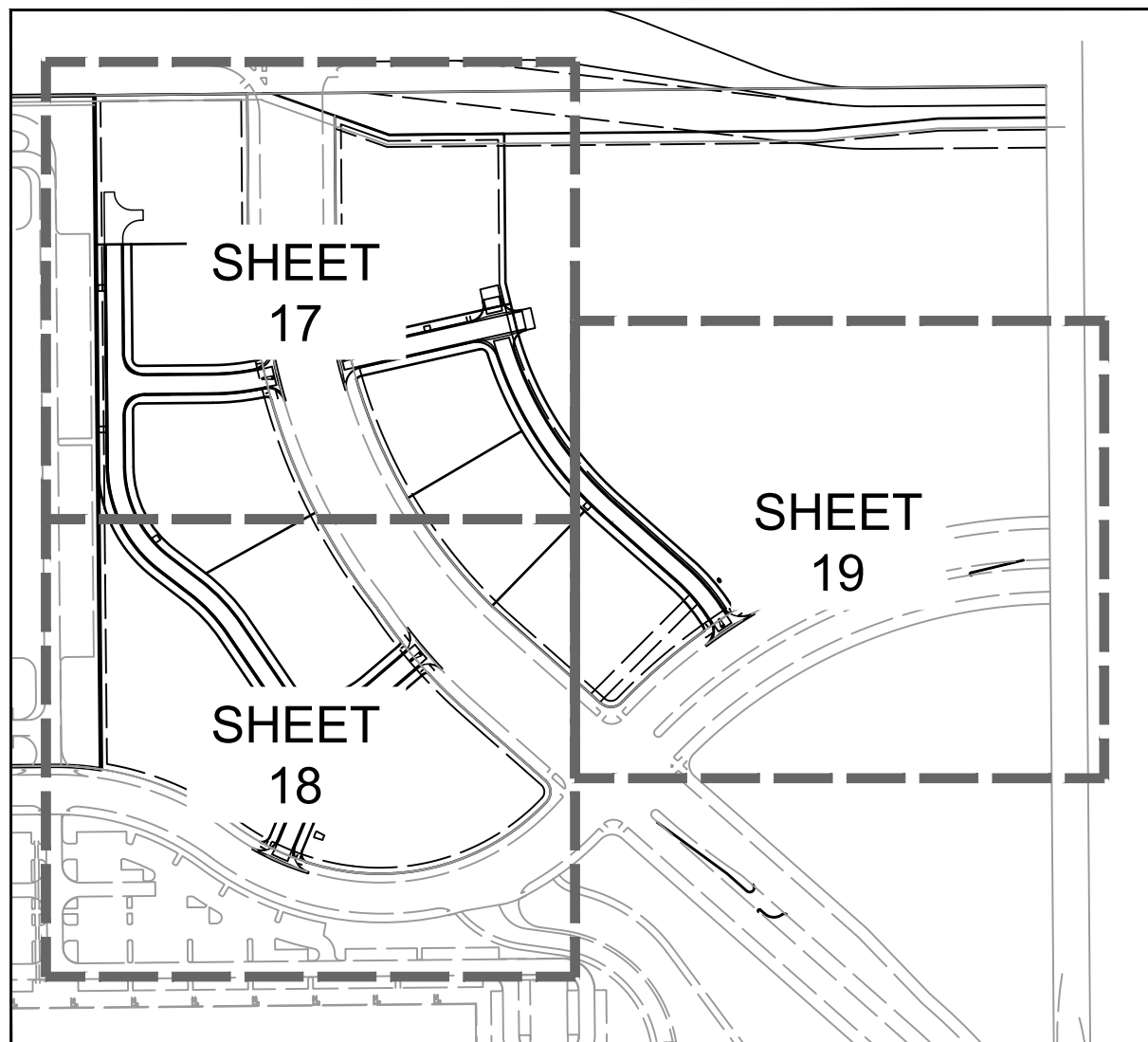
- NOTES:
1. TREES SHALL NOT BE PLANTED WITHIN UTILITY EASEMENTS AND MUST BE A MINIMUM OF 10' FROM UTILITY/SEWER LINES.
  2. ALL PROPOSED LANDSCAPING WITHIN THE SIGHT TRIANGLE SHALL BE IN COMPLIANCE WITH COA ROADWAY SPECIFICATIONS, SECTION 4.04.2.10.
  3. FINAL PLANT MATERIAL LOCATIONS SHALL ADJUST TO ACCOMMODATE FUTURE PROPOSED DRIVES FOR EACH PAD SITE.
  4. LANDSCAPING MATERIAL SHOWN WITHIN THE SITE PLAN CANNOT ENCROACH INTO ROADWAYS THAT ARE DEDICATED (OR DESIGNATED) AS FIRE LANE EASEMENTS (OR CORRIDORS).

### LEGEND

GENERAL	
	EXISTING SIDEWALK
	PROPOSED SIDEWALK
	EXISTING EDGE OF PAVEMENT
	PROPOSED EDGE OF PAVEMENT
	EXISTING CURB & GUTTER
	PROPOSED CURB & GUTTER
CONTOURS	
	EXISTING INDEX CONTOURS
	EXISTING INTERMEDIATE CONTOURS
	PROPOSED INDEX CONTOURS
	PROPOSED INTERMEDIATE CONTOURS
BOUNDARIES	
	PROPOSED PROPERTY BOUNDARY
	EXISTING LOT LINE
	PROPOSED LOT LINE
	EXISTING RIGHT-OF-WAY
	PROPOSED RIGHT-OF-WAY
UTILITIES (RE: CIVIL)	
	EXISTING COMMUNICATIONS LINE
	PROPOSED COMMUNICATIONS LINE
	EXISTING NATURAL GAS MAIN
	PROPOSED NATURAL GAS MAIN
	EXISTING OVERHEAD POWER/ELECTRIC LINE
	PROPOSED OVERHEAD POWER/ELECTRIC LINE
	EXISTING UNDERGROUND POWER/ELECTRIC LINE
	PROPOSED UNDERGROUND POWER/ELECTRIC LINE
	EXISTING SANITARY SEWER
	PROPOSED SANITARY SEWER
	EXISTING STORM SEWER
	PROPOSED STORM SEWER
	EXISTING WATER MAIN
	PROPOSED WATER MAIN
SURFACE MATERIALS	
	NATIVE SEED
	CONCRETE SIDEWALK (RE: CIVIL)

### PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE
TREES			
	ABM	ACER X FREEMANII 'JEFFERSRED' / AUTUMN BLAZE FREEMAN MAPLE	2.5" CAL.
	SHA	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST	2.5" CAL.
	ROA	QUERCUS RUBRA / RED OAK	2.5" CAL.
	GLI	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	2.5" CAL.
	ESE	ULMUS DAVIDIANA JAPONICA 'JFS-BEIERICH' / EMERALD SUNSHINE ELM	2.5" CAL.
SHRUBS			
	BUF	JUNIPERUS SABINA 'BUFFALO' / BUFFALO JUNIPER	5 GAL.
	RSA	PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE' / RUSSIAN SAGE LITTLE SPIRE	5 GAL.
	GLS	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	5 GAL.
	KNO	ROSA X 'RADRAZZ' / KNOCK OUT SHRUB ROSE	5 GAL.
ORNAMENTAL GRASSES			
	FRG	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	5 GAL.
	AVG	HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS	5 GAL.



KEY MAP  
(N.T.S.)

STAFFORD LOGISTICS CENTER

SITE PLAN

LANDSCAPE PLAN  
AURORA, COLORADO

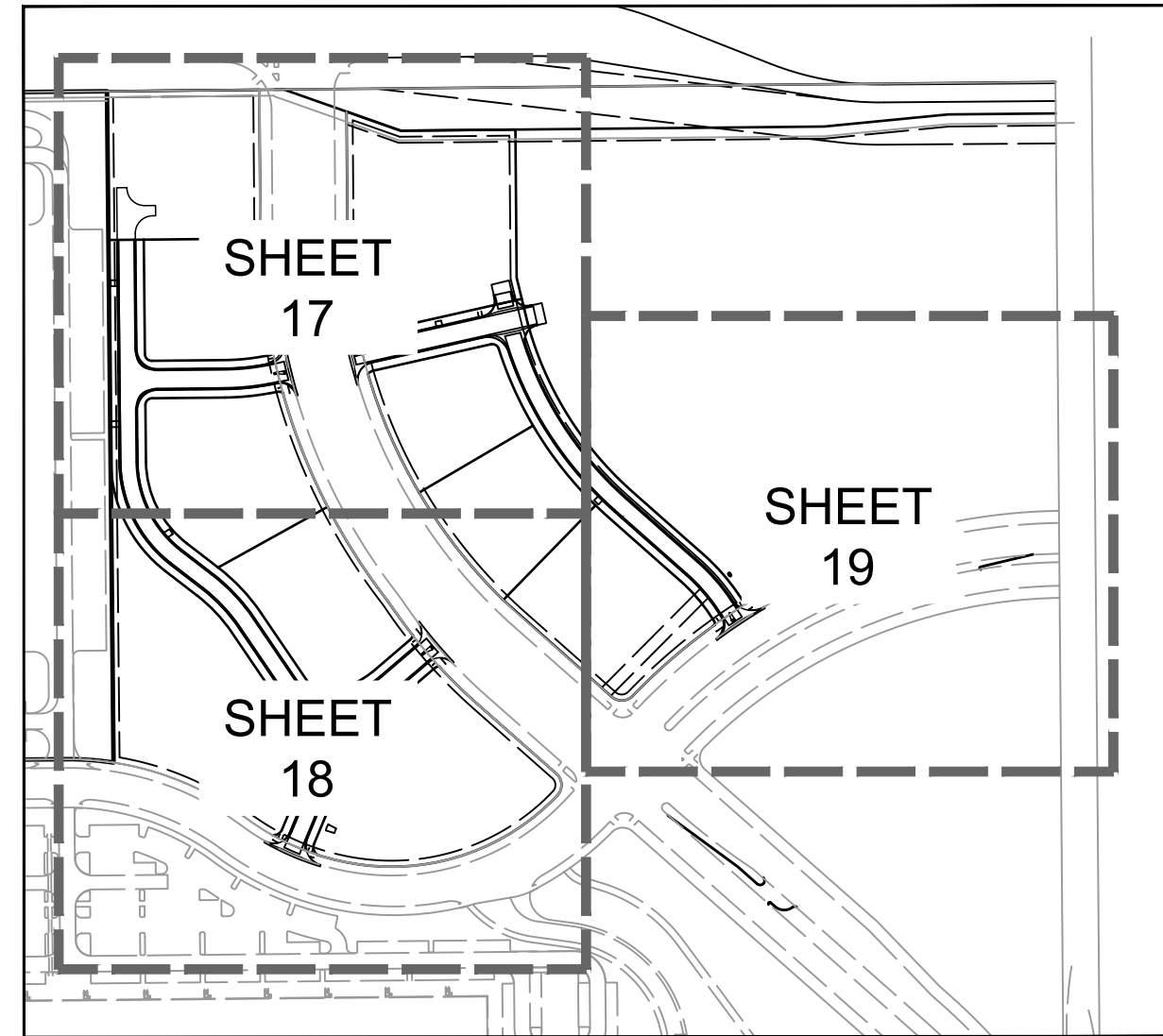
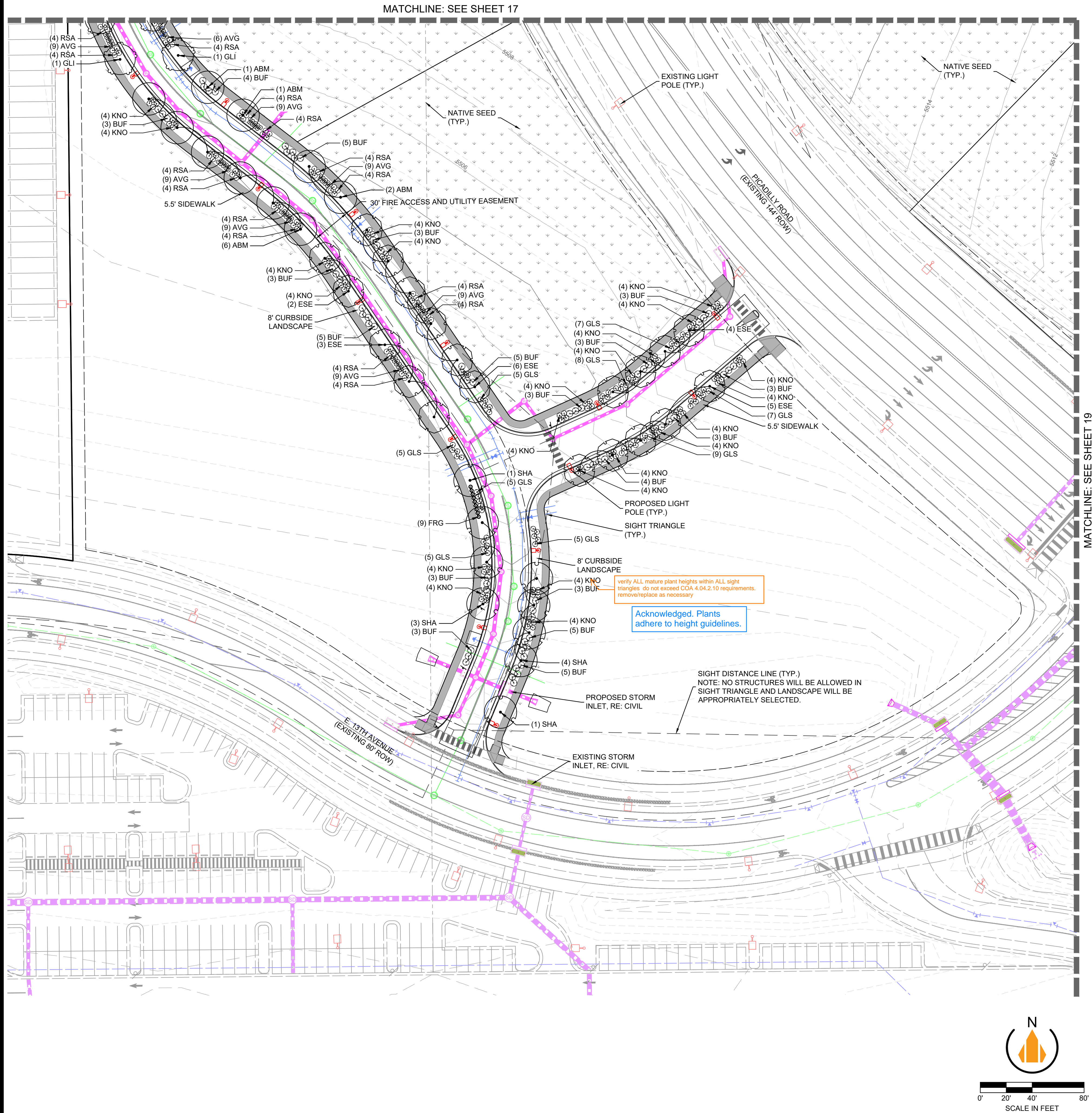
REMARKS	
NO.	DATE

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SHEET	
17	
Sheet	17 of 28

NOT FOR CONSTRUCTION





KEY MAP  
(N.T.S.)

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  - ALL PROPOSED LANDSCAPING WITHIN THE SIGHT TRIANGLE SHALL BE IN COMPLIANCE WITH COA ROADWAY SPECIFICATIONS, SECTION 4.04.2.10
  - FINAL PLANT MATERIAL LOCATIONS SHALL ADJUST TO ACCOMMODATE FUTURE PROPOSED DRIVES FOR EACH PAD SITE.
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### LEGEND

GENERAL	
	EXISTING SIDEWALK
	PROPOSED SIDEWALK
	EXISTING EDGE OF PAVEMENT
	PROPOSED EDGE OF PAVEMENT
	EXISTING CURB & GUTTER
	PROPOSED CURB & GUTTER
CONTOURS	
	EXISTING INDEX CONTOURS
	EXISTING INTERMEDIATE CONTOURS
	PROPOSED INDEX CONTOURS
	PROPOSED INTERMEDIATE CONTOURS
BOUNDARIES	
	PROPOSED PROPERTY BOUNDARY
	EXISTING LOT LINE
	PROPOSED LOT LINE
	EXISTING RIGHT-OF-WAY
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UTILITIES (RE: CIVIL)	
	EXISTING COMMUNICATIONS LINE
	PROPOSED COMMUNICATIONS LINE
	EXISTING NATURAL GAS MAIN
	PROPOSED NATURAL GAS MAIN
	EXISTING OVERHEAD POWER/ELECTRIC LINE
	PROPOSED OVERHEAD POWER/ELECTRIC LINE
	EXISTING UNDERGROUND POWER/ELECTRIC LINE
	PROPOSED UNDERGROUND POWER/ELECTRIC LINE
	EXISTING SANITARY SEWER
	PROPOSED SANITARY SEWER
	EXISTING STORM SEWER
	PROPOSED STORM SEWER
	EXISTING WATER MAIN
	PROPOSED WATER MAIN
SURFACE MATERIALS	
	NATIVE SEED
	CONCRETE SIDEWALK (RE: CIVIL)

### PLANT SCHEDULE

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<b>TREES</b>			
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	ROA	QUERCUS RUBRA / RED OAK	2.5" CAL.
	GLI	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	2.5" CAL.
	ESE	ULMUS DAVIDIANA JAPONICA 'JFS-BEIBERICH' / EMERALD SUNSHINE ELM	2.5" CAL.
<b>SHRUBS</b>			
	BUF	JUNIPERUS SABINA 'BUFFALO' / BUFFALO JUNIPER	5 GAL.
	RSA	PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE' / RUSSIAN SAGE LITTLE SPIRE	5 GAL.
	GLS	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	5 GAL.
	KNO	ROSA X 'RADRAZZ' / KNOCK OUT SHRUB ROSE	5 GAL.
<b>ORNAMENTAL GRASSES</b>			
	FRG	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	5 GAL.
	AVG	HELICOTRICHON SEMPERVIRENS / BLUE OAT GRASS	5 GAL.

