



5675 DTC Blvd, Suite 200
Greenwood Village, CO 80111
Phone: 303-770-7201

September 18, 2024

Mr. Rachid Rabbaa
City of Aurora, Planning
15151 Alameda Parkway
Aurora, CO 80018

Re:	Initial Submission Review	Blue Eagle Logistics Park - Master Plan
	Application Number:	DA-2375-00
	Case Numbers:	2024-7001-00

Dear Mr. Rabbaa

This letter is in response to the City of Aurora's comments dated March 1, 2024. Comment responses are shown in *red*.

Please don't hesitate to contact me with any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julie Gamec', is positioned above the printed name.

Julie Gamec
THK Associates, Inc. | Principal

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

1A. Comments were received from outside registered neighborhood organizations. (Please see the attached pdf's)

- Name: DONNA GEORGE
Organization: XCEL ENERGY PUBLIC SERVICE CO
Address: 550 15TH ST, SUITE 700 DENVER, CO 80202
Phone: 3035713306
Email: donna.l.george@xcelenergy.com
Comment: please see attached

-
- Organization: DENVER INTERNATIONAL AIRPORT-PLANNING
Address: 8500 PENA BLVD DENVER, CO 80249
Phone: 3033424105
Email: DENPLANNINGREFERRALS@FLYDENVER.COM
Comment: This development is within the DEN 55 DNL Noise Contour and will have significant impacts from aircraft noise and overflights.
-

- Name: Steve Loeffler
Organization: 2829 West Howard Place
Address: Colorado Department of Transportation Denver CO 80204
Phone: 3037579891
Email: steven.loeffler@state.co.us
Comment: Due to the proximity of this proposed development to CDOT roadways, we will want to review the Traffic Impact Study, when available.

All community questions, comments and concerns are noted.

2.Completeness and Clarity of the Application

- 2A. A fee of \$ 93,674.00 is due before the second submission. *Fee has been paid.*
- 2B. An Avigation Easement is required. Include with the resubmittal. *The developer would like to request that the Avigation Easement is provided at the time of plat. This timing has been accepted on other projects. No Avigation Easement is included with this submittal.*
- 2C. A Letter of Authorization from the property owner is required with the resubmittal. The resubmittal will NOT be accepted without the Letter of Authorization. *Letter of Authorization included in submittal.*
- 2D. Missing TAB #7 Public Art Plan – Please see comments from staff regarding the Art in Public Places Program. *TAB 7 included in submittal.*
- 2E. For every “Standards” section in each applicable Tab, please add “will meet” COA Unified Development Ordinance requirements.” *Updated.*
- 2F. For all pictures and illustrations in Tabs 10,11 and 12, label them as “Examples.” *Updated.*

3.Zoning and Land Use Comments

TAB# 3: Context Map

- 3A. Label the zoning on the map. Please add all the zoning districts to the map (I-1, MU-A, A-2 County, A-3 County, C-1 A-1 County, MU, and PUD). *Updated.*

TAB# 4: Site Analysis Narrative, Existing Conditions and Natural Features Map

- 3B. In Form A: Missing answer for # 6 Development Impacts on Existing Site Conditions. Add this to your resubmittal. *Updated.*
- 3C. Please change the title from Site Analysis Map to Existing Conditions Map. *Updated.*
- 3D. Please add airport overlay district boundaries. Denver International Airport. *Updated.*
- 3E. Wildlife habitat as identified by the Colorado Division of Wildlife is required on the Natural Features Map. Add this to your resubmittal. *Updated.*

TAB #7: Public Art Plan

- 3F. See comment 14 to follow and include the Public Art Plan in the resubmittal. *TAB 7 included in submittal.*

TAB #8 MP Land Use Map, Matrix, and Standard Notes

- 3G. Please add a thin-line (or gray) background grid dividing the map into ten-acre segments. *Updated.*
- 3H. Please add an indication of all proposed detention ponds. *Updated.*
- 3I. In FORM D and under column C it should read Light Industrial, not just Industrial. *Updated.*

TAB #9 MP Open Space, Circulation, and Neighborhood Plan

- 3J. Please add drainage ponds and major drainage facilities to the map required. *Updated.*

TAB #10 Urban Design Standards

- 3K. Please label all pictures and illustrations as “Example only.” *Updated.*
- 3L. Please add “will meet the City of Aurora Unified Development Ordinance” to Form F1 under Location of the Standards in the application package. *Updated.*
- 3M. Everywhere you use the word “consistent” with COA standards it should read, “meet” COA standards in the standards and text. *Updated.*
- 3N. Retaining wall: Retaining walls visible to the public view shall not be constructed from wood, plain concrete, or painted masonry units. *Updated.*