## STAFFORD LOGISTICS CENTER

### SITE PLAN

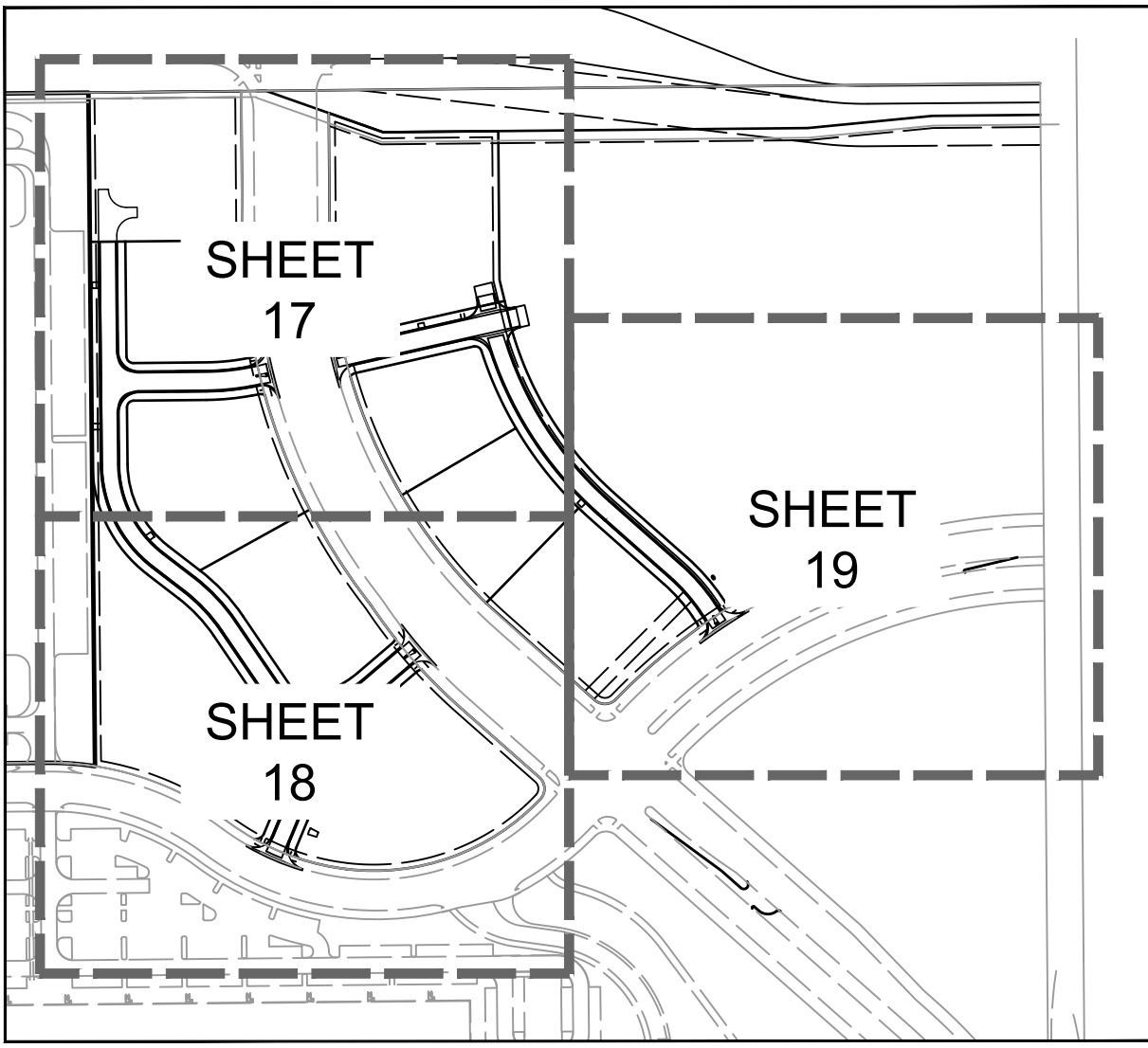
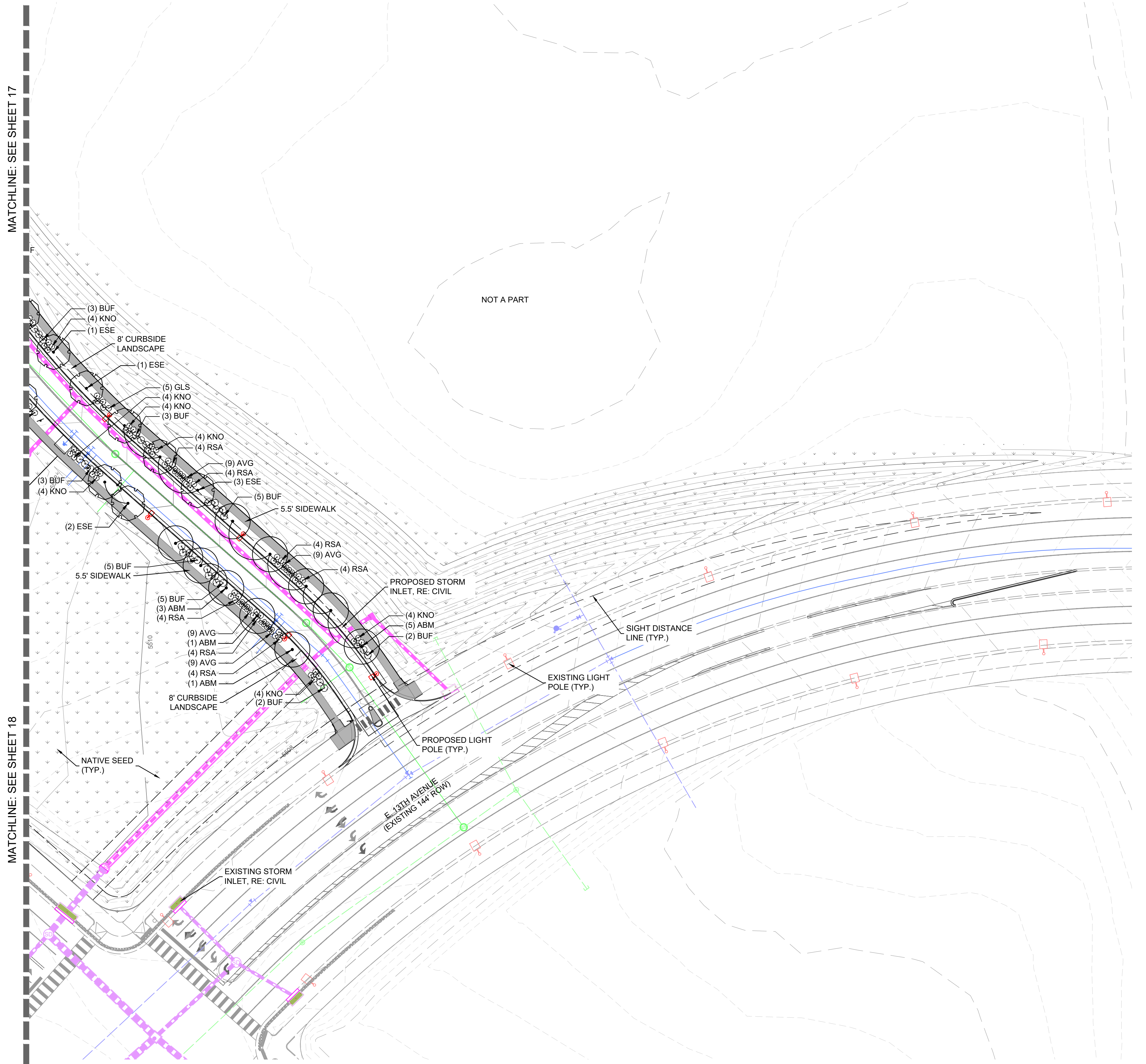
#### LANDSCAPE PLAN

AURORA, COLORADO

NO.	DATE	REMARKS	

JOB NO.:	
PA / PM:	RB
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	PROPOSED SIDEWALK
	EXISTING EDGE OF PAVEMENT
	PROPOSED EDGE OF PAVEMENT
	EXISTING CURB & GUTTER
	PROPOSED CURB & GUTTER
CONTOURS	
	EXISTING INDEX CONTOURS
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	PROPOSED UNDERGROUND POWER/ELECTRIC LINE
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	PROPOSED SANITARY SEWER
	EXISTING STORM SEWER
	PROPOSED STORM SEWER
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SURFACE MATERIALS	
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	CONCRETE SIDEWALK (RE: CIVIL)

PLANT SCHEDULE

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STAFFORD LOGISTICS CENTER  
SITE PLAN  
LANDSCAPE PLAN  
AURORA, COLORADO

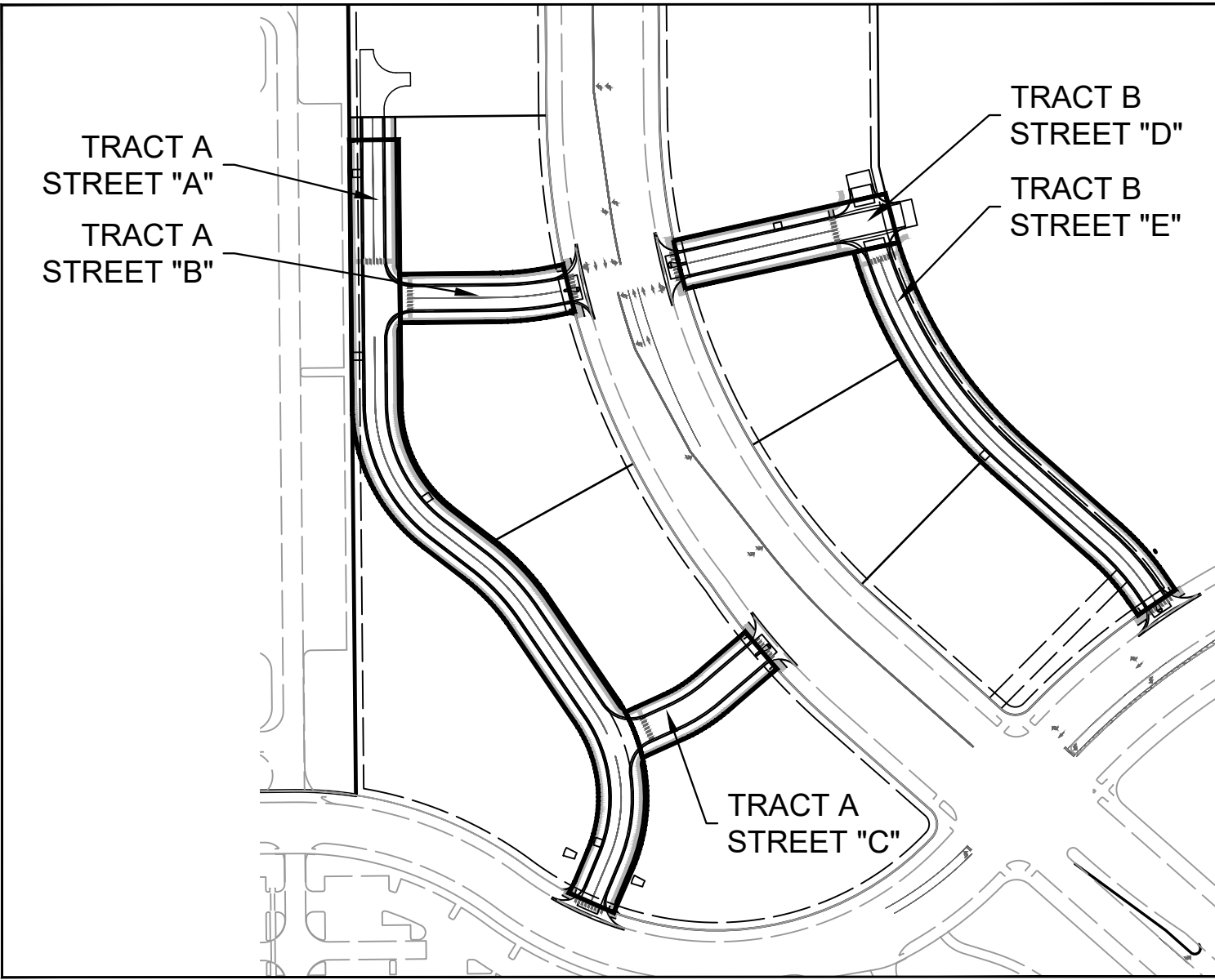
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- STANDARD LANDSCAPE NOTES:
- ALL UTILITY EASEMENTS SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE EQUIPMENT ENTRY.
  - ALL SHRUBS AREAS SHALL RECEIVE THE FOLLOWING SOIL AMENDMENTS PER 1000 S.F.: 4 CUBIC YARDS "SUPREME ORGANICS" COMPOST (50% COW MANURE, 50% WOOD FINES) OR APPROVED EQUAL, PLUS 15 LBS. OF 20-10-5 COMMERCIAL FERTILIZER, ROTOTILL TO A MINIMUM DEPTH OF SIX INCHES.
  - ALL LANDSCAPED AREAS AND PLANT MATERIAL, EXCEPT FOR NON-IRRIGATED NATIVE, RESTORATIVE, AND DRYLAND GRASS AREAS THAT COMPLY WITH REQUIREMENTS FOUND IN THE UNIFIED DEVELOPMENT ORDINANCE (UDO) MUST BE WATERED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. IRRIGATION SYSTEM DESIGN, INSTALLATION, OPERATION, AND MAINTENANCE SHALL CONFORM TO REQUIREMENTS FOUND IN THE CITY OF AURORA IRRIGATION ORDINANCE.
  - VEHICULAR DRIVES WILL BE CONCRETE OR ASPHALT, PLAZAS WILL BE CONCRETE OR PAVERS, WALKS WILL BE CONCRETE OR CRUSHER FINES, PLEASE REFER TO ENGINEERING SITE PLANS FOR WALK MATERIAL TYPES.
  - ALL LANDSCAPE BEDS AND UNPLANTED AREAS SHALL BE MULCHED WITH ROCK TO A DEPTH OF THREE INCHES MINIMUM WITH LANDSCAPE FABRIC. TREE RINGS AND PERENNIAL BEDS ARE TO BE MULCHED WITH WOOD MULCH TO A DEPTH OF THREE (3) INCHES MINIMUM WITH NO LANDSCAPE FABRIC.
  - SEED TO LIMITS OF DISTURBANCE WITH PROVIDED NATIVE SEED MIX.
  - STEEL EDGER SHALL BE PROVIDED AROUND ALL PLANTING BEDS ADJACENT TO TURF/NATIVE AREAS. STEEL EDGER SHALL BE ROLL TOP EDGE / GALVANIZED 1/4" X 6" DEEP.
  - ALL PROPOSED LANDSCAPING WITHIN THE SIGHT TRIANGLE SHALL BE IN COMPLIANCE WITH COA ROADWAY SPECIFICATIONS, SECTION 4.04.2.10.
  - THE LANDSCAPE PLAN MUST REFLECT THE LOCATION OF ALL FIRE HYDRANTS, KNOX HARDWARE AND FIRE DEPARTMENT CONNECTIONS TO ENSURE THAT THESE DEVICES ARE NOT PHYSICALLY OR VISUALLY OBSTRUCTED FROM RESPONDING FIRE CREWS. THE SEPARATION REQUIREMENTS FROM THE FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET BOTH LIFE SAFETY (TYPICALLY 5 FEET AND NO MATERIAL GREATER THAN 2 FEET IN HEIGHT) AND LANDSCAPING REQUIREMENTS. LANDSCAPING MATERIAL CANNOT BE OMITTED OR REDUCED BASED ON THE INSTALLATION OF A FIRE HYDRANT WITHIN A PARKING LOT ISLAND OR PLANT BED. IT IS RECOMMENDED THAT THE ISLAND OR PLANT BED BE CONSTRUCTED LARGE ENOUGH TO ADEQUATELY ACCOMMODATE BOTH LANDSCAPING MATERIAL AND FIRE HYDRANTS IN ORDER TO COMPLY WITH ALL CITY STANDARDS.
  - THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WILL BE INSTALLED AS DELINEATED ON THE PLAN UPON COMPLETION OF THE INFRASTRUCTURE IMPROVEMENTS.
  - FINAL PLANT MATERIAL LOCATIONS SHALL BE ADJUSTED OR REMOVED TO ACCOMMODATE FUTURE PROPOSED DRIVES AND UTILITY CONNECTIONS FOR EACH PAD SITE.
  - IRRIGATION PLANS TO BE SUBMITTED TO AURORA WATER PER THE DEPARTMENT'S REQUIREMENTS FOLLOWING APPROVAL OF THE FINAL LANDSCAPE PLAN.
  - ENSURE ALL HYDRANTS ARE WITHIN LANDSCAPED AREAS AN 5 FT. CLEAR ON ALL SIDES FROM ANY OBSTRUCTIONS. WITH THE RELOCATION OF FIRE HYDRANT PLEASE ENSURE THE FIRE HYDRANT IS WITHIN THE 3'-6" - 8' DISTANCE FROM BACK OF CURB AND FACING ADJACENT ROADWAY. TYPICAL ALL SHEETS.

OVERALL SITE DATA		
		AREA
TOTAL LIMIT OF CONSTRUCTION	100%	568,000 S.F.
TOTAL HARD SURFACE AREA	19.7%	111,667 S.F.
SIDEWALK	24.5%	27,350 S.F.
ROADWAY	72.6%	81,027 S.F.
GRAVEL	2.9%	3,290 S.F.
TOTAL LANDSCAPE AREA	80.3%	456,333 S.F.
CURBSIDE LANDSCAPE	7.9%	35,973 S.F.
NATIVE SEED (AREA OF DISTURBANCE)	92.1%	420,360 S.F.