TAB #12 Architectural Standards

- 3O. Please add “meet the City of Aurora Unified Development Ordinance” to Form H under Location of the Standards in the application package. *Updated.*
- 3P. Per city code, loading docks are not allowed to be facing public streets. See comment 4O below and provide mitigation measures. *Updated.*
- 3Q. EFIS and Composite Wood are not permitted. *Updated.*
- 3R. Per Section 4.7.8.B.2 If walls are used, they shall not exceed nine feet in height and shall be similar in appearance and materials to the closest wall of the primary building structure they serve. *Updated.*
- 3S. Please see other redlines in Tab 12. *Updated.*
- 3T. Please change the loading dock's screen wall height from ten feet to nine feet. *Updated.*

TAB #13

- 3U. Please add Legends and Titles to the PIP exhibits.

4. Landscaping Issues (Kelly Bish / 303-739-7189 / kbish@auroragov.org / Comments in bright teal)

TAB 3

- 4A. Make the street names more legible. They are hard to read due to the hatching. *Updated.*

TAB 9

- 4B. Add the dashed line to the legend. *Updated.*

TAB 10

- 4C. Will there be slightly different signage proposed for commercial uses vs. industrial and how does the secondary monumentation relate to the primary? *Updated. Graphics updated.*
- 4D. If open space areas are being provided to meet the Parks Department Requirements, then work with PROS on what style, height, and material of fencing or wall would be acceptable. *Fencing is not being provided or envisioned in open space areas, however, should it be used, it is noted it must conform to PROS standards. Additional information on retaining walls has been provided.*

TAB 11

- 4E. The city code has been updated. Widths that are 4' or less may be all rock mulch. *Updated.*
- 4F. The curbside landscape requirements within the Unified Development Ordinance (UDO) call for a variety of shrub species that differ in height, color, and width. All evergreens will not achieve this. *Plant species updated. Developer prefers year around interest so evergreen, semi-evergreen and grass species are the primary selections. Percentage has been reduced slightly.*
- 4G. This is about buffers and where they will be required not land dedication. *Updated.*
- 4H. If drive-through restaurants are anticipated, please note the drive-through itself is not permitted between the street and the facade of the building. If that is anticipated, then an adjustment would be necessary and the landscape standards for the Master Plan should include screening above and beyond code

- requirements to address this. *Noted. No drive-thrus are envisioned.*
- 4I. These all appear to be streets on the PIP and would therefore need to include street frontage buffers. *Updated.*
- 4J. These standards may remain; however, the UDO does not require non-street buffers between the same or differing land use categories within multiple phases of a single approved Master Plan. *Updated.*
- 4K. This statement belongs in the landscape category below. *Updated.*

TAB 12

- 4L. When reviewing Tab 11 Landscape Standards, there does not appear to be any enhanced landscaping being proposed above UDO requirements to shield back-of-house and loading functions. Either remove the word 'enhanced' here or update Tab 11 to include the enhancements. *Updated.*
- 4M. Loading docks and all other service areas shall be screened from view from all public and private rights-of-way by the use of berms and landscaping, as required by code. *Updated.*
- 4N. Please be advised that the UDO does not allow loading docks to face streets. Please refer to Section 146-4.8.10 Special Standards for Industrial Districts. If the intent is to have this condition, then the Master Plan should address what mitigating measures would be provided to offset this condition as it would result in an adjustment request and those require measures that go above and beyond minimum code requirements. *Updated.*

TAB 13

- 4O. Where are the legends for these graphics? Where are the titles? What are each of these supposed to be representing? *Updated.*

5. Addressing (Phil Turner / 303-739-7357 / pcturner@auroragov.org)

- 5A. Please submit a preliminary digital addressing .SHP or a .DWG file as soon as possible. This digital file is used for street naming, addressing, and preliminary GIS analysis. Include the following layers as a minimum:
- Parcels
 - Street lines
 - Building footprints (If available)
- Please ensure that the digital file is provided in a NAD 83 feet, State plane, Central Colorado projection so it will display correctly within our GIS system. Please provide a CAD .dwg file that is a 2013 CAD version. Please eliminate any line work outside of the target area. More information can be found at: tinyurl.com/3xe6ds46 or by contacting CADGIS@auroragov.org
- Addressing files will be submitted directly to Phil Turner. Planning will be copied on this email.*