CURBSIDE  
LANDSCAPE KEY  
(N.T.S)

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	QTY	WATER USE
TREES						
	ABM	ACER X FREEMAN 'JEFFERSRED' / AUTUMN BLAZE FREEMAN MAPLE	2.5" CAL.	B&B	20	X
	SHA	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST	2.5" CAL.	B&B	16	X
	ROA	QUERCUS RUBRA / RED OAK	2.5" CAL.	B&B	9	XX
	GLI	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	2.5" CAL.	B&B	32	N/A
	ESE	ULMUS DAVIDIANA JAPONICA 'JFS-BEIBERICH' / EMERALD SUNSHINE ELM	2.5" CAL.	B&B	35	X
SHRUBS						
	BUF	JUNIPERUS SABINA 'BUFFALO' / BUFFALO JUNIPER	5 GAL.	CONTAINER	171	XX
	RSA	PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE' / RUSSIAN SAGE LITTLE SPIRE	5 GAL.	CONTAINER	242	XXX
	GLS	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	5 GAL.	CONTAINER	168	XXX
	KNO	ROSA X 'RADRAZZ' / KNOCK OUT SHRUB ROSE	5 GAL.	CONTAINER	192	XX
ORNAMENTAL GRASSES						
	FRG	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	5 GAL.	CONTAINER	23	X
	AVG	HELICOTRICHON SEMPERVIRENS / BLUE OAT GRASS	5 GAL.	CONTAINER	171	X

- LEGEND
- X PLANTS NEED 1" OF WATER PER WEEK
- XX PLANTS NEED 1/2" OF WATER PER WEEK
- XXX PLANTS NEED 1/2" OF WATER EVERY TWO WEEKS

NATIVE SEED MIX	
SPECIES	PLS/ACRE
HATCHITABLUE GRAMA (BOUTELLOUAGRACILIS)	4.0
BOWIE BUFFALOGRASS (BOUTELLOUADACTYLOIDES)	4.0
BUTTE SIDEOATS GRAMA (BOUTELLOUCURTIPENDULA)	6.0
SAND DROPSEED (SPOROBOLOUS CRYPTANDRUS)	1.0
ARRIBAWESTERN WHEATGRASS (PASCOPYRUM SMITHII)	1.0
PRAIRIE JUNEGRASS (KOELERIAMACRANTHA)	3.0
BLAZE LITTLE BLUESTEM (SCHIZACHYRIUM SCOPARIUM BLAZE)	1.0
LODORM GREEN NEEDLEGRASS (NASSELLA VRDULA)	2.0
TOTAL	22.0

CURBSIDE LANDSCAPE							
LANDSCAPE ZONE	PROVIDED WIDTH	LENGTH	AREA	TREE REQUIREMENT	TREE S PROVIDED	SHRUB REQUIREMENT	SHRUBS PROVIDED
STREET "A" (WEST)	8'-0"	1,080'	8,480 S.F.	1 TREE PER 40 L.F. 1,080/40 = 27 TREE S	27 TREE S	1 SHRUB PER 40 S.F. 8,480/40 = 212 SHRUB S	213 SHRUBS
STREET "A" (EAST)	8'-0"	1,002'	8,000 S.F.	2 TREE PER 40 L.F. 1,002/40 = 25 TREE S	25 TREE S	1 SHRUB PER 40 S.F. 8,000/40 = 200 SHRUB S	200 SHRUBS
STREET "B" (NORTH)	8'-0"	227'	1,559 S.F.	3 TREE PER 40 L.F. 227/40 = 6 TREE S	6 TREE S*	1 SHRUB PER 40 S.F. 1,559/40 = 39 SHRUB S	63 SHRUBS (2 TREE EQV.)
STREET "B" (SOUTH)	8'-0"	237'	1,641 S.F.	4 TREE PER 40 L.F. 237/40 = 6 TREE S	6 TREE S	1 SHRUB PER 40 S.F. 1,641/40 = 41 SHRUBS	42 SHRUBS
STREET "C" (NORTH)	8'-0"	196'	1,415 S.F.	5 TREE PER 40 L.F. 196/40 = 5 TREE S	5 TREE S*	1 SHRUB PER 40 S.F. 1,415/40 = 36 SHRUBS	48 SHRUBS (1 TREE EQV.)
STREET "C" (SOUTH)	8'-0"	211'	1,510 S.F.	6 TREE PER 40 L.F. 211/40 = 6 TREE S	6 TREE S*	1 SHRUB PER 40 S.F. 1,510/40 = 38 SHRUBS	50 SHRUBS (1 TREE EQV.)
STREET "D" (NORTH)	8'-0"	235'	1,894 S.F.	7 TREE PER 40 L.F. 235/40 = 6 TREE S	6 TREE S	1 SHRUB PER 40 S.F. 1,894/40 = 48 SHRUBS	48 SHRUBS
STREET "D" (SOUTH)	8'-0"	235'	1,885 S.F.	8 TREE PER 40 L.F. 235/40 = 6 TREE S	6 TREE S*	1 SHRUB PER 40 S.F. 1,885/40 = 48 SHRUBS	60 SHRUBS (1 TREE EQV.)
STREET "E" (WEST)	8'-0"	600'	4,565 S.F.	9 TREE PER 40 L.F. 600/40 = 15 TREE S	15 TREE S	1 SHRUB PER 40 S.F. 4,565/40 = 115 SHRUB S	117 SHRUBS
STREET "E" (EAST)	8'-0"	590'	4,441 S.F.	10 TREE PER 40 L.F. 590/40 = 15 TREE S	15 TREE S	1 SHRUB PER 40 S.F. 4,441/40 = 111 SHRUB S	116 SHRUBS
			TOTALS	117 TREE S	117 TREE S	888 SHRUBS	945 SHRUBS

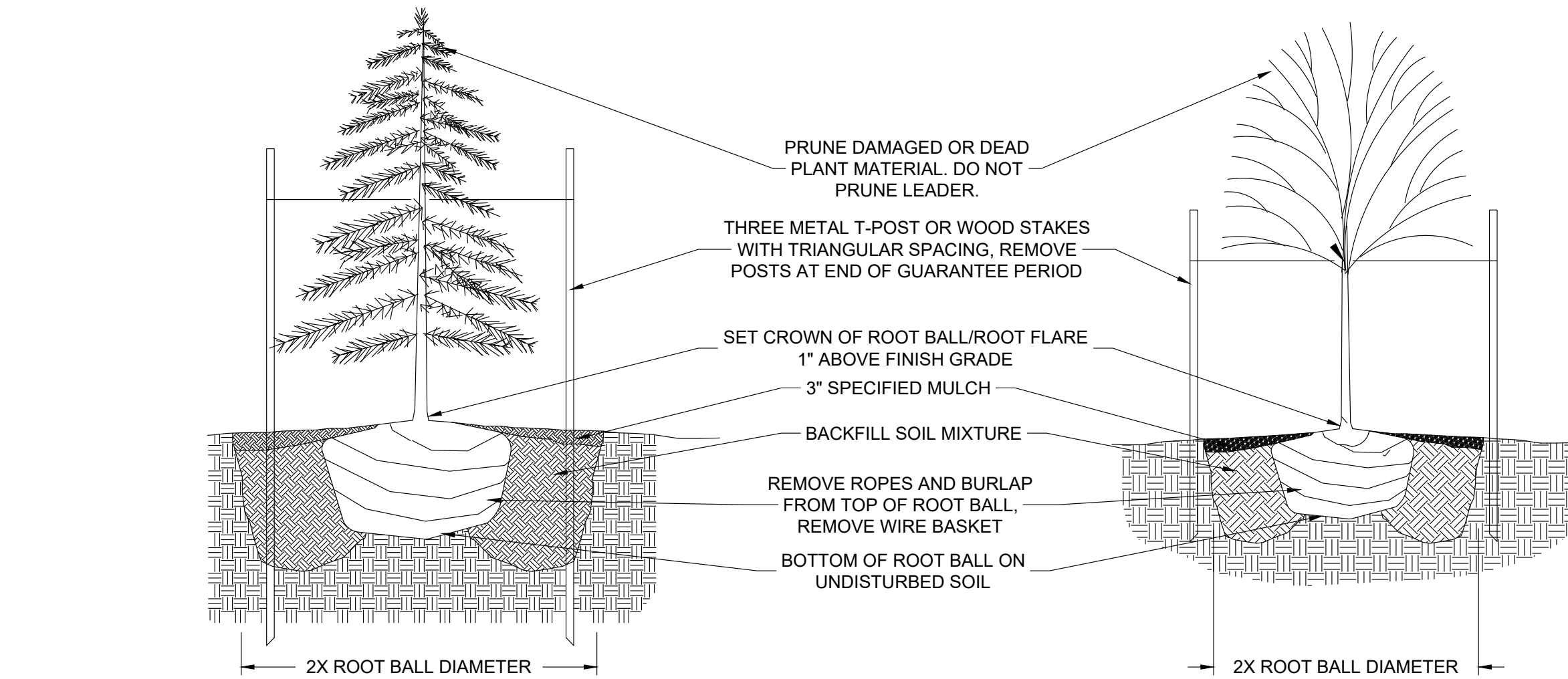
- NOTES:
- SHRUB TO TREE EQUIVALENT OF TWELVE (12) 5 GALLON SHRUBS TO ONE (1) 2.5" CALIPER TREE ARE APPLIED TO SPECIFIC STREETS. SHRUB EQUIVALENTS UTILIZED DUE TO 50' STOP SIGN OFFSET AND UTILITY CONFLICTS.
  - GRASS TO SHRUB EQUIVALENT OF ONE (1) 5 GALLON GRASS TO (1) 5 GALLON SHRUB IS UTILIZED FOR PLANTING DESIGN.

STAFFORD LOGISTICS CENTER  
SITE PLAN  
LANDSCAPE NOTES AND SCHEDULE  
AURORA, COLORADO

NO.	DATE	REMARKS				

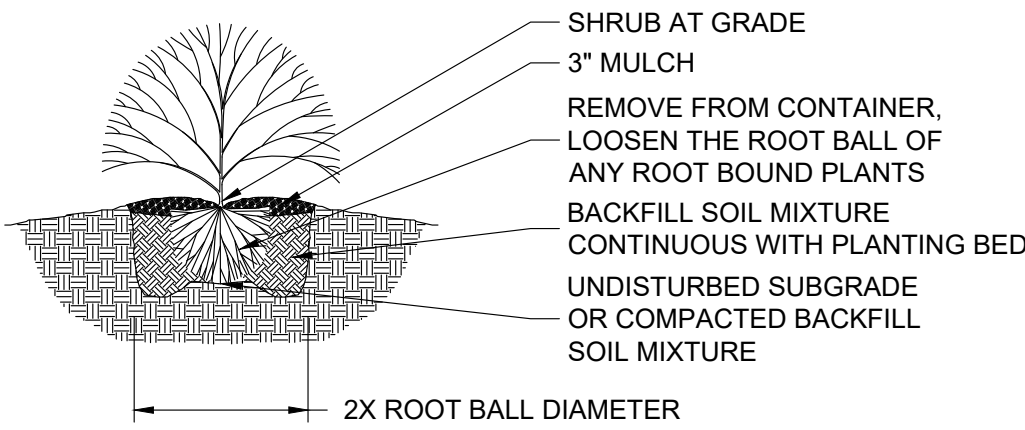
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PA / PM:	RB
DESIGNED:	RB
DATE:	12/08/23
PLOT DATE:	12/08/23



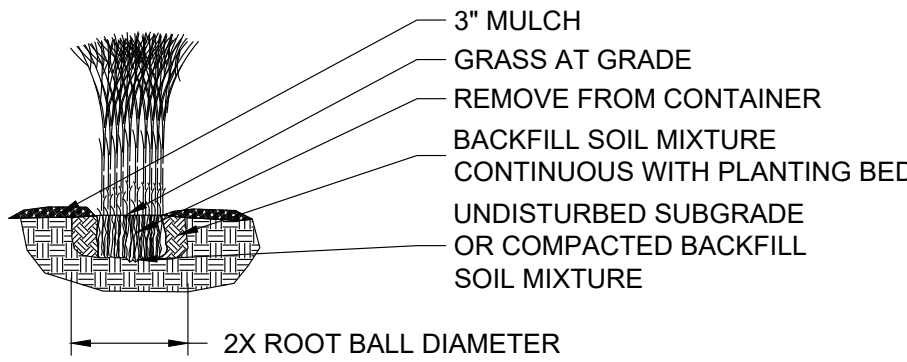


NOTES:  
1. IN TURF AREA, PROVIDE 6' DIAMETER OF MULCH

1 EVERGREEN/DECIDUOUS TREE PLANTING DETAIL  
N.T.S.



2 SHRUB PLANTING DETAIL  
N.T.S.



3 GRASS PLANTING DETAIL  
N.T.S.



NOTES:  
1. TYPE: RIVER ROCK  
2. SIZE RANGE: 4-INCH MAXIMUM, 1-INCH MINIMUM

4 ROCK MULCH DETAIL  
N.T.S.

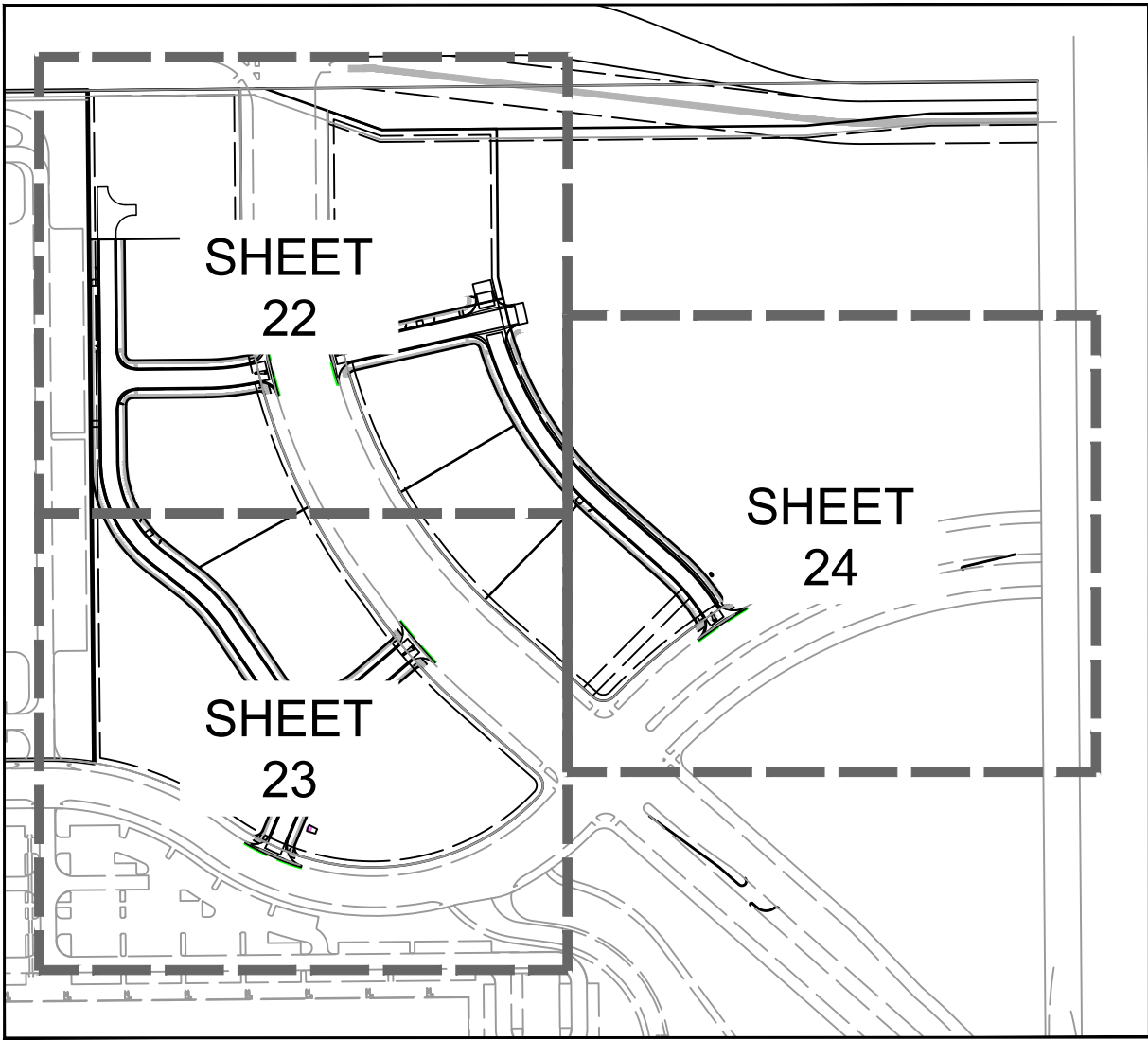
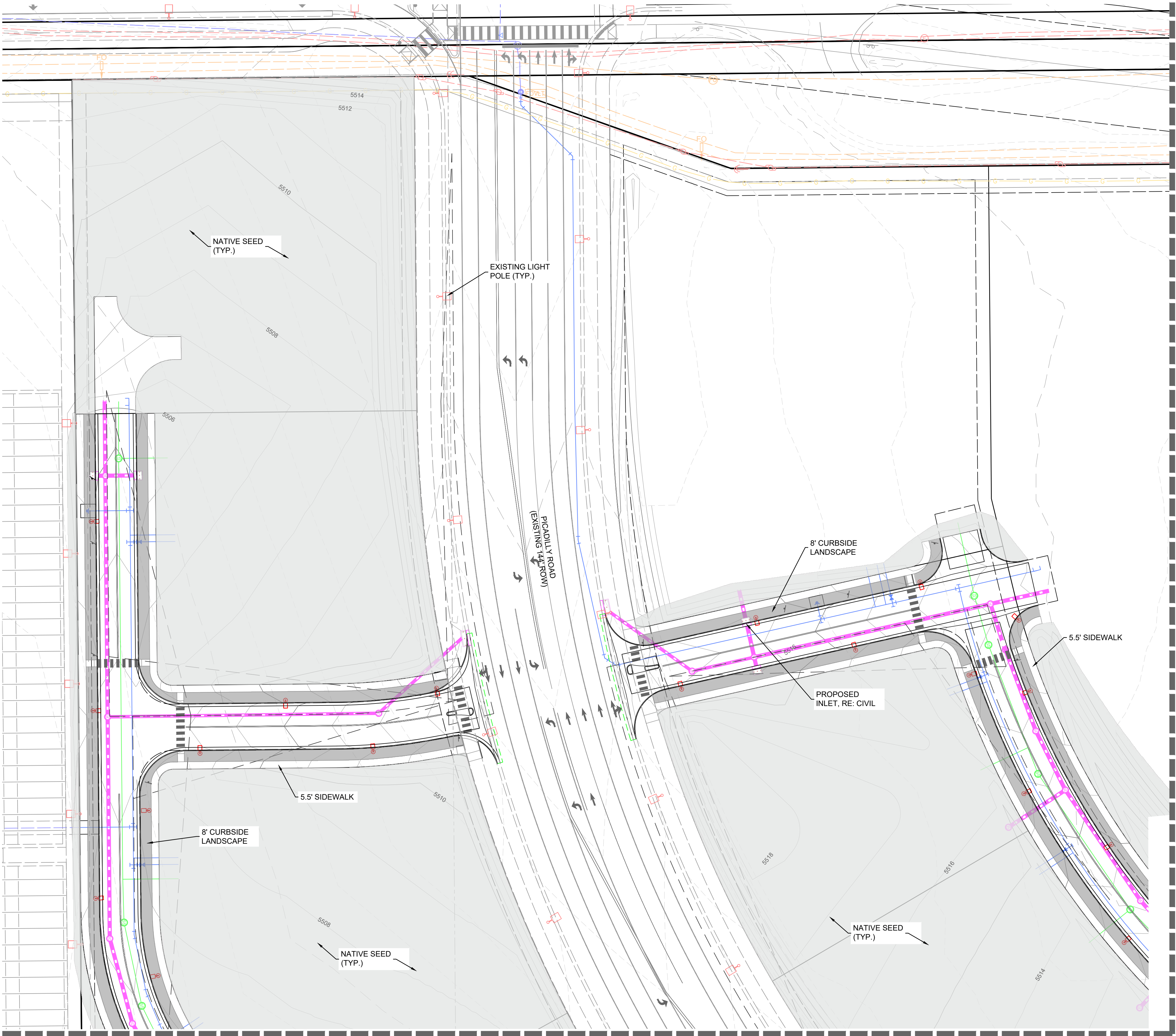
STAFFORD LOGISTICS CENTER

SITE PLAN  
LANDSCAPE DETAILS  
AURORA, COLORADO

NO.	DATE	REMARKS

JOB NO.:	
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DESIGNED:	RB
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HYDROZONE DATA		
WATER USE (OVERALL DISTURBED AREA)	AREA (%)	AREA (S.F.)
TOTAL LANDSCAPE AREA	100.0%	456,333 S.F.
LOW WATER USE (CURBSIDE LANDSCAPE)	7.9%	35,973 S.F.
Z-ZONE (NATIVE SEED)	92.1%	420,360 S.F.