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

6.Civil Engineering (Julie Bingham / 303-739-7403 / jbingham@auroragov.org / Comments in green)

TAB 9

- 6A. Ensure this section matches what is proposed on the PIP. *Updated.*

TAB 13

NEATS has also identified a grade-separated crossing over the existing Union Pacific Railroad and I-70. This development would have a minimum 50% financial obligation for the crossing per City Code. Per the annexation agreement (expired 2006), this property is responsible for a share as determined by the City of Aurora for bridge crossings abutting the property. Since the annexation agreement has expired, the property is subject to the current Code which also requires a share

of improvements. Since this property encompasses the entire north half of the crossing, at a minimum it is responsible for 50% of the bridge. The timing of both of the crossings should be identified in this PIP. Per the City Code, the plan shall comply with all adopted plans and policies of the City Council. <https://aurora.municipal.codes/UDO/146-4.3.3> *The project is working directly with Jacob Cox and members of upper management on this item. Per a call with the City on May 30, 2024, we have been told Blue Eagle will have NO financial obligation for this overpass. The Eagle Ridge Master Plan has agreed to show an easement dedication for the future Hayesmount Road overpass to be developed at the time of plat". Easement area has been graphically shown on the Master Plan documents. The PIP notes: "There is a planned flyover along the Hayesmount roadway alignment. This flyover goes over E-470, East Colfax Avenue, and the Union Pacific Roadway. As discussed with the City, the only obligation to the Owner will be reserving a surface area for the geometry needed in case the flyover were to be built by the City or others. The area need to reserve that geometry is 4.9 acres and will be reserved until the flyover is constructed or until it is deemed to not be needed. The traffic impact study associated with this Master Plan describes obligations and triggers for this potential future Hayesmount Flyover."*

- 6B. The PIP is intended to identify the public improvements necessary to support a developer's project and to memorialize who has the responsibility for those improvements. The PIP is not intended to address the specifics of how improvements are funded by the responsible parties. Including that criteria on a PIP is overly burdensome and unnecessarily restrictive as funding strategies may shift over time. Moreover, the note as written identifies the Developer as committing the ARI funds to a particular improvement while in fact, the Developer is not the party that will be collecting the ARI funds. *Acknowledged. The funding discussion has been removed from the narrative.*
- 6C. A minimum of 24' of pavement is required for FLS needs. This language is also inconsistent with sheet 3. (typical), *Updated.*
- 6D. The sections described for the collectors are inconsistent with the description on page 3. Please review all collector descriptions and ensure they match the entire document. *Updated.*
- 6E. From the exhibit, it's not clear where a cul de sac would make sense. Please identify the locations of potential future compliant turnarounds for all exhibits. *Updated.*
- 6F. Per the exhibit, there are not two distinct different access points for this planning area. *Updated. This has been discussed with meetings with Life safety.*
- 6G. Clarify the limits of the middle N/S collector. Additionally, full width is required within the planning area. *Updated.*
- 6H. The full width of the road is required with this planning area. *Updated.*
- 6I. This limit is incorrect per the exhibit. The eastern limit goes past the Hayesmount Road collector. *Updated.*
- 6J. The three distinct areas are not clear to me. There appear to be five distinct areas potentially due to the middle E/W collector. *Updated. This has been discussed with meetings with Life safety.*

PIP

- 6K. Please see the comments on the PIP narrative. There are significant access issues with this master plan without the required grade-separated crossings. Two points of access are not currently provided to any of the planning areas as shown. *The grade-separated crossings should be shown as requirements for the planning areas on the exhibits. Discussions with the City regarding grade-separated crossing have occurred. The PIP matches the TIS report. This has been discussed with meetings with Life safety.*
- 6L. Two different collector sections are proposed on these sheets. Please clarify where each is proposed. *Updated.*
- 6M. Please provide a raised median for the proposed four-lane arterial. *This has been updated.*

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- 6N. The narrative identifies the west N/S collector as a requirement for this planning area as well. Please show this in the exhibit. This has been updated to be consistent between the PIP narrative and map.
- 6O. Which collector is proposed and where? *Updated.*
- 6P. The narrative indicates that only half sections of the collectors are required for these planning areas. Please show that requirement on the proposed sections or revise the narrative to require full sections of the collectors. (typical all exhibits) *Updated for all sections.*
- 6Q. How are two points of access provided to this planning area? *Updated. This has been discussed with meetings with Life safety.*
- 6R. Advisory: This is a very large planning area in comparison to the previous planning areas. If any of these pad sites within this planning area come in before the necessary infrastructure as indicated on this sheet, they would be required to build out all the street improvements regardless of proximity to the streets.
- 6S. How are two points of access provided to this planning area without the grade-separated crossing? *Acknowledged.*

7. Traffic Engineering (Dean Kaiser / 303-739-1718 / djkaiser@auroragov.org / Comments in amber)

PIP

- 7A. Identify the access control proposed at each intersection and show each intersection on 26th Avenue. *Updated.*
- 7B. NEATS has identified a grade-separated crossing over the existing Union Pacific Railroad and I-70. This development would have a minimum 50% financial obligation for the crossing per City Code. Per the annexation agreement (expired 2006), this property is responsible for a share as determined by the City of Aurora for bridge crossings abutting the property. Since the annexation agreement has expired, the property is subject to the current Code which also requires a proportional share of improvements. Since this property encompasses the entire north half of the crossing, at a minimum it is responsible for 50% of the bridge. The timing of both of the crossings should be identified in this PIP. Per the City Code, the plan shall comply with all adopted plans and policies of the City Council.
<https://aurora.municipal.codes/UDO/146-4.3.3> *The PIP now matches the TIS report including the discussion on the grade-separated crossing.*

Traffic Impact Study

- 7C. 2024-02-23 (DJK) reviewed and provided comments regarding the need for southern access, growth rates used, HCS and Synchro versions used, proposed truck percentages, turning movement distribution percentages, and NCHRP Internal trip captures for Office (?). It was noted that there is nothing for warehousing and a signal warrant #2 graphic is required (not threshold volume amount).
LSC Response: See our responses throughout the report. City staff and the applicant held a meeting on June 14, 2024 to discuss access to the south. The traffic study has been revised as agreed upon in that meeting.
- 7D. NEATS also has identified a grade-separated crossing with the railroad.
LSC Response: The text has been revised following a meeting with the City of Aurora June 14, 2024.
- 7E. Include % growth values used and how implemented.
LSC Response: As was agreed upon in the June 14, 2024 meeting, a 2030 analysis year has been added that was based on a growth rate value. It is not possible to utilize a growth rate for the long-term year (revised to 2050) due to the significant changes in traffic patterns with the construction of the north half of the I-70/Monaghan interchange and the completion of Watkins Road across the railroad tracks. The TIS includes a detailed description of the resources used to estimate the 2050 background volumes.
- 7F. Mention which highway capacity edition you are using here.
LSC Response: The additional information has been added as requested

- 7G. State the version you are using. Then provide truck % associated with trip generation. It appears your AM/PM trips are only upwards of 29% of daily trips - 71% of the day these large trucks may arrive/depart.
LSC Response: The version of Synchro used for the analysis has been added as requested. A table showing truck traffic generation has been added to the updated TIS. The results were utilized in the 2030 and 2050 level of service analysis
- 7H. We need to see turning movement distributions %.
LSC Response: Added as requested
- 7I. (AM) $237 - .5 \times 122 = 176$ $x .29 = 51$ PM $961 - .5 \times 94 = 914$ $x .29 = 265$ Half of each is the pass-by numbers. Please confirm.
LSC Response: All passby trips are assumed to enter and exit the site within the peak hour (i.e. the passby directional distribution is assumed to be 50% entering and 50% exiting)
- 7J. What's the intention of this year's data points? Is this 2040 data points?
LSC Response: The analysis has been revised based on the updated analysis years (2030 and 2050)
- 7K. Please explain, MUTCDs Fig 4C-2 should be used, are these values extrapolated from that figure? 644/134 meets volume criteria as I view it, as does 853/37 values. Provide graphics.
LSC Response: A graphic has been provided as requested
- 7L. Will be required to construct the entire side of 26th along the site frontage, which will include EB LT lane?
LSC Response: The table has been revised
- 7M. Refer to PIP comments on the presence of access to Colfax.
LSC Response: Noted
- 7N. Where is the intended roundabout proposed? Traffic in southern PA's expected to traverse it regularly?
LSC Response: The figures have been updated to more clearly show the location of the roundabout. Traffic in the southern PA's will be expected to traverse it. The roundabout should be designed to accommodate large vehicles.
- 7O. Identify PAs in this figure, trying to locate the intended Roundabout that TRUCKS will have to traverse regularly based on the Site Plan provided earlier.
LSC Response: The figures have been updated to more clearly show the location of the roundabout. Traffic in the southern PA's will be expected to traverse it. The roundabout should be designed to accommodate large vehicles.
- 7P. Initial observations, Traffic and Engineering will be strong advocates for access and connectivity here to match NEATS requirements. The increased traffic identified above 26th, along with the lack of connectivity (namely no application currently) for the E/W connection mid-property (intersections 16-17 as depicted) will indicate the southern access across UPRR to Colfax.
LSC Response: A meeting was held between City staff and the applicant on June 14, 2024. At that meeting it was agreed that the applicant would reserve an easement or the geometry for a future overpass/flyover. As part of that meeting it was also agreed that the TIS would be updated to include a buildout year analysis that assumes the Picadilly Road and Aerotropolis interchanges with I-70 are in place but that the north half of the Monaghan interchange with I-70, the Hayesmouth flyover and the Watkins Road extension north to E. 26th Avenue will not be in place. It was also agreed that the long-term year would be revised to 2050 and that that scenario would assume all the roadway connections in NEATS except for the Hayesmouth flyover.
- 7Q. More than half this traffic is Blue Eagle site traffic - significant impact.
LSC Response: Noted
- 7R. The site Plan (PIP) does not identify the need for a roundabout at this intersection.
LSC Response: We have recommended the roundabout at this location to accommodate the projected vehicle queues between E. 26th Avenue and the first east-west collector to the south.
- 7S. Operational constraints with heavy vehicles.