HYDROZONE LEGEND	
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	Z-ZONE (NATIVE SEED AREA)

NO.	DATE	REMARKS

JOB NO.:	
PA / PM:	RB
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DATE:	12/08/23
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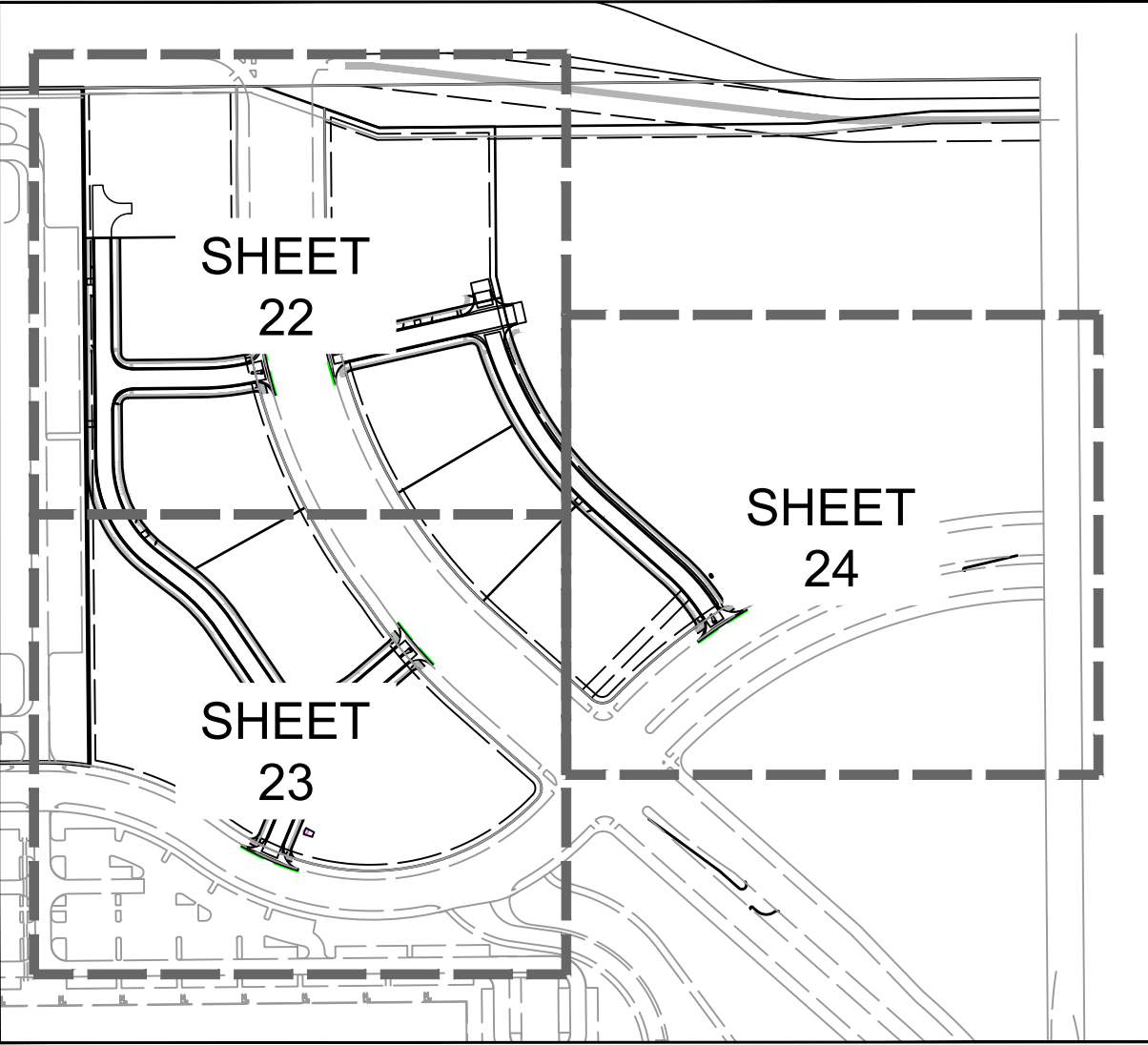
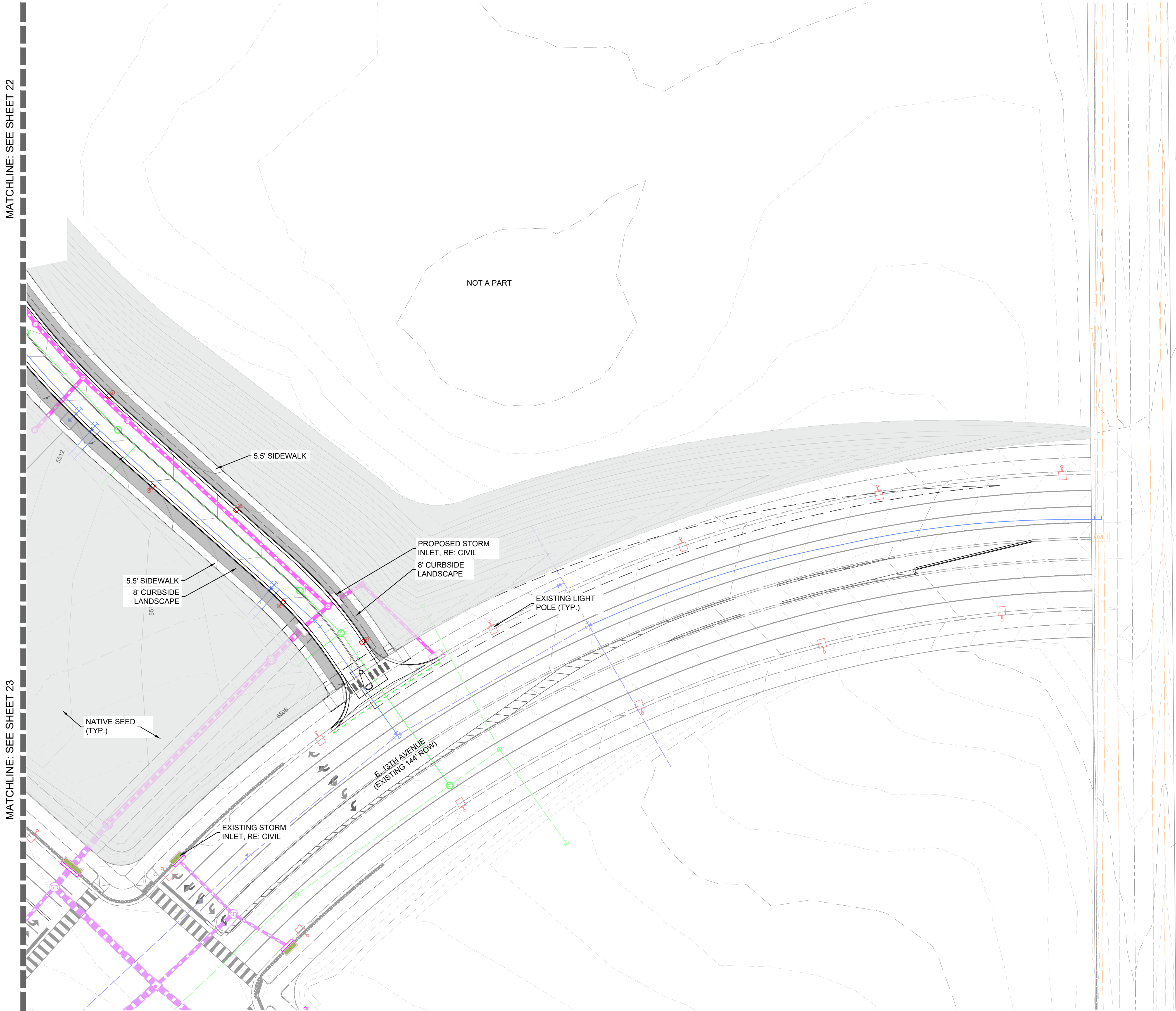
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	LOW WATER USE (CURBSIDE LANDSCAPE)
	Z-ZONE (NATIVE SEED AREA)

STAFFORD LOGISTICS CENTER  
SITE PLAN  
HYDROZONE PLAN  
AURORA, COLORADO

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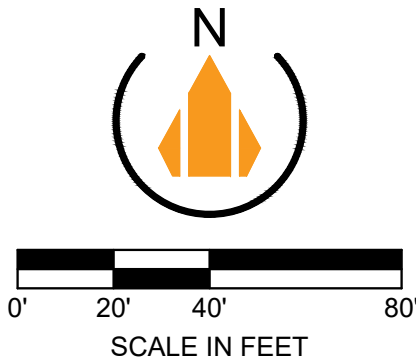
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HYDROZONE LEGEND	
	LOW WATER USE (CURBSIDE LANDSCAPE)
	Z-ZONE (NATIVE SEED AREA)

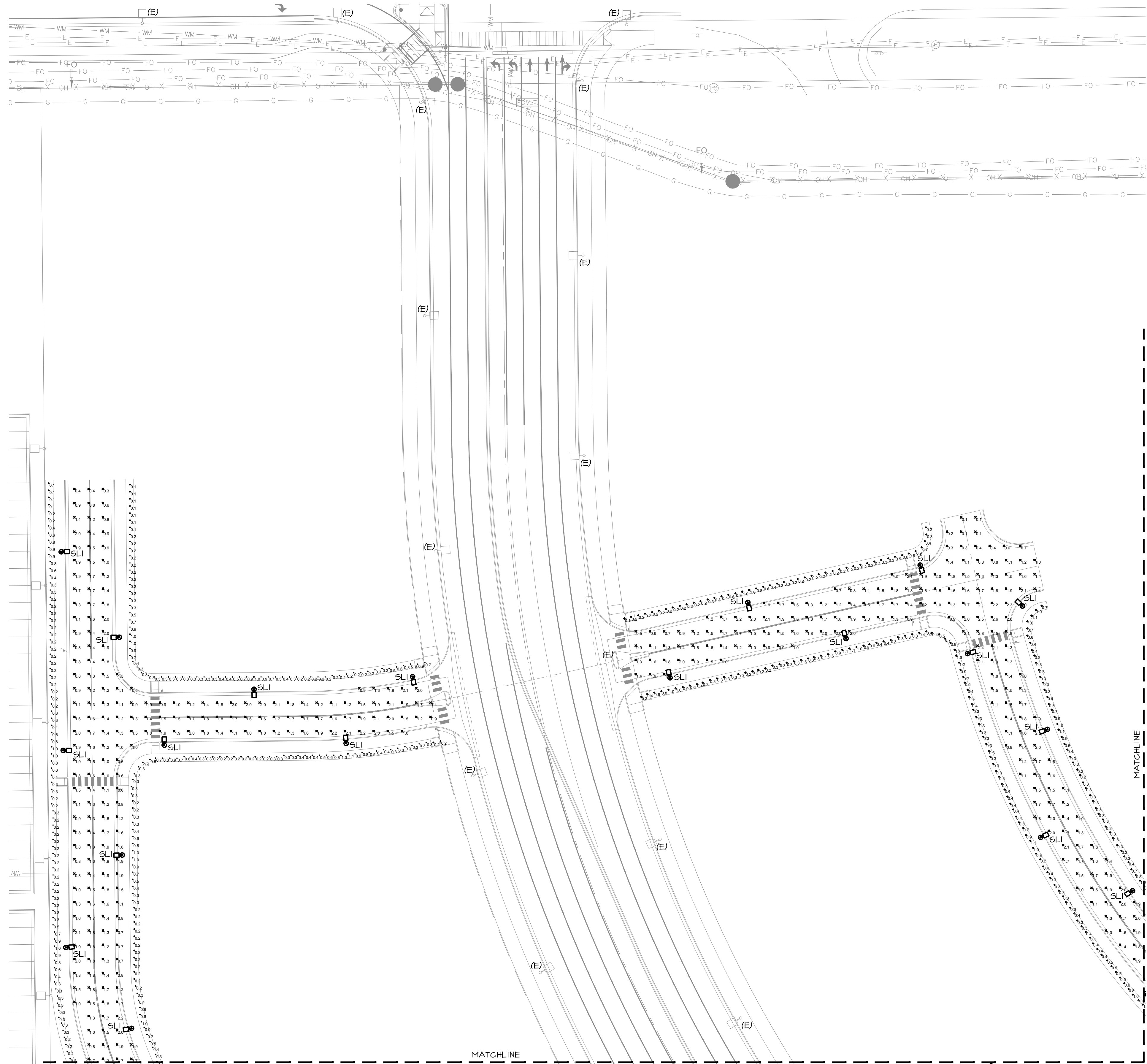


STAFFORD LOGISTICS CENTER  
SITE PLAN  
HYDROZONE PLAN  
AURORA, COLORADO

NO.	DATE	REMARKS

JOB NO.:	
PA / PM:	RB
DESIGNED:	RB
DATE:	12/08/23
PLOT DATE:	12/08/23





**AE DESIGN**  
Integrated Lighting, Technology, and Electrical Solutions  
1900 Wazee Street #205 | Denver, CO 80202 | 303.296.3034  
aedesign-inc.com Project #: 6545.00

- LIGHTING GENERAL NOTES**
- A. LIGHTING CALCULATIONS WERE MADE USING A LIGHT LOSS FACTOR OF 1.0.
  - B. CALCULATION POINTS WERE TAKEN AT GRADE LEVEL ON A 10'X10' GRID. CALCULATIONS DO NOT REPRESENT ANY SLOPE OF ELEVATION CHANGE.
  - C. ILLUMINANCE CONTRIBUTIONS FROM STREET LIGHTING AND ADJACENT PROPERTIES ARE NOT INCLUDED.
  - D. ALL LIGHT FIXTURES ARE FULL-CUTOFF AND SHIELDED TO REDUCE GLARE BEYOND THE PROPERTY LINE. ALL LAMPS DO NOT EXTEND BELOW THE HOUSING OF THE FIXTURE.
  - E. ALL LIGHT FIXTURES TO BE CONTROLLED VIA ASTRONOMICAL TIMELOCK WITH PHOTOCELL TO ALLOW LIGHTS TO BE TURNED 'ON' ONLY DURING NON-DAYLIGHT HOURS.
  - F. A STATEMENT OF CERTIFICATION WILL BE PROVIDED ADDRESSING ACCOUNTABILITY FOR THE CONTENT AND ACCURACY OF THE SUBMITTED LIGHTING PLAN AND THE INSTALLATION OF THE LIGHTS ACCORDING TO THE APPROVED LIGHTING PLAN. IT IS THE RESPONSIBILITY OF THE OWNER TO ENSURE COMPLIANCE TO ALL STANDARDS IN EFFECT. (ORIG. 7-23-02; RELOC. 12-13-16).
  - G. PRIVATE STREET LIGHTS WILL REMAIN PRIVATELY OWNED AND MAINTAINED IN PERPETUITY.
  - H. PUBLIC AND PRIVATE INFRASTRUCTURE CAN NOT BE TIED IN TOGETHER.
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  - J. SITE PHOTOMETRIC CALCULATIONS HAVE BEEN COMPLETED BASED ON CRITERIA SET BY CITY OF AURORA FOR STREET LIGHTING IN ANTICIPATION OF FUTURE USE DESIGNATION CHANGES.

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  - ◯ WALL MOUNTED SCONCE LIGHT
  - ◻ EXTERIOR POLE AREA LIGHT
  - ◻ WALL MOUNTED AREA LIGHT

- KEYNOTE LEGEND**
- | KEY | VALUE  |
|-----|--|
| I.  | REFER TO ENGINEERING CONSTRUCTION DRAWING PACKAGE, SHEET E1.0 FOR POWER SOURCE OF COLFAX LIGHT POLE. |

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Tract 1 - Sidewalk East	+	0.4 fc	1.1 fc	0.2 fc	5.5:1	2.0:1
Tract 1 - Sidewalk North	+	0.4 fc	1.0 fc	0.1 fc	10.0:1	4.0:1
Tract 1 - Sidewalk South East	+	0.5 fc	1.1 fc	0.2 fc	5.5:1	2.5:1
Tract 1 - Sidewalk West	+	0.4 fc	1.1 fc	0.1 fc	11.0:1	4.0:1
Tract 1 Street	×	1.4 fc	2.4 fc	0.3 fc	8.0:1	4.7:1
Tract 2 - Sidewalk East	◇	0.5 fc	1.1 fc	0.2 fc	5.5:1	2.5:1
Tract 2 - Sidewalk North	◇	0.4 fc	1.0 fc	0.1 fc	10.0:1	4.0:1
Tract 2 - Sidewalk West	◇	0.5 fc	1.3 fc	0.2 fc	6.5:1	2.5:1
Tract 2 Street	×	1.5 fc	2.8 fc	0.5 fc	5.6:1	3.0:1

STAFFORD LOGISTIC CENTER  
SITE PLAN  
PHOTOMETRIC SITE PLAN  
AURORA, COLORADO

NO.	DATE	REMARKS

JOB NO.:	DCS23-4056
PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	02/23/24

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**WARE MALCOMB**  
CIVIL ENGINEERING & SURVEYING

900 south broadway  
suite 320  
denver, co 80209  
p 303.661.3333  
waremalcomb.com

FOR AND ON BEHALF  
OF WARE MALCOMB

NOT FOR CONSTRUCTION



STAFFORD LOGISTIC CENTER  
SITE PLAN  
PHOTOMETRIC SITE PLAN  
AURORA, COLORADO

REMARKS

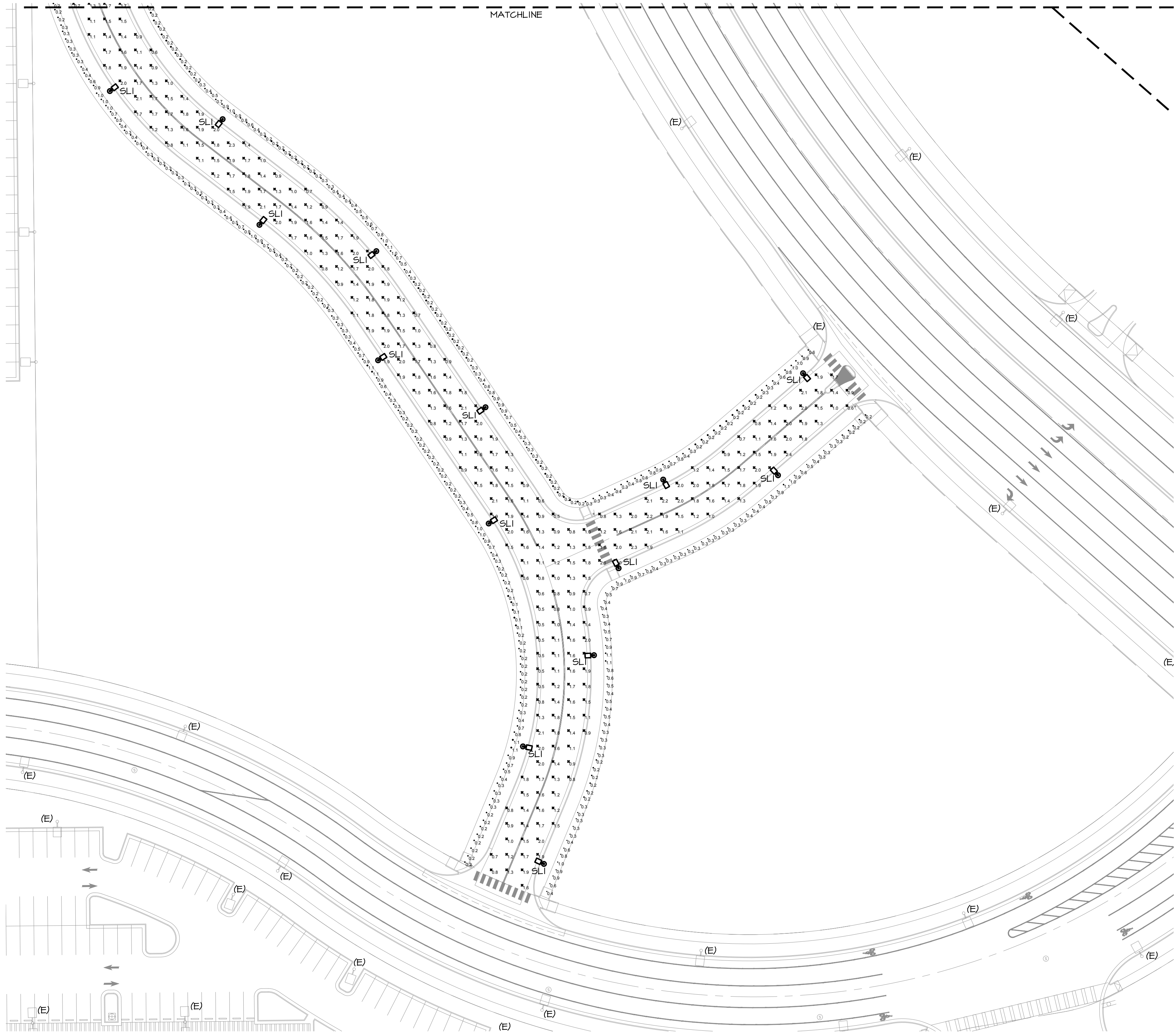
JOB NO.:	DCS23-4056
PA / PM:	CS
DESIGNED:	JC
DATE:	
PLOT DATE:	02/23/24