LSC Response: The analysis has been updated to include appropriate large vehicle percents. The roundabout design will need to accommodate large trucks. The roundabout was recommended to calm speeds through the commercial area and to facilitate U-Turn movements.

8. Fire / Life Safety (Mark Apodaca / 303-739-7656 / mapodaca@auroragov.org / Comments in blue)

8A. Tab 8 / Sheet 2 of 5 / Map

- Please show the Whelen siren location on the map. *Updated.*
- See comment for the 2nd point of access. *Noted.*

8B. Tab 8 / Sheet 3 of 5 Matrix

- Show the Whelen siren system in the matrix. *Updated.*

8C. Tab 13 / Sheet 7 of 30 / Public Improvement Plan

- See comment to include looped water supply in off-site improvements. *Acknowledged.*

8D. Tab 13 / Sheet 1 of 7 / Map

- See note for looped water supply. *Acknowledged.*

8E. MUS Sheet 64 of 65 / Map

- See comments for looped water supply and dead-end water main. *Acknowledged.*

9. Aurora Water (Casey Ballard / 303-739-7382 / cballard@auroragov.org / Comments in red)

Master Utility Report

- 9A. Advisory: Please review Appendix F of the Standards and Specifications as it relates to heavy water use. This may impact potential users such as data centers and manufacturing. *Acknowledged.*
- 9B. Another possible solution would be a lift station west to then discharge to the First Creek Basin through Aurora Highlands. This would require analysis but could prevent long-term costs for the development, maintenance and operation of the private package plant. *Acknowledged.*
- 9C. This site is in Zone 3 with an HGL of 5,720. Zone 4 has an HGL of 5,850. This will have significant impacts on your water model and pressures. This information is to be in the narrative as well. *Updated.*
- 9D. Water models to the City typically do not include mains into the building as fire service size is determined during the civil plan and building permit review for that specific building. The model should only analyze the public water mains through the development. *Updated.*
- 9E. I would recommend reviewing the model and looking at reducing the main size where possible. This document will be referenced during site plan and civil plans which will require the development to install 12-inch loops for the entire site. *Updated.*
- 9F. The construction documents do not need to be included in the Master Utility Study. *Acknowledged.*
- 9G. Please include the dash. *Updated.*
- 9H. The minimum public main is an eight inch. *Updated.*
- 9I. Please use the example template that should be emailed with the completion of this review. *Updated.*
- 9J. The minimum public main is eight inches. Update for all proposed 6-inch main. *Updated.*
- 9K. PRVs are to be shown on the model as well. *Updated.*
- 9L. This is shown as 12-inch on the model tables. *Updated.*
- 9M. Per the Integrated Water Master Plan, the water main along the south border of this property is to be 16-inch as well as a north/south segment. This north/south segment can be along the western boundary of the site or through the middle. *Updated.*
- 9N. Include a reservoir table for T1 and T-2 showing what their elevation is. *Updated.*

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- 9O. Up-size to 16-inch *Updated.*
- 9P. Conceptual PRV locations need to be shown in this plan. They are also to show the pressure zone on either side of the PRV. *Updated.*
- 9Q. Lift stations and force mains are not part of the potable water system. *Updated.*
- 9R. Summarize PA-5 to Node J or reduce the number of Nodes in PA-5. Nodes should be for significant flow additions and pipe size changes. *Updated.*
- 9S. Remove Fire & Life Safety from the sanitary sewer exhibit. *Updated.*

PIP

- 9T. While the exact location of the package facility is conceptual at this stage it should still be within City limits and close to a discharge point. It is also to discharge directly to a channel, not a pond or other detention feature, and avoid the flows crossing any sidewalk or maintenance path. *Acknowledged.*
- 9U. Dead-end water mains should be avoided. A dead end is not allowed to have more than one hydrant on it. *Acknowledged.*

10. Forestry (Becky Lamphear/ 303-739-7177 / rlamphear@auroragov.org / Comments in purple)

- 10A. No comments. *Noted.*

11. PROS (Erick del Angel / 303-739-7131 / edelang@auroragov.org / Comments in mauve)

TAB 8

- 11A. Change the Planning Area Map codes from OS/D to D/D. Change the color symbology from green to another color to differentiate it from the open space. *Land Use Map has been updated to include the northern detention and drainage areas within the individual planning areas.*
- 11B. Either create a new planning area designation for each or a combined area for both proposed detention ponds so that they are excepted out of PA-7 which should only be the open space acreage being proposed to satisfy the public land dedication requirement of the annexation agreement. *Land Use Map has been updated to include the northern detention and drainage areas within the individual planning areas. The detention pond areas are specifically excluded on Form J, but remain in the larger Open Space planning area.*
- 11C. For clarity, call these planning areas "Detention/Drainage." Carry this designation forward on the Land Use Map. *Land Use Map has been updated to include the northern detention and drainage areas within the individual planning areas.*
- 11D. The matrix is missing Line 21, which is supposed to identify the Total Open Space Land. Add this line item:
- The Annexation Agreement for your project specifies that a minimum of two percent (2%) of the non-residential land shall be dedicated for public use purposes. Reference that in Column E.
 - For a non-residential project such as this one, the land dedication is typically provided in the form of amenities open space with trails, benches, trash receptacles, etc. Detention infrastructure should not be included in the proposed acreage for dedication credit. *Updated.*
- 11E. Unless the developer desires to add programmatic elements required of a park, remove reference to this being a "park." *Programmatic elements have been included.*

TAB 9

- 11F. Since PA-7 and trails along with any other bike/ped corridors will only be on this map, why not combine it with the Circulation Plan? *Updated.*
- 11G. Remove these planning areas from Form J. *Form J updated to match updated condition.*
- 11H. Unless the intent is to construct programmatic elements required of a park, remove reference to this being a "park." Also, describe the amenities/facilities/uses to be provided for employees and the general public. *Programmatic elements have been included and are described on Form J.*

- 11I. Update the acreage to reflect the adjusted configuration after the detention/drainage planning areas are removed. *Land Use Map has been updated to include the northern detention and drainage areas within the individual planning areas. The detention pond areas are specifically excluded on Form J, but remain in the larger Open Space planning area.*
- 11J. Update this text, including the acreage, according to other comments. *Updated.*
- 11K. Open space improvements are typically put in place concurrently with the construction of drainage improvements and nearby detention or utility infrastructure. *Noted.*
- 11L. Include a block Space for the PROS Director signature and date. *Updated.*
- 11M. Show only the final configuration of PA-7 as open space. Remove PA-2 and PA-5 from this map unless those areas include maintenance access paths that will double as trails for pedestrian and bicycle connectivity. *Land Use Map has been updated to include the northern detention and drainage areas within the individual planning areas.*
- 11N. Tab 4 Narrative states, "the Master Plan will provide amenities in and along Prairie Dog Draw open space area". PROS suggests showing a 6' loop trail or similar crusher fines or concrete to activate the open space. *Programmatic elements have been included.*
- 11O. The legend and map should include linework to show trails and other proposed routes for pedestrians and bicyclists. *Updated.*

12. Land Development Services (Roger Nelson / 720-587-2657 / ronelson@auroragov.org / Comments in magenta)

- 12A. No comments. *Noted.*

13. Easements (Grace Gray / 303-739-7277 / ggray@auroragov.org / Comments in magenta)

- 13A. Easement processes will be required at the time of the Site Plan and Plat. *Noted.*