SHEET

28

Sheet 28 of 30

NOT FOR CONSTRUCTION



- LIGHTING GENERAL NOTES**
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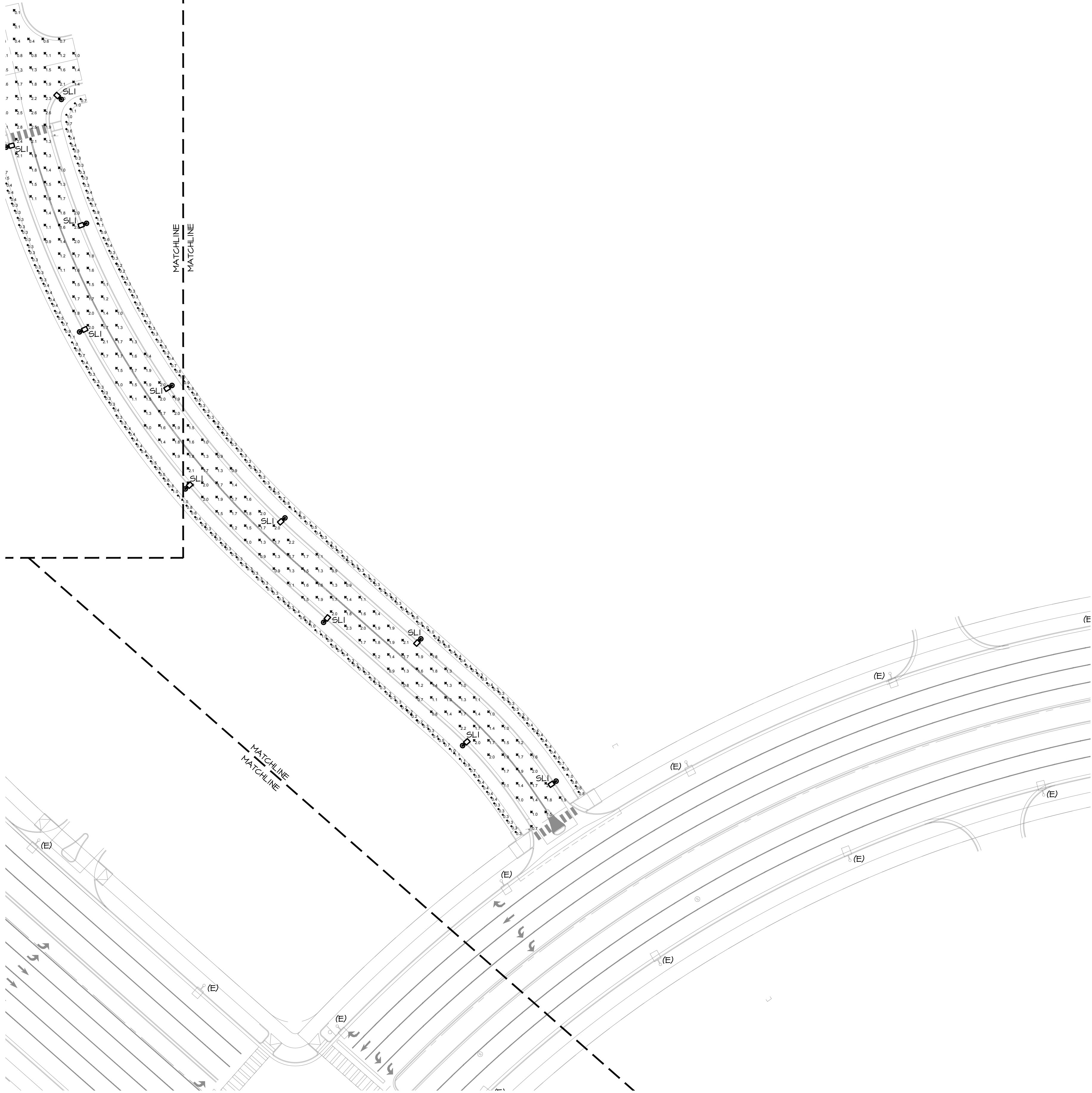
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1 | PHOTOMETRIC SITE PLAN  
25 | SCALE: 1" = 40'





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- KEY

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LIGHTING FIXTURE SCHEDULE															
TYPE	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	VOLTAGE	SOURCE				MAX WATTS	LUMEN OUTPUT	DIMMING	FIXTURE FINISH	MOUNTING INFORMATION		NOTES
					LAMP QTY	WATT	TYPE	CCT/CRI					LOCATION	BOF/RFD/OFH	
SL1	SHORT ARM STYLE STREET LIGHT SINGLE HEAD LED AREA LIGHT, TYPE III OPTIC, 1000mA, 7-PIN TWISTLOCK RECEPTACLE	COOPER MCGRAW-EDISON	GLAN-SA1C-730-U-T3	277	1	57	LED	70CRI/3000K	57	7054	--		POLE MOUNTED	20'-0" BOF	
ABBREVIATIONS: BOF - BOTTOM OF FIXTURE, RFD - RECESSED FIXTURE DEPTH, OFH - OVERALL FIXTURE HEIGHT, AFF(AG) - ABOVE FINISHED FLOOR (GRADE), WFD - WALL FIXTURE DEPTH															
SPECIFIC NOTES: 1.															

Project

Catalog #

Type

Prepared by

Notes

Date



Streetworks

GLAN Galleon II

Area / Site Luminaire

Product Features

Product Certifications

Connected Systems

Interactive Menu

Quick Facts

Dimensional Details

Standard Pole Mount Arm



Number of Light Spheres	Width "A"	Housing Length "B"	Weight with Standard or Old Arm	EPA with Standard or Old Arm
1-4	16"	22"	29 lb	0.95
5-6	22"	22"	39 lb	0.95
7-9	22"	28 - 1/8"	48 lb	1.1

Pole Drilling Patterns

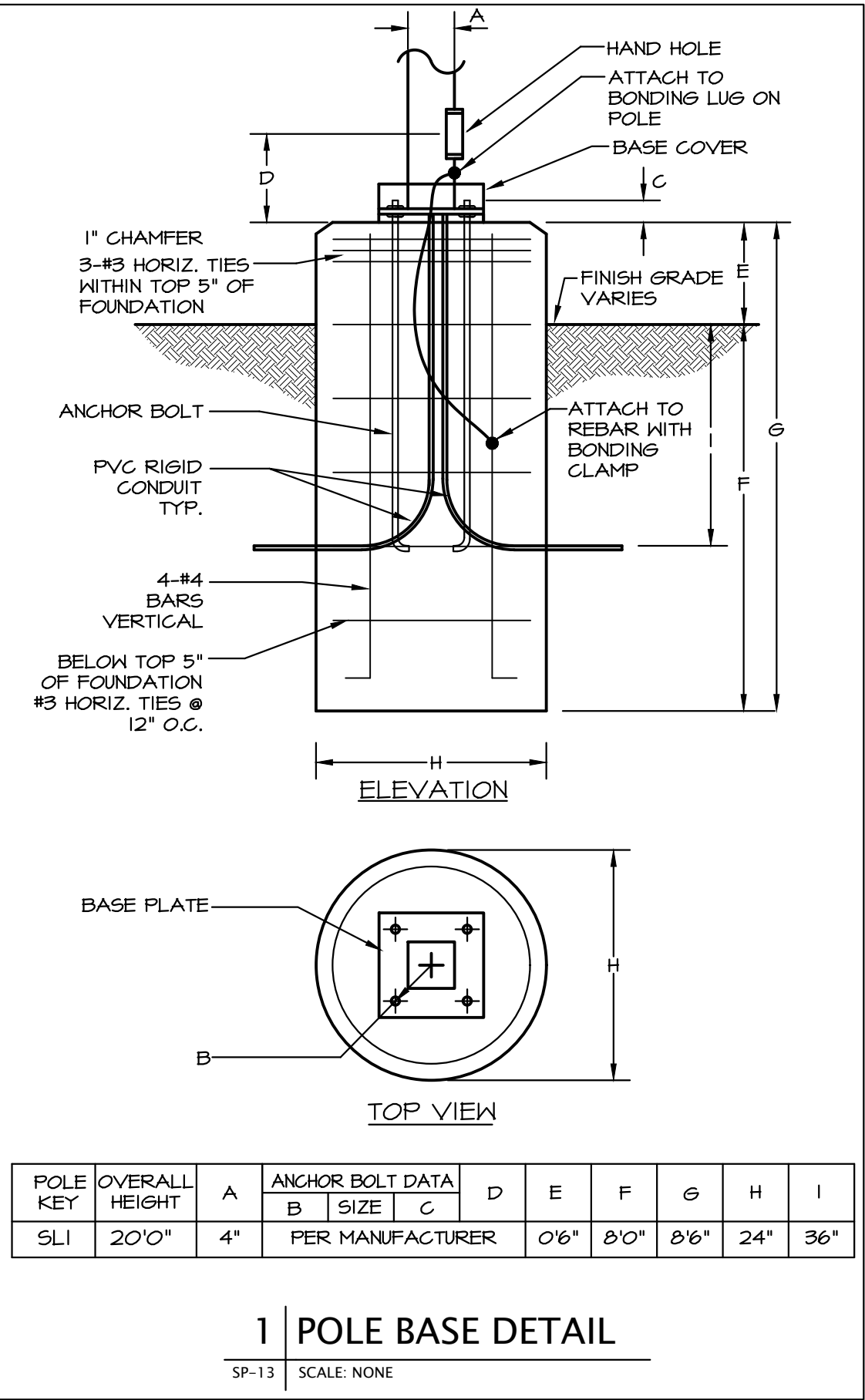
Type "N"



NOTES:

1. For arm selection requirements and additional line art, see Mounting Details section.

2. IGA Certified for 3000K CCT and warmer only.





Traffic Impact Study (TIS) has not been approved. Comments on TIS may impact PIP.

Understood, PIP reflects any changes made to the TIS

# **PUBLIC IMPROVEMENT PLAN NARRATIVE**

## **STAFFORD LOGISTICS CENTER**

Prepared: December 14, 2018  
Revised: May 8, 2020  
Revised: April 5, 2021 – 1<sup>st</sup> (Amendment 2)  
Revised: June 22nd, 2023 2<sup>nd</sup> (Amendment 3)  
Revised: December 8, 2023 (Amendment 4)

WM: DCS18-4121  
WM: DCS20-4039  
WM: DCS23-4005  
WM: DCS23-4056

Prepared for:  
**NorthPoint Development**  
3315 N. Oak Trafficway  
Kansas City, MO 64116  
P: (816) 888-7380  
Contact: Alex Knorr

Prepared by:  
**Ware Malcomb**  
900 South Broadway Suite 320  
Denver, CO 80209  
P: 303.561.3333  
F: 303.561.3339



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<b>Introduction.....</b>	<b>3</b>
<b>General Development Parameters.....</b>	<b>3</b>
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Roadway Improvements.....	4
Mobility Improvements.....	6
Drainage Improvements.....	7
Water Main Improvements.....	7
Sanitary Sewer Improvements.....	7
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Planning Area 1B (18.46 Acres) I-1 (Business and Tech District): .....	8
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Planning Area 6 (70.36 Acres) I-1 (Business and Tech District): .....	10
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Planning Area 13 (14.01 Acres) MU-C (Mixed Use Corridor District): .....	123

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1	C1	APPROVED PIP W/ REVISION CLOUDS
2	C1	PIP
3	C1.1	ROADWAY SECTIONS
4	PA-1A	PLANNING AREA 1A
5	PA-1B	PLANNING AREA 1B
6	PA-2	PLANNING AREA 2
7	PA-3	PLANNING AREA 3
8	PA-4	PLANNING AREA 4
*	PA-5	PLANNING AREA 5 (REMOVED)
9	PA-6	PLANNING AREA 6
10	PA-7	PLANNING AREA 7
*	PA-8	PLANNING AREA 8 (REMOVED)
11	PA-9	PLANNING AREA 9
12	PA-10	PLANNING AREA 10
13	PA-11	PLANNING AREA 11
14	PA-12	PLANNING AREA 12
15	PA-13	PLANNING AREA 13

\*REMOVED FROM PLAN SET



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



## General Development Parameters

The Stafford Logistics Center will be divided into ~~10~~ **12** planning areas (**PA1A, PA1B, PA2, PA3, PA4, PA6, PA7, PA9, PA10, PA11, PA-12, PA-13**). PA 1 – 6 will be zoned Light Industrial **I-1 (Business & Tech District)** and PA 7, 9, 10, 11, 12, & **13** will be zoned **E-470 Mixed Commercial MU-C (Mixed Use Corridor District)**. **Planning areas 5 and 8 have been removed from the Public Improvement Plan and have been absorbed by PA-3.**



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

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

## **Roadway Improvements**

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

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

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

Two collector streets, 80' ROW, will be installed to service the Business and Tech District zoning areas. Lisbon Street will be extended from the Colfax Avenue to Stephen D. Hogan Parkway and 13<sup>th</sup> Avenue will be extended from Lisbon Street to the realigned Picadilly Road. From the realigned Picadilly Road, 13<sup>th</sup> Ave, 144' ROW, will extend east through old Picadilly Rd to Gun Club Rd. The proposed streets shall be designed to the City of Aurora Roadway Standards.

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

- The construction of two (2) collector streets (80' ROW). Lisbon Street in the north – south direction and 13<sup>th</sup> Avenue in the east – west direction.
- ~~The construction of 1 alternate collector (68' ROW). 12<sup>th</sup> Avenue from Lisbon street to the connection at 13<sup>th</sup> Avenue.~~
- An internal public trail network linking the Aurora Sports Park along the western property limits to the eastern property limits. The regional High Plains Trail extension from Horizon Uptown to Picadilly Road will be required to be designed as part of the individual planning area site plans.

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

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



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

- Installation of the re-aligned Picadilly Road, including traffic signals at the intersections of the realigned Picadilly Road and Colfax Avenue (50%) and the realigned Picadilly Road and ~~realigned Colfax~~ **13<sup>th</sup> Avenue (100%) (144' ROW)**.
  - Two (2) lanes of the re-aligned Picadilly Road, with necessary turn lanes, acceleration/deceleration lanes, and sidewalk along the west side of the roadway, will be required to be installed when any of the conditions below are met. The proposed street shall be designed to the City of Aurora Roadway Standards.
    - Development of the third (3rd) proposed building of the Stafford Logistics Center.
    - ADT on existing Picadilly Road exceeds LOS C as identified in the NEATS.
    - Construction of adjacent development to the planned realigned roadway.
  - The four (4) outside lanes of the re-aligned Picadilly Road, including necessary turn lanes, acceleration/deceleration lanes, and sidewalks along both sides of the roadway, will be required to be installed when the Picadilly Interchange (Regional Transportation Project) construction begins.
  - The full six (6) lane section of the re-aligned Picadilly Road will be required to be installed when the ADT on Picadilly Road exceeds the lower value of the 4-lane Major Arterial's LOS D (36,000 ADT) as identified in the NEATS.
- ~~Realigned Colfax~~ **13<sup>th</sup> Avenue (144' ROW)** from the realigned Picadilly Road east to the property limits.
  - Construction of one half (1/2) of the full section of ~~realigned Colfax~~ **13<sup>th</sup> Avenue (144' ROW)** from the eastern property limits to the realigned Picadilly Road will be required to be installed when any of the conditions below are met.
    - Any of Planning areas 3, 7, ~~8 (PA8 Removed)~~, 9, 10, or 13 are developed.
  - Construction of the full section of ~~realigned Colfax~~ **13<sup>th</sup> Avenue (144' ROW)** from the eastern property limits to the realigned Picadilly Road will be required to be installed when any of the conditions below are met.
    - Planning Area 9 is developed, if Planning Area 10 or 13 has already been developed.
    - Planning Area 10 or 13 is developed, if Planning Area 9 has already been developed.



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

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

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

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

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

The above table is the ADT thresholds table per the 2018 NEATS study update. The city of Aurora uses the NEATS to provide more insight into systems level multimodal transportation facility needs now and into the future. Existing and planned development in this area continues to evolve, and it is important for transportation infrastructure plans to reflect the projected area needs. It is used to determine when lane expansions are required for the phased boulevards within the project.

The I-70 frontage road connection to Colfax Avenue will be eventually be transitioned to a 2-lane frontage road connecting to existing Colfax when Picadilly road is realigned. It is anticipated that existing traffic will be routed south onto the existing Picadilly Road to the realigned Colfax 13<sup>th</sup> Avenue (144' ROW) and then onto the realigned Picadilly Road. The above traffic pattern will exist until the realigned Colfax 13<sup>th</sup> Avenue (144' ROW) is installed as part of the neighboring development.

Signal Escrows will be required per the City of Aurora Signal Escrow Ordinance. Escrow will be assessed at the time of development of planning areas adjacent to signalized intersections. As previously indicated the realignment of Piccadilly Road due to the Regional Transportation Project places future traffic signals within the limits of the Stafford Logistics Center whereas they would otherwise be located along the periphery of the project. Stafford Logistics Center will be responsible for 100% escrow of the proposed traffic signal at the intersection of the realigned Colfax 13<sup>th</sup> Avenue (144' ROW) and the realigned Picadilly Road and 50% of the proposed traffic signal at the intersection at existing Colfax Avenue and the realigned Picadilly Road. As well as a ½ signal escrow for the intersection of Lisbon at existing Colfax, and a 100% signal escrow for the intersection of Lisbon S.D. Hogan Pkwy. The proposed roadway improvements shall be consistent with the approved Traffic Impact Study prepared by Felsburg Holt & Ullevig prepared for the Stafford Logistics Center and approved with the Framework Development Plan.

## **Mobility Improvements**

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



## **Drainage Improvements**

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

A regional stormwater basin to provide stormwater detention and water quality volume will be constructed to service the northern area of the Stafford Logistics Center development, including PAs **1A, 1B, 2, 3, and 4 (PA5 removed)** and **7, 9, 10, 13 (PA8 Removed)** and a portion of PA 6. A stormwater channel will also be installed to convey stormwater flows from the Horizon Uptown development and further upstream areas to the regional stormwater basin. The regional basin and channel will be designed to be maintenance eligible per UDFCD standards.

The regional basin will be fully constructed with the first planning area to be constructed. The stormwater channel will be constructed concurrently with the first development to be constructed that is tributary to the channel (PA-3, PA-4, **PA-5 (PA5 removed)**, PA-7, **PA-8 (PA8 removed)**, PA-9 or PA-10, PA-13, and the entirety of the channel will be constructed in a single phase.

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

## **Water Main Improvements**

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

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

## **Sanitary Sewer Improvements**

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

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



## Specific Planning Area Improvement Descriptions

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

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

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

### Planning Area 1B (18.46 Acres) E-470 Light Industrial I-1 (Business and Tech District):

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

- The intersection of Colfax Avenue and Lisbon Street Public Roadway will be improved and signalized, when warrants are met.
- ~~Additional~~ **Auxiliary** lane adjacent to the eastbound lanes of Colfax Avenue.
- **Center median improvements and restoration on Colfax Avenue.**
- Lisbon Street Public Roadway improvements to the southern extent of PA-1B and public utilities will also be installed within this right of way.
- ~~13<sup>th</sup> Street Avenue~~ **(80' ROW)** Public Roadway improvements extend from Lisbon to the eastern extent of PA-1B. Public utilities associated with PA-1B will also be installed within this right of way.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Domestic water connection and fire loop will be provided from the existing 24-inch watermain within the Colfax Avenue ROW to service PA 1B and future planning areas adjacent.
- Sanitary sewer extension within the planned ~~12<sup>th</sup>~~ **13<sup>th</sup>** Avenue Roadway and Lisbon Street Public Roadway ROW from PA-1B to the Sand Creek Interceptor.
- Storm sewer to provide conveyance from the planning area to the regional stormwater basin.



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

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

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

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

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

- All necessary Public improvements are in place as proposed for Planning Area 1 or will need to be approved.
- 13<sup>th</sup> ~~Street~~ **Avenue (80' ROW)** Public Roadway improvements to the eastern extent of PA-3 and public utilities will also be installed within this right of way.
- A Roadway connection from 13<sup>th</sup> ~~Street~~ **Avenue (80' ROW)** to the realigned Picadilly Road will be installed.
- ½ section of ~~realigned Colfax~~ **13<sup>th</sup> Avenue (144' ROW)** is required.
- Half Right of Way improvements of the realigned Picadilly Road noted in the Roadway Improvements section previously discussed from the ~~realigned Colfax~~ **13<sup>th</sup> Avenue (144' ROW)** to the existing Picadilly Road, including a bridge / box culvert at the Channel Crossing.
- The construction of the Stafford responsible improvements to realigned Picadilly Road from Colfax Avenue to the existing Picadilly Road is required based on existing background or proposed traffic counts.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Watermain to service this planning area.
- Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Area 1 or will need to be approved.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior it will be installed with this Planning Area.
- 25% signal escrow shall apply for the signal at realigned Picadilly and ~~realigned Colfax~~ **13<sup>th</sup> Avenue (144' ROW)**.
- **Potential for public art site in the open space on the east side of the planning area. Public Art Plan amendment to be differed to individual site plan if determined necessary per city requirements.**

## **Planning Area 4 (24.32 Acres) E-470 Light Industrial I-1 (Business and Tech District):**

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

- All necessary Public improvements are in place as proposed for Planning Area 1 or will need to be approved.
- 13<sup>th</sup> ~~Street~~ **Avenue (80' ROW)** Public Roadway improvements to the eastern extent of PA-4 and public utilities will also be installed within this right of way.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior it will be installed with this Planning Area.



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

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

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

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

## **Planning Area 6 (70.06 Acres) E-470 Light Industrial I-1 (Business and Tech District):**

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

- The northside (ultimate westbound lanes) of Stephen D. Hogan Parkway (6<sup>th</sup> Avenue) across the frontage of the property. Intersection improvements, including potential traffic signal and auxiliary lanes at the intersection Stephen D. Hogan Parkway and the Lisbon Street.
- Lisbon Street Public Roadway improvements from Stephen D. Hogan Parkway to Colfax Avenue and public utilities will also be installed within this right of way.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area.
- Storm sewer to provide conveyance from the planning area to the regional stormwater basin.
- Storm sewer to provide conveyance to the on-site stormwater detention basin along the southern limits of the planning area.
- 100% signal escrow shall apply for the signal at Lisbon St. and existing Stephan D. Hogan Parkway.



## Planning Area 7 (13.59 Acres) ~~E-470 Mixed Commercial~~ MU-C (Mixed Use Corridor District):

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

- Half Right of Way improvements of the realigned Picadilly Road noted in the Roadway Improvements section previously discussed from the connection of Colfax Avenue to the southern boundary of PA 7. A connection to 13<sup>th</sup> Avenue Public Road, the construction of the half ROW of the ~~realigned Colfax~~ 13<sup>th</sup> Avenue (144' ROW), and the construction of the half ROW of the realigned Picadilly Road to the existing Picadilly Road is required to provide multiple access points for the development. **A CDOT access permit will be required for the new access of Picadilly Ave at existing Colfax Ave.**
- The construction of the Stafford responsible improvements to realigned Picadilly Road from Colfax Avenue to the existing Picadilly Road may be required based on existing background or proposed traffic counts.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Domestic water connection and fire loop, if required, will be provided from adjacent planning areas within the Stafford Logistic Center.
- Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Areas 1 & 3 or will need to be approved.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior it will be installed with this Planning Area.
- 25% signal escrow shall apply for the signal at realigned Picadilly and Existing Colfax Avenue.
- 25% signal escrow shall apply for the signal at realigned Picadilly and ~~realigned Colfax~~ 13<sup>th</sup> Avenue (144' ROW).
- **Potential for public art site. Public Art Plan amendment to be differed to individual site plan if determined necessary per City requirements.**

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

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

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

- ~~All necessary Public improvements are in place as proposed for Planning Areas 1, 3, and 5 or will need to be approved.~~
- ~~13<sup>th</sup> Street Avenue Public Roadway improvements to the eastern extent of PA 8 and public utilities will also be installed within this right of way.~~
- ~~A Roadway connection from 13<sup>th</sup> Street Avenue to the realigned Picadilly Road will installed.~~
- ~~½ section of realigned Colfax 13<sup>th</sup> Avenue (144' ROW) is required.~~
- ~~Half Right of Way improvements of the realigned Picadilly Road noted in the Roadway Improvements section previously discussed from the realigned Colfax 13<sup>th</sup> Avenue (144' ROW) to the existing Picadilly Road, including a bridge / box culvert at the Channel Crossing.~~
- ~~The construction of the Stafford responsible improvements to realigned Picadilly Road from Colfax Avenue to the existing Picadilly Road is required based on existing background or proposed traffic counts.~~
- ~~Secondary Emergency Access roads adjacent to the proposed developments.~~
- ~~Watermain to service this planning area.~~
- ~~Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Areas 1, 3, and 5 or will need to be approved.~~
- ~~Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior it will be installed with this Planning Area.~~
- ~~25% signal escrow shall apply for the signal at realigned Picadilly and realigned Colfax 13<sup>th</sup> Avenue (144' ROW).~~



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

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

- Half Right of Way improvements of the realigned Picadilly Road noted in the Roadway Improvements section previously discussed from the ~~realigned Colfax 13<sup>th</sup> Avenue~~ **(144' ROW)** to the existing Picadilly Road, including a bridge / box culvert at the Channel Crossing.
- The construction of the Stafford responsible improvements to realigned Picadilly Road from Colfax Avenue to the existing Picadilly Road is required based on existing background or proposed traffic counts.
- ~~Realigned Colfax 13<sup>th</sup> Avenue~~ **(144' ROW)** Public Roadway improvements may be required to provide multiple access points for the development.
- Intersection improvements, including potential traffic signal and auxiliary lanes at the realigned Picadilly Road and the ~~realigned Colfax 13<sup>th</sup> Avenue~~ **(144' ROW)**.
- Intersection improvements of the common access point of PA 9 and PA 10 onto the ~~realigned Colfax 13<sup>th</sup> Avenue~~ **(144' ROW)**. Signalization at this intersection is not required and shall be controlled by stop signs, per TIS study.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Domestic water connection and fire loop, if required, will be provided from the existing 24-inch watermain within the existing Colfax Ave ROW and constructed 13<sup>th</sup> Ave.
- Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Areas 1 & 3 or will need to be approved.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior it will be installed with this Planning Area.
- 25% signal escrow shall apply for the signal at realigned Picadilly and ~~realigned Colfax 13<sup>th</sup> Avenue~~ **(144' ROW)**.

## Planning Area 10 (~~25.79~~ 9.78 Acres) ~~E-470 Mixed Commercial~~ MU-C (Mixed Use Corridor District):

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

- Half Right of Way improvements of the realigned Picadilly Road noted in the Roadway Improvements section previously discussed from the connection of Colfax Avenue to the southern boundary of PA 10. A connection to 13<sup>th</sup> Avenue Public Road **(80' ROW)**, the construction of the half ROW of the ~~realigned Colfax 13<sup>th</sup> Avenue~~ **(144' ROW)**, and the construction of the half ROW of the realigned Picadilly Road to the existing Picadilly Road is required to provide multiple access points for the development. **A CDOT access permit will be required for the new access of Picadilly Ave at existing Colfax Ave.**
- The construction of the Stafford responsible improvements to realigned Picadilly Road from Colfax Avenue to the existing Picadilly Road may be required based on existing background or proposed traffic counts.
- Intersection improvements, including potential traffic signal and auxiliary lanes at the realigned Picadilly Road and the ~~realigned Colfax 13<sup>th</sup> Avenue~~ **(144' ROW)**.
- Intersection improvements including possible signalization of the common access point of PA 9 and PA 10 onto the ~~realigned Colfax 13<sup>th</sup> Avenue~~ **(144' ROW)**. Signalization at this intersection will need further study to ensure minimum signal spacing criteria, at the time of development, are met.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Areas 1 & 3 or will need to be approved.
- Domestic water connection and fire loop, if required, will be provided from the existing 24-inch watermain within the existing Colfax Ave ROW and constructed 13<sup>th</sup> Ave.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior, it will be installed with this Planning Area.



- Closure of the Frontage Road connection to US40 if the CSP/PLAT precedes the realignment of Picadilly/ New I-70 interchange connection with the approval from CDOT.
- 25% signal escrow shall apply for the signal at realigned Picadilly and realigned Colfax 13<sup>th</sup> Avenue (144' ROW).
- 25% signal escrow shall apply for the signal at realigned Picadilly and Existing Colfax Avenue.
- The regional High Plains Trail extension is acknowledged to be a part of the right of way frontage within CDOT right of way.
- Potential for public art site. Public Art Plan amendment to be deferred to individual site plan if determined necessary per City requirements.

## **Planning Area 11 (6.11 Acres) I-1 (Business and Tech District):**

Prior to the development of PA 11 the following public improvements shall be designed and approved for construction:

- Proposed fire hydrants connecting to the existing water line that was constructed with previous Stafford Logistic Center planning areas.
- Domestic water connection and fire loop will be provided from the proposed 12-inch watermain within the Proposed Stafford private drive west of Planning Area 1A.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Storm sewer to provide detention and conveyance from the planning area to the Aurora Sprots Park offsite channel.
- Improvements along the Colfax frontage include the installation of sidewalk and landscaping.
- Street lighting for pedestrian crossings at the two intersections on the existing private road.

## **Planning Area 12 (12.04) Acres I-1 (Business and Tech District):**

Prior to the development of PA 12 the following public improvements shall be designed and approved for construction:

- Secondary Emergency Access roads adjacent to the proposed developments.
- Domestic water connection and fire loop will be provided from the proposed 12-inch watermain within the Proposed Stafford private drive west of Planning Area 1A.
- Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Areas 1 & 3 or will need to be approved.
- Storm sewer to provide detention and conveyance from the planning area to the Aurora Sprots Park offsite channel.
- All necessary Public improvements are in place as proposed for Planning Area 11 or will need to be approved.

## **Planning Area 13 (14.01 Acres) MU-C (Mixed Use Corridor District):**

**Note: This is a potential multifamily site.**

Prior to the development of PA 13 the following public improvements shall be designed and approved for construction:

- Half Right of Way improvements of the realigned Picadilly Road noted in the Roadway Improvements section previously discussed from the connection of Colfax Avenue to the southern boundary of PA 10. A connection to 13<sup>th</sup> Avenue Public Road (80' ROW), the construction of the half ROW of 13<sup>th</sup> Avenue (144' ROW), and the construction of the half ROW of the realigned Picadilly Road to the existing Picadilly Road is required to provide multiple access points for the development. A CDOT access permit will be required for the new access of Picadilly Ave at existing Colfax Ave.
- The construction of the Stafford responsible improvements to realigned Picadilly Road from Colfax Avenue to the existing Picadilly Road may be required based on existing background or proposed traffic counts.

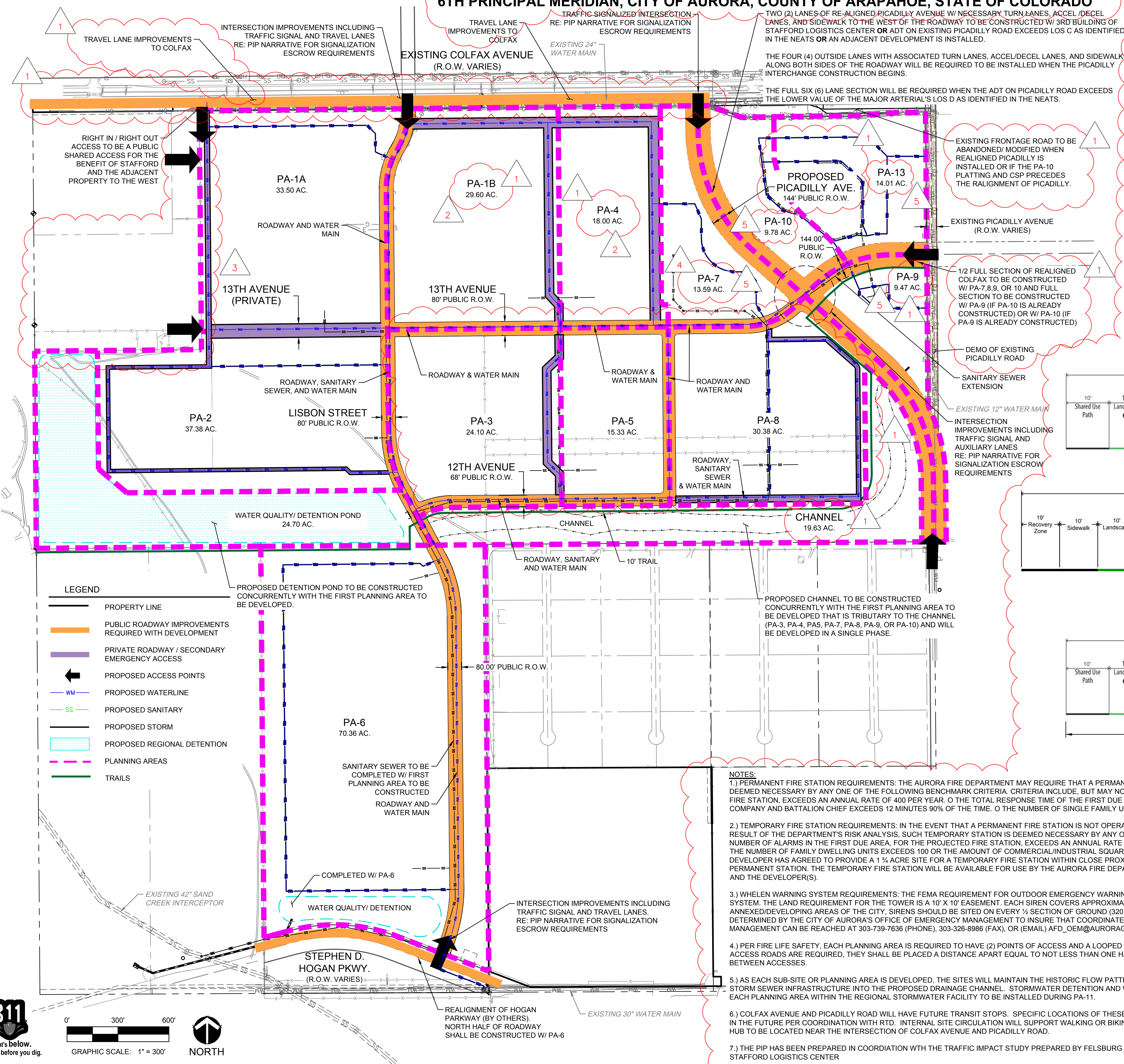


- Intersection improvements, including potential traffic signal and auxiliary lanes at the realigned Picadilly Road and 13<sup>th</sup> Avenue (144' ROW).
- Intersection improvements including possible signalization of the common access point of PA 9 and PA 10 onto the 13<sup>th</sup> Avenue (144' ROW). Signalization at this intersection will need further study to ensure minimal signal spacing criteria, at the time of development, are met.
- Secondary Emergency Access roads adjacent to the proposed developments.
- Sanitary sewer will be provided by the public sanitary sewer constructed per Planning Areas 1 & 3 or will need to be approved.
- Domestic water connection and fire loop, if required, will be provided from the existing 24-inch watermain within the existing Colfax Ave ROW and constructed 13<sup>th</sup> Ave.
- Storm sewer to provide conveyance from the planning area to the stormwater drainage channel. If the stormwater conveyance channel has not been installed prior, it will be installed with this Planning Area.
- Closure of the Frontage Road connection to US40 if the CSP/PLAT precedes the realignment of Picadilly/ New I-70 interchange connection with the approval from CDOT.
- The regional High Plains Trail extension is acknowledged to be a part of the right of way frontage within CDOT right of way.