14. Public Art (Roberta Bloom / 303-739-6747 / rbloom@auroragov.org)

- 14A. As part of a Metropolitan District, Blue Eagle Logistics has a public art requirement. A public art plan must be developed, submitted, and approved, and a public art application fee paid before the Master Plan can be approved. Please follow the Public Art Guidelines for Developers in Metro Districts. It will be available to you through your city planner when notes are provided. Please contact me, Roberta Bloom, at rbloom@auroragov.org, with any questions. *Noted. TAB 7 has been included with this submittal.*
- 14B. Attached is a copy of the Guidelines for Developers in Metro Districts. It is still the 2023 version because I am awaiting the new fees from Finance. *Noted.*

15. Planning Transportation (Tom Worker- Braddock/ 303-739-7340/ tworker@auroragov.org)

- 15A. Please contact the reviewer directly for any comments. No comments were provided during the time of this review. *Comments listed below received via email on 4-8-2024.*
- Hayesmount is identified in NEATS 2018 as a 4-lane, minor arterial through this site, with arterial classification terminating at 26th Avenue. The site plan identifies it as a collector. *Traffic volumes do not warrant arterial status. Traffic volumes do not warrant Collector status, but applicant will show as a collector anyway.*
 - Monaghan Road is identified in the site plan as a east-west collector. Considering that Monaghan is identified in NEATS 2018 as a N-S major arterial, why is the name being applied to an E-W collector? . *We concur that Monaghan is a N/S arterial. We will make sure labeling is clear that the E/W connecting rd. is not labeled as "Monaghan". Please note that E/W connecting rd. is off-site from Blue Eagle.*
 - Roadway cross sections should be internally consistent. *Noted.*
 - Applicant needs to address grade separated crossing across I-70 and UPRR, as identified in NEATS 2018. *The project is working directly with Jacob Cox and members of upper management on this item. Per a*

call with the City on May 30, 2024, we have been told Blue Eagle will have NO financial obligation for this overpass. The Eagle Ridge Master Plan has agreed to show an easement dedication for the future Hayesmount Road overpass to be developed at the time of plat". Easement area has been graphically shown on the Master Plan documents. PIP states: "There is a planned flyover along the Hayesmount roadway alignment. This flyover goes over E-470, East Colfax Avenue, and the Union Pacific Roadway. As discussed with the City, the only obligation to the Owner will be reserving a surface area for the geometry needed in case the flyover were to be built by the City or others. The area need to reserve that geometry is 4.9 acres and will be reserved until the flyover is constructed or until it is deemed to not be needed. The traffic impact study associated with this Master Plan describes obligations and triggers for this potential future Hayesmount Flyover."

16. Revenue Aurora Water / Taps Office – Melody Oestmann – moestman@auroragov.org / Storm Drain

16A. Development Fee Due 417.42 acres x \$1,242 = \$518,435.64. at the time of the subdivision plat. *Noted.*

16B. Commercial users with meters one and one-half inches and smaller with landscaped areas not served by a separate irrigation system shall be charged an outdoor fee based on the total landscaped area. *Noted.*

17. Xcel Energy

Letter dated 2/16/2024 acknowledged.