# STAFFORD LOGISTICS CENTER FRAMEWORK DEVELOPMENT PLAN (FDP)

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



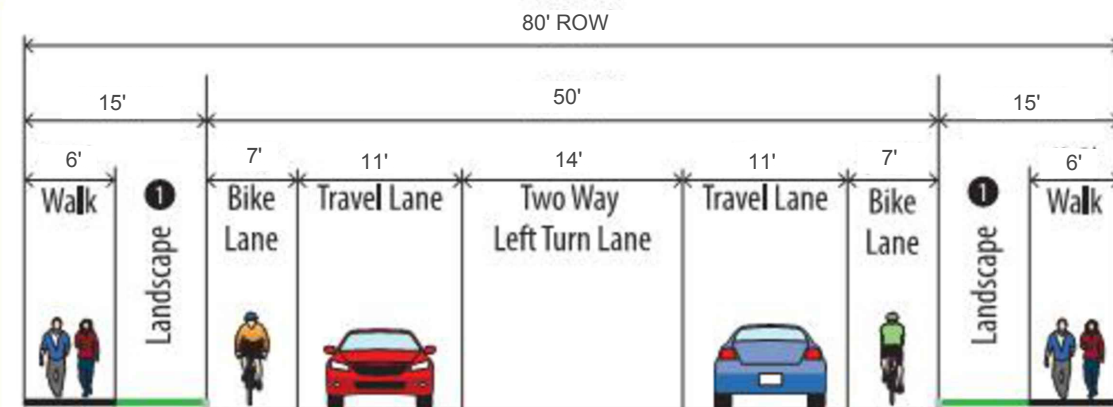
## NOTES:

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

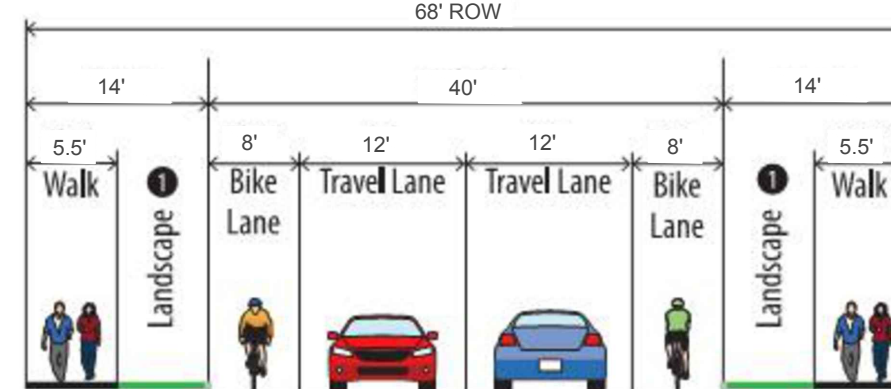
ROADWAY CLASSIFICATION	NUMBER OF LANES EACH DIRECTION	RECOMMENDED DAILY TRAFFIC VOLUME LOS THRESHOLDS (VEHICLES PER DAY)		
		C	D	E
Collector	1	> 9,500 to 10,500	> 10,500 to 12,000	> 12,000 to 13,500
Minor Arterial	2	> 22,500 to 25,500	> 25,500 to 28,500	> 28,500 to 32,000
Major Arterial	3	> 30,000 to 34,500	> 34,500 to 38,500	> 38,500 to 43,000
Expressway	2	> 30,000 to 36,000	> 36,000 to 40,000	> 40,000 to 45,000
Expressway	3	> 46,000 to 53,000	> 53,000 to 60,000	> 60,000 to 67,000
Expressway	4	> 50,000 to 60,000	> 60,000 to 72,000	> 72,000 to 80,000
Expressway	2	> 36,000 to 44,000	> 44,000 to 49,000	> 49,000 to 55,000
Expressway	3	> 56,000 to 64,000	> 64,000 to 72,000	> 72,000 to 80,000

LOS D threshold volumes used for development roadway planning consistent with traffic impact study guidelines.

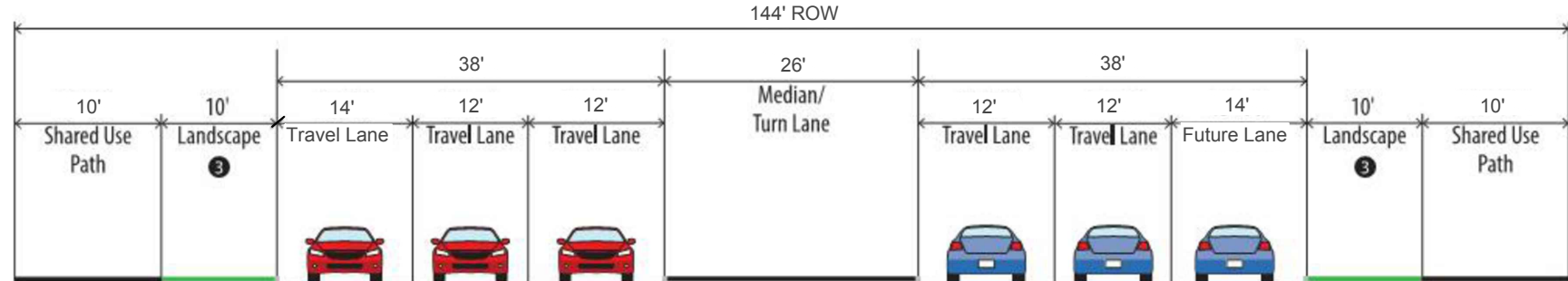
ADT THRESHOLDS PER OCTOBER 2018 NEATS REFRESH



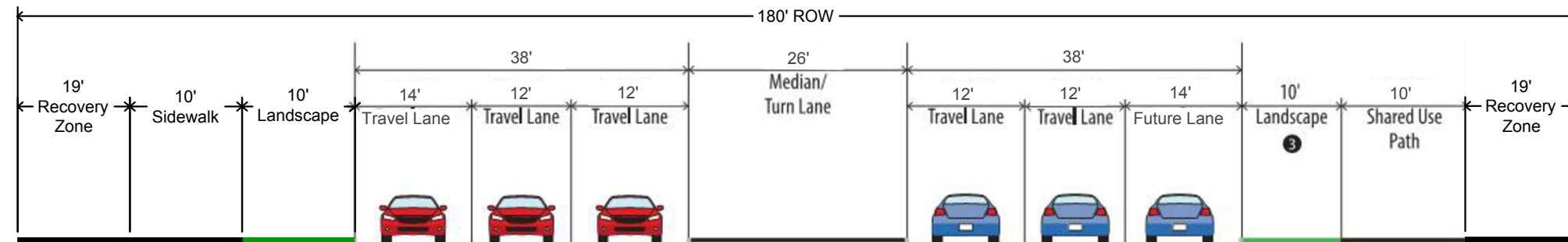
THREE LANE COLLECTOR(S1.3)  
(MEDIAN TURN LANE WIDTH = 14')



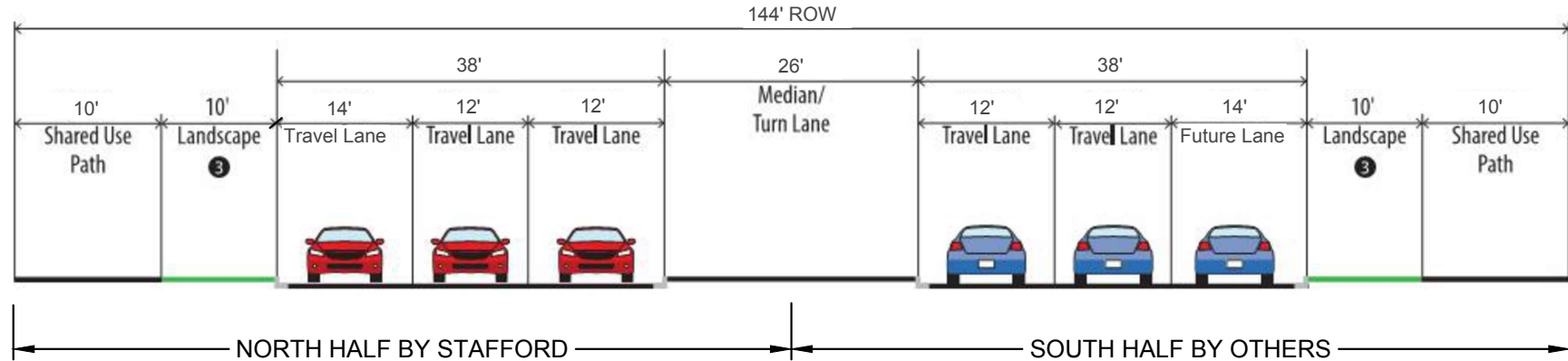
ALTERNATIVE TWO LANE COLLECTOR(S1.3)



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

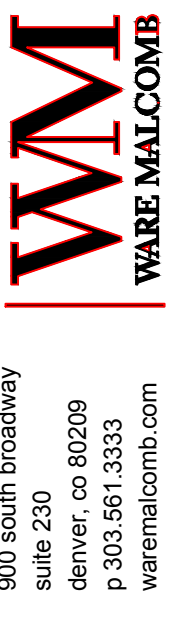


BOULEVARD - SIX LANE(S1.18)  
E. COLFAX AVENUE  
(MEDIAN TURN LANE WIDTH = 26-28')



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

ENGINEER



OWNER/CLIENT

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

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

PROFESSIONAL STAMP

## PROJECT INFORMATION

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

## ISSUE RECORD

FDP #1	12/14/2018
FDP #2	03/01/2019
FDP #3	02/08/2023
FDP #4	12/08/2023

## SHEET NUMBER

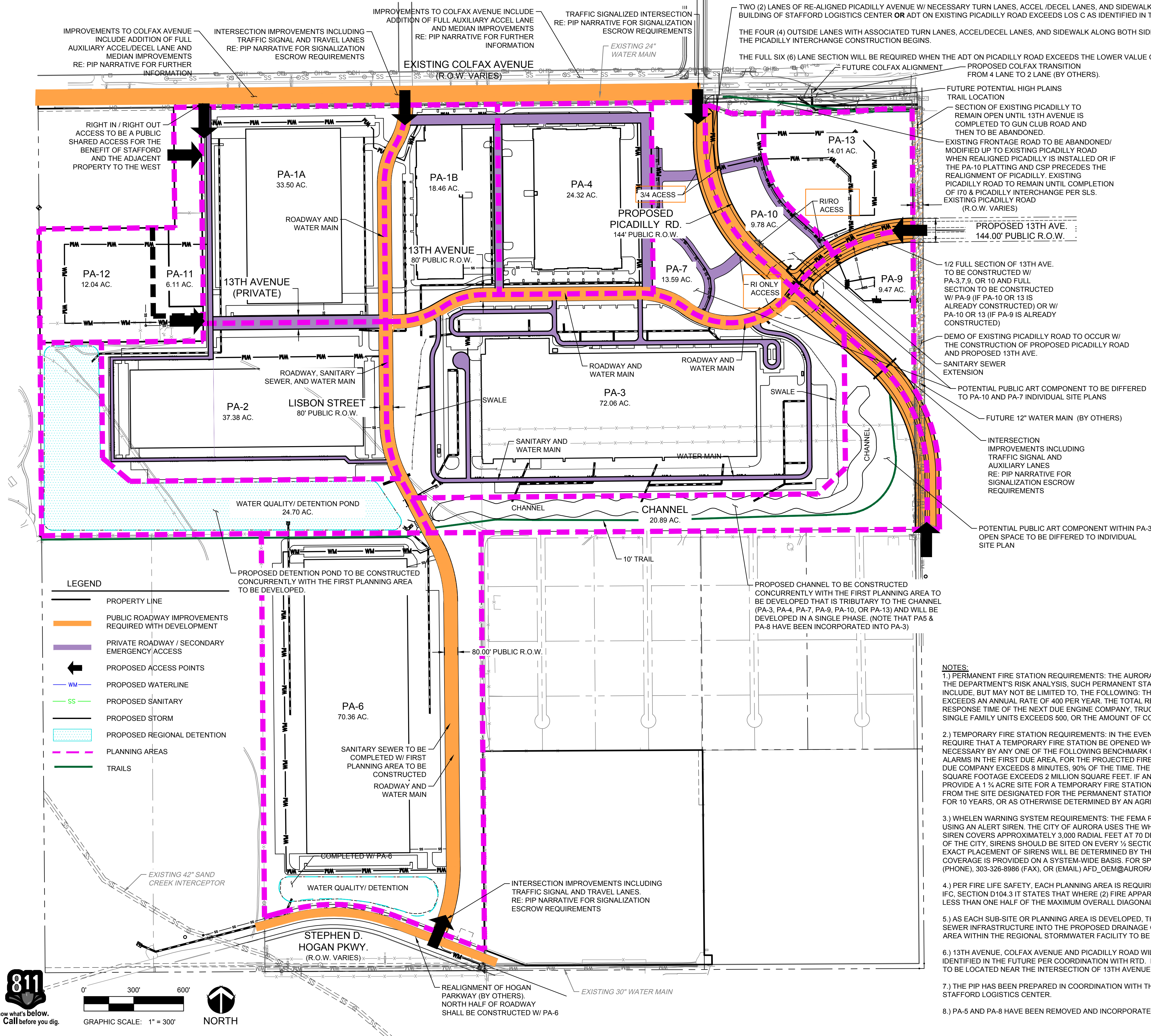
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# STAFFORD LOGISTICS CENTER MASTER PLAN (MP)

## PUBLIC IMPROVEMENT PLAN (PIP)

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



**WARE MALCOMB**  
LEADING DESIGN FOR COMMERCIAL REAL ESTATE

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waremalcomb.com

FOR AND ON BEHALF  
OF WARE MALCOMB

**STAFFORD LOGISTIC CENTER**  
**AURORA COLORADO**

### REVISION

NO.	DATE	REVISION
01	05/10/2023	MP #15 (REVISION)
02	12/08/2023	MP #15 (AMENDMENT #4)
03	10/07/2021	MP #12 (REVISION)
04	04/05/2021	MP #11 (REVISION)
05	02/27/2021	MP #10 (REVISION)
06	12/21/2020	MP #9 (REVISION)
07	10/26/2020	FDP #8 (REVISION)
08	06/26/2020	FDP #7 (REVISION)

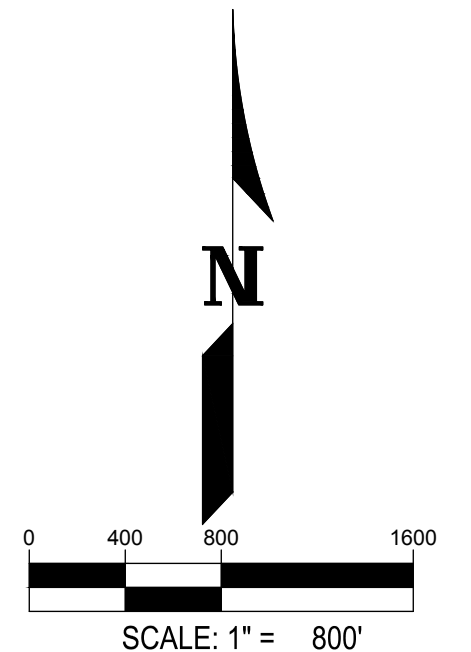
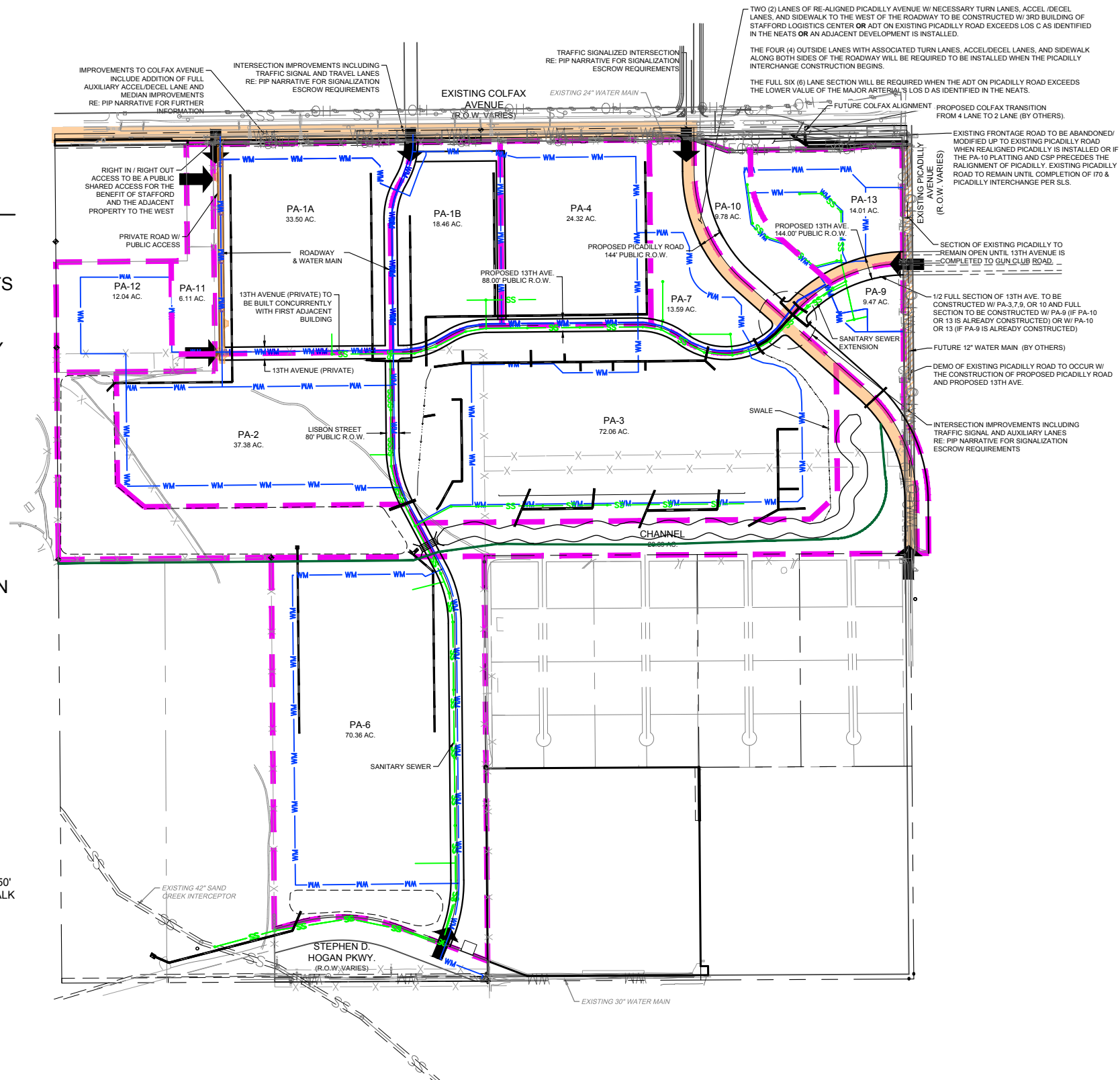
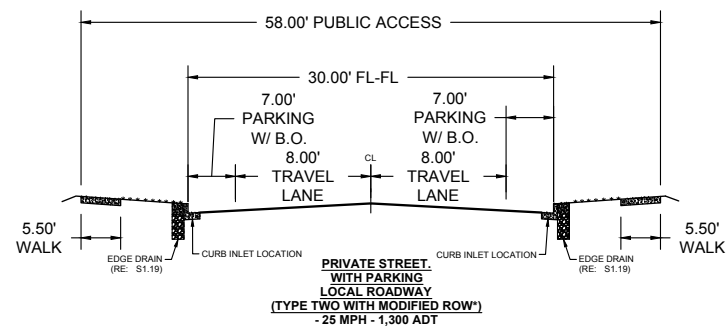
JOB NO.:	DCS21-4057
PA / PM:	JC
DESIGNED:	JZ
DATE:	10/04/2022
PLOT DATE:	10/03/24

SHEET  
**PIP**  
Sheet PIP of



## LEGEND

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



**WARE MALCOMB**

## STAFFORD LOGISTICS CENTER AURORA COLORADO

PLANNING AREA 7  
PIP PLAN

## REVISIONS










NO.	DATE	REMARKS
	02/08/2023	MP #15 (REVISION)
	12/08/2023	MP #15 (AMENDMENT 5)

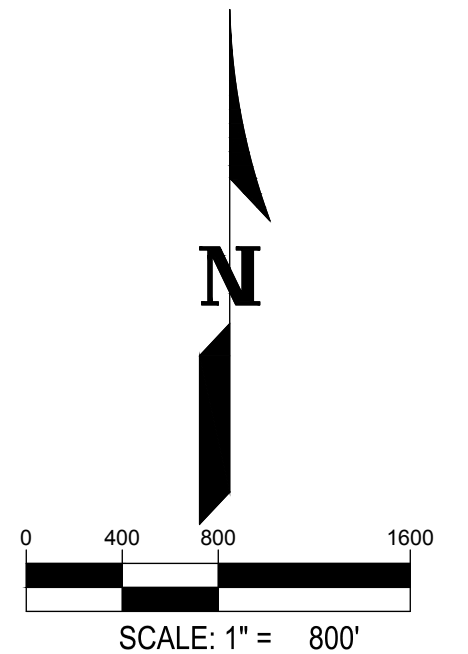
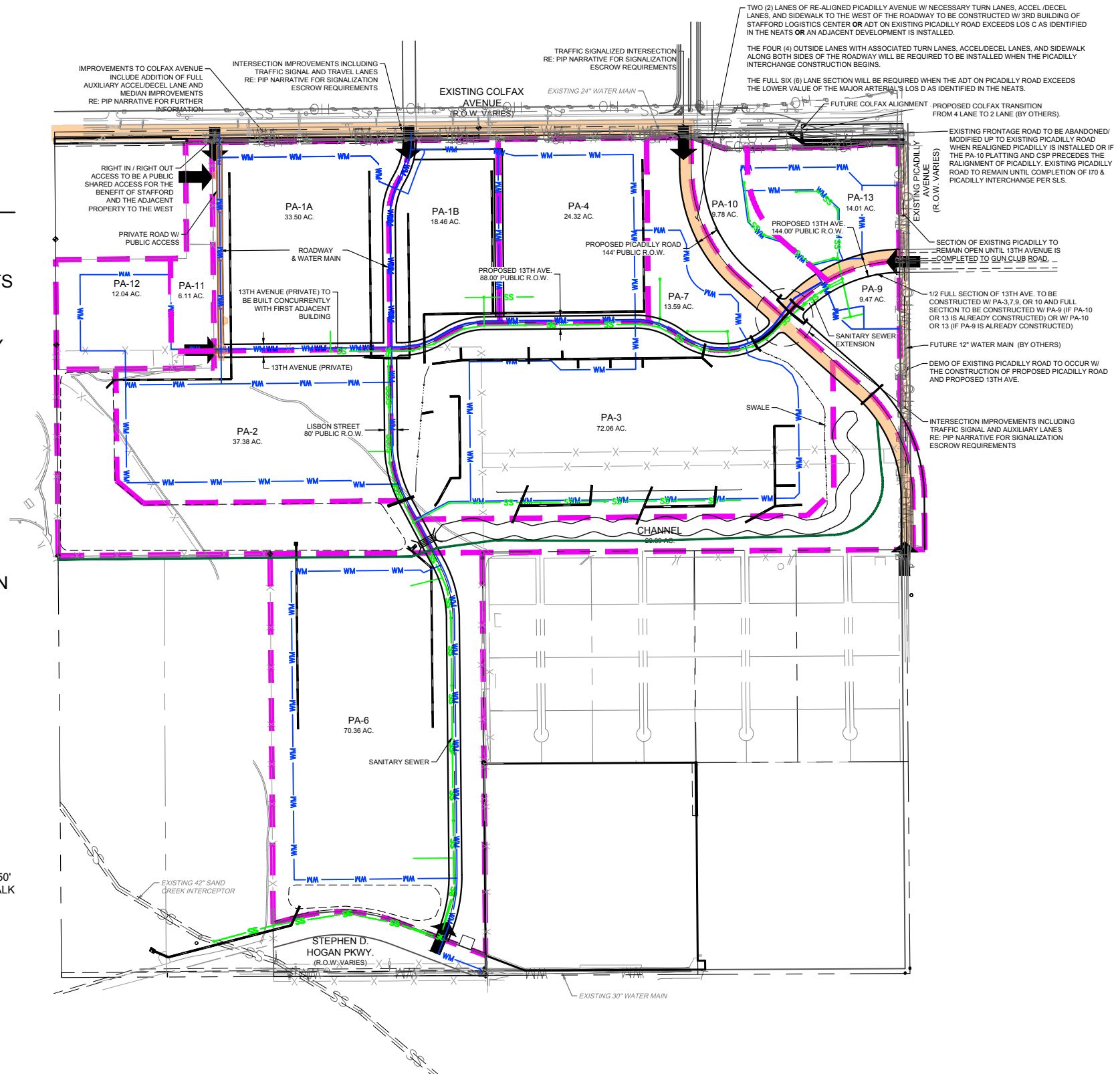
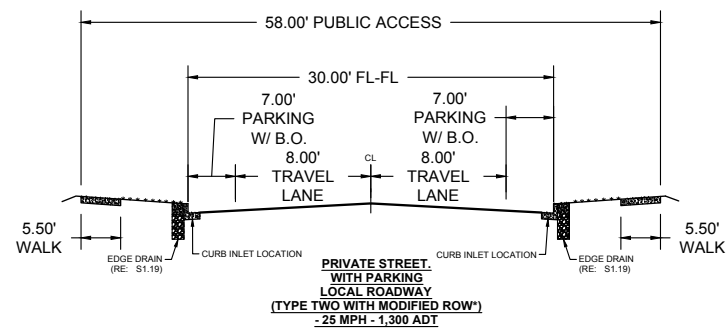
JOB NO.:	DCS21-4057
PA / PM:	JC
DRAWN BY:	JZ
DATE:	10/04/2022

SHEET  
**PA7**  
Sheet 9 of



## LEGEND

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



**WARE MALCOMB**

## STAFFORD LOGISTICS CENTER AURORA COLORADO

PLANNING AREA 9  
PIP PLAN

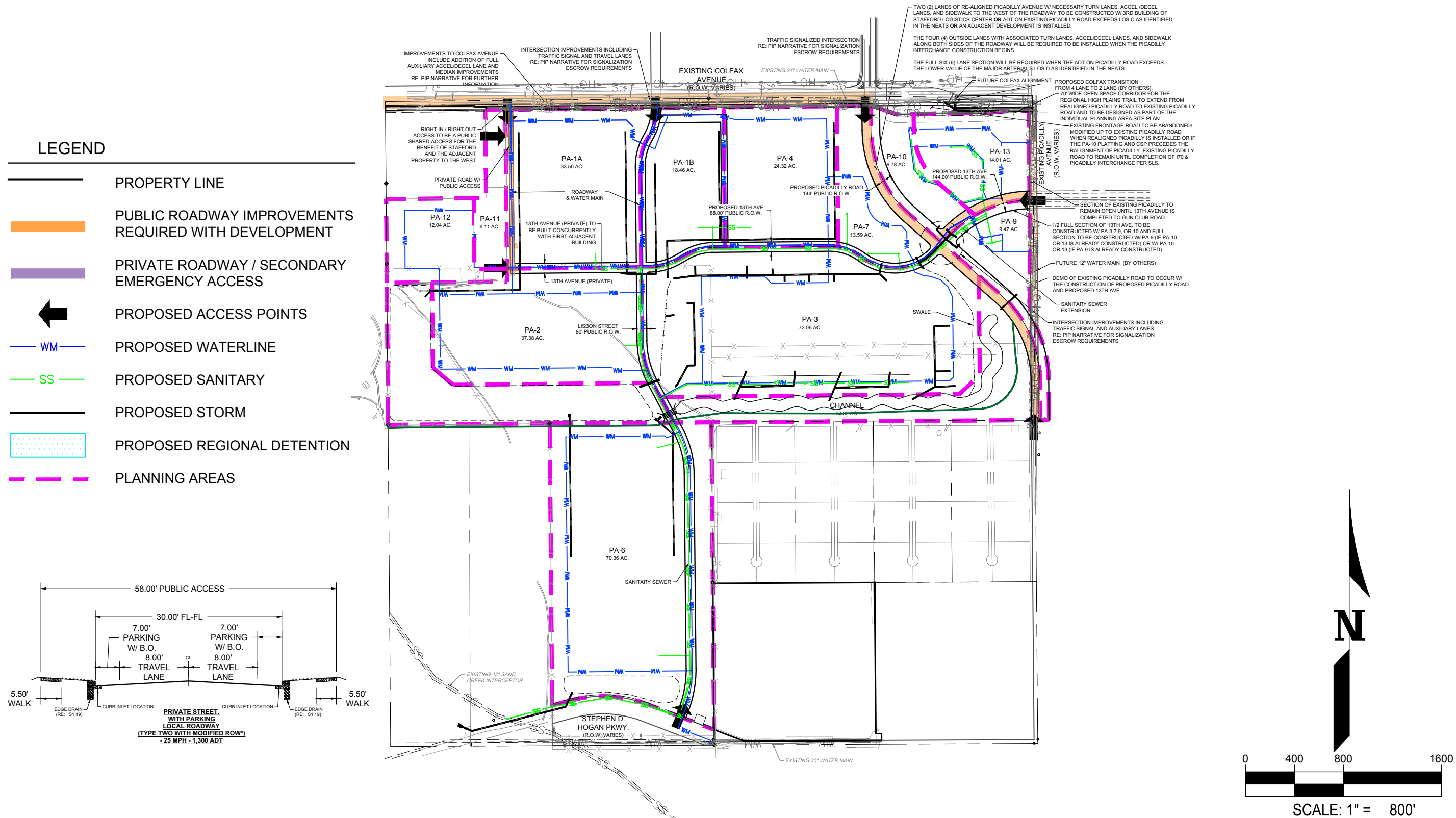
## REVISIONS

NO.	DATE	REMARKS
	02/08/2023	MP #15 (REVISION)
	12/08/2023	MP #15 (AMENDMENT 5)

JOB NO.:	DCS21-4057
PA / PM:	JC
DRAWN BY:	JZ
DATE:	10/04/2022

SHEET  
**PA9**  
Sheet 11 of





WARE MALCOMB

STAFFORD LOGISTICS CENTER  
AURORA COLORADO  
PLANNING AREA 10  
PIP PLAN

REVISIONS










NO.	DATE	REMARKS
	02/08/2023	MP #15 (REVISION)
	12/08/2023	MP #15 (AMENDMENT 5)

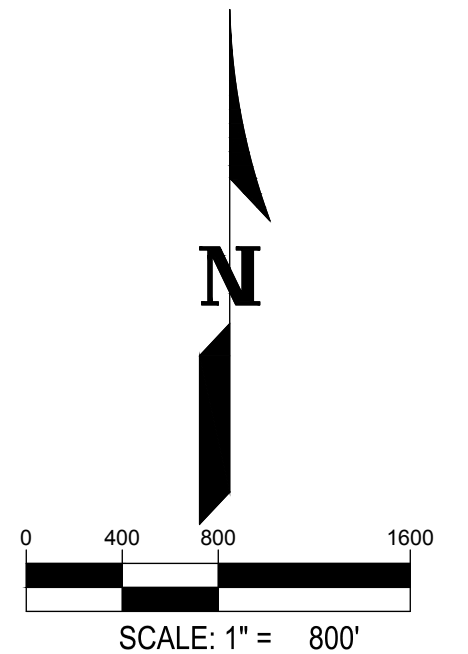
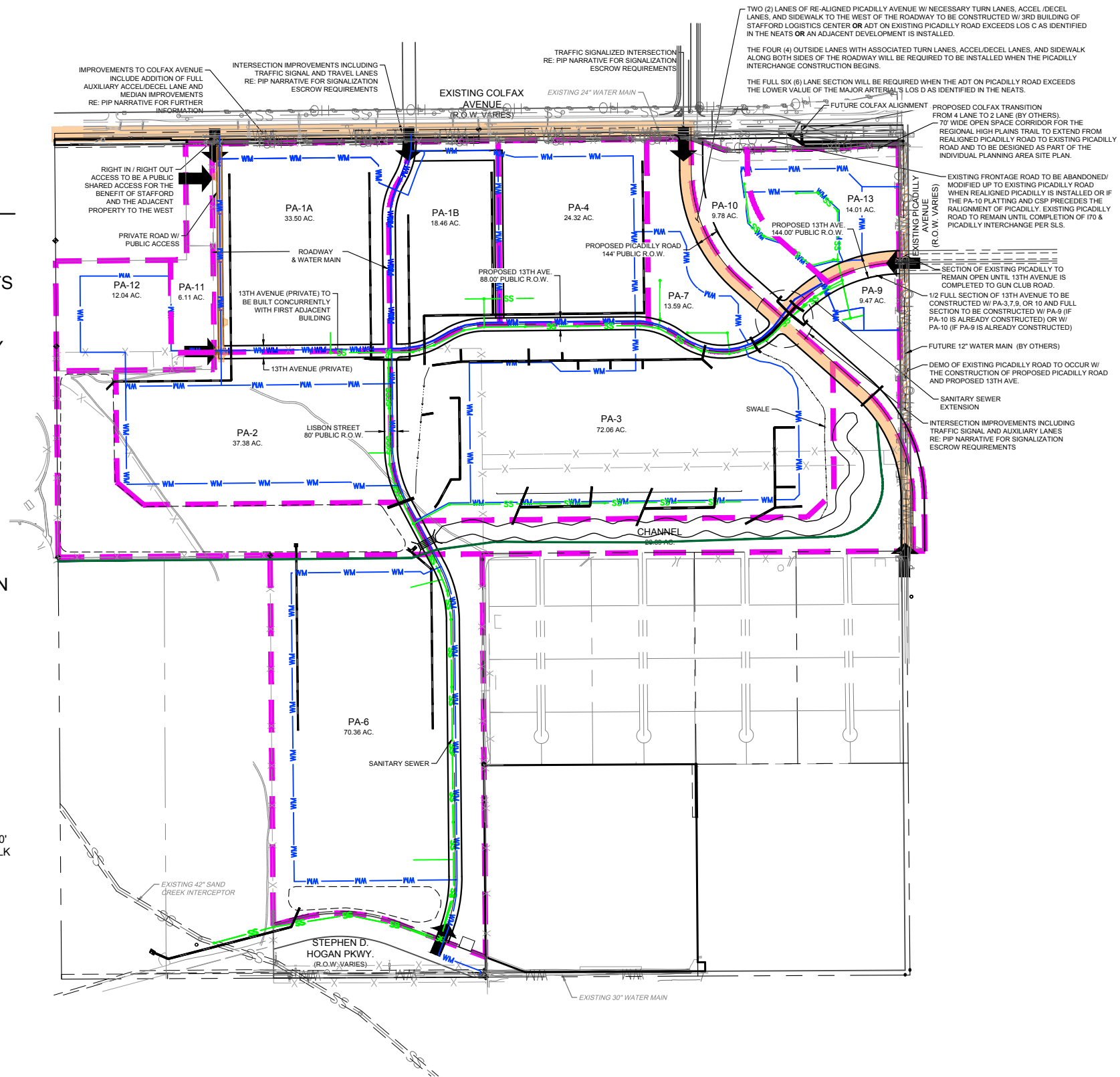
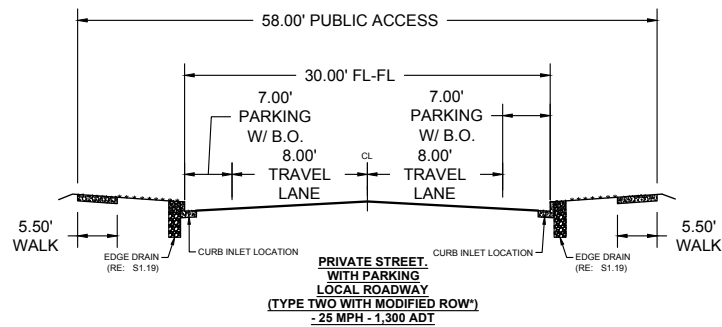
JOB NO.:	DCS21-4057
PA / PM:	JC
DRAWN BY:	JZ
DATE:	10/04/2022

SHEET  
**PA10**  
Sheet 12 of



## LEGEND

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



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## STAFFORD LOGISTICS CENTER AURORA COLORADO

PLANNING AREA 13  
PIP PLAN

## REVISIONS

NO.	DATE	REMARKS
	02/08/2023	MP #15 (REVISION)
	12/08/2023	MP #15 (AMENDMENT 5)

JOB NO.:	DCS21-4057
PA / PM:	JC
DRAWN BY:	JZ
DATE:	10/04/2022

SHEET  
**PA13**  
Sheet 15 of



Stafford Commercial  
Aurora, CO  
Tuesday, April 22, 2025



Page	Section	Comments & Concerns to be addressed	Consultant's Responses
8	Section III.A.	Incorrect subtotal trip volumes in table 1: trip generation estimates.	Table 1 has been corrected and now shows the correct total number of site generated trips.
11	Figure 6	New site traffic assignment is not consistent with Table 1 Trip Generation	Trip assignment has been updated and is now consistent with the trip generation table. Volume balancing has also been addressed with the updated trip volumes.
12	Section IV.A.	Review 2030 forecasts documented in adjacent TISs to determine the most conservative 2030 background traffic volumes	Text has been updated to address 2030 background traffic being adjusted based on reviews of TISs in the area including Horizon Uptown and Aurora Crossroads.
12	Section IV.A.	Discuss short term roadway improvements	Short term roadway improvements are discussed above in section IV.A. "Roadway System".
18	Section IV.C.	Update text regarding the short term total improvements being based on the current understanding of the new interchange project.	Text has been updated to reflect the known interchange design which is currently under construction.
	Overall	Verify PCEs were used for auxiliary lane requirements, per the SHAC.	PCE relating to the heavy vehicle percentages were taken into account when calculating recommended storage lengths per the SHAC, located in Tables 2 & 3. Text was added to the report to clarify this.
22 & 24	Figures 12 & 13	Update volumes to reflect correct trip assignment and balancing.	Short and long term total volumes have been updated to correctly reflect the trip assignment. All volumes now show correct balanced site trips from figure 6.
26	Table 2	Change southbound left recommended storage length to 75 feet based on discussions with COA	Recommended storage length has been updated to 75 feet.
27	Table 3	Add westbound right movement to the queue table.	Westbound right has been added to both the 2030 and 2040 queue tables.
	Appendices	Change eastbound left turn operation type to protected only during the short and long term total scenarios.	Eastbound left has now been analyzed as protected only in the short and long term total scenarios.