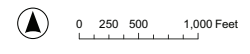
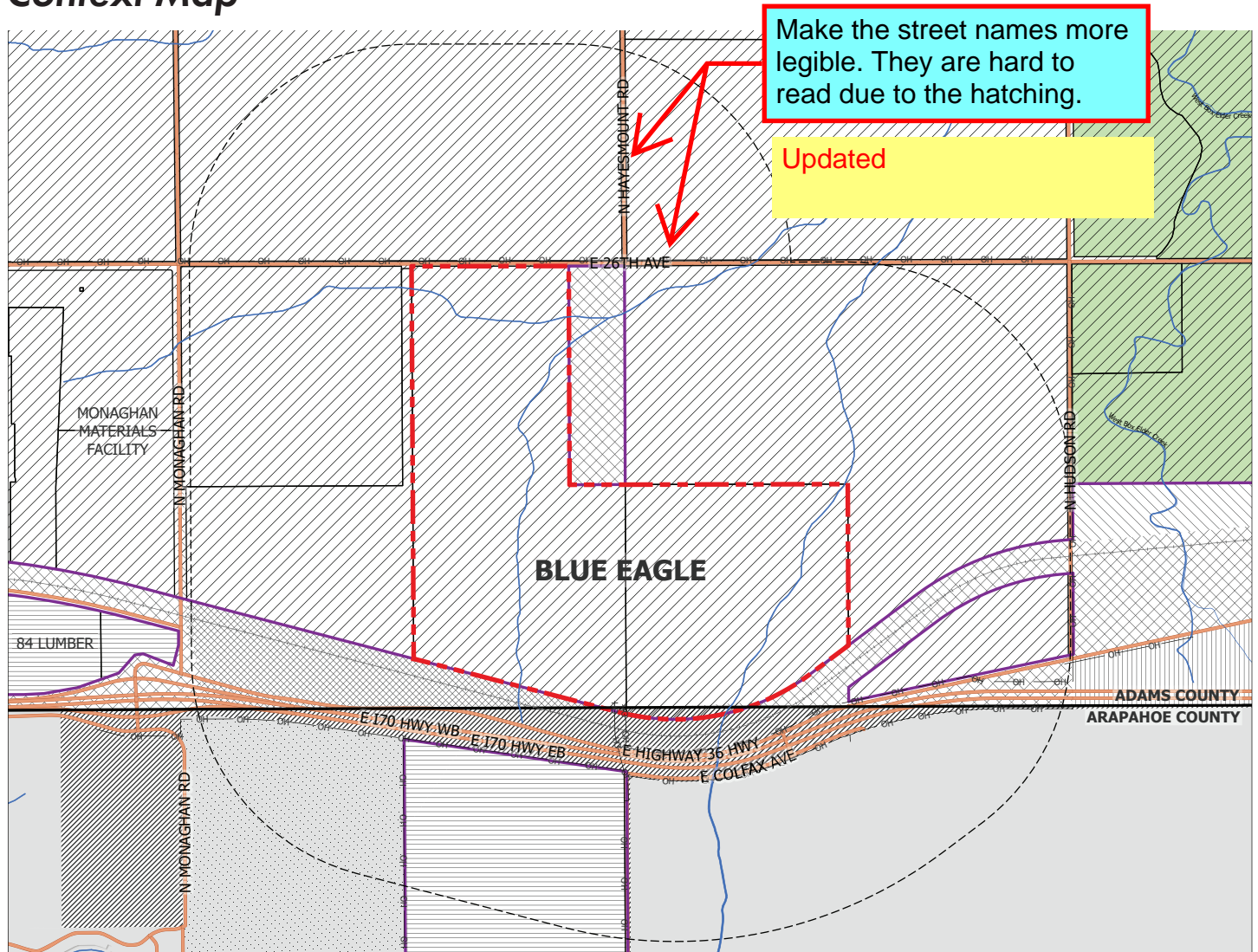


BLUE EAGLE

CONTEXT MAP

TAB 3

Context Map



Legend

- City of Aurora
- County Line
- 1/2 mi Perimeter Buffer
- Project Boundary
- Parcels
- Existing Streets
- Railroads
- Drainage Ways
- Power Lines
- Parks and Open Space

Zoning

- AD
- MU-A
- A-2
- A-3
- C-1
- I-1
- A-1
- MU
- PUD

Label the zoning on the map.

Updated

NOTES:
1. No existing or proposed developments, planned or existing trails, open space, parks, schools, neighborhoods, land development, commercial nodes, or activity use centers exist within one half mile of the project perimeter.

TAB 3 - CONTEXT MAP



BLUE EAGLE

SITE ANALYSIS NARRATIVE

TAB 4

Site Analysis Narrative (FORM A)

1. General Site Character

Briefly describe the existing location and physical character of your site. What are its most important and distinguishing features?

Located in northeastern Aurora, the +/-417-acre site is characterized by its arid climate, with sparse to no vegetation and relatively flat topography. This makes it an ideal location for industrial development due to its wide open spaces, lack of vegetation and easy access to major transportation routes.

The northern portion of the site lies adjacent to E. 26th Ave., which is identified to transition to a minor arterial in the future. This will provide convenient access for commuters and the transportation of goods for the industrial uses proposed for the site. To the south, the site is bordered by an Union Pacific (UP) rail line. E. Colfax Ave. is located south of the rail line. Currently there is an existing access easement from E. Colfax Ave. to the existing residential home located on the southern portion of the site. The Master Plan concept would like to maintain the existing access easement across the UP rail line to provide an emergency access easement for the development. South of E. Colfax Ave. is I-70. The Master Plan is not proposing any direct access to E. Colfax Ave. or I-70 due to the UP rail line.

2. Site Assets

Based on your site analysis, what are your site’s most important physical assets and potential amenities? Consider location, relationship to existing and proposed transportation networks, scenic beauty, recreation potential, special natural resources, etc.

One notable feature of this site is the Prairie Dog Draw, which is identified as a 100-year flood plain, that runs from south to north in the eastern portion of the site. This draw provides an opportunity for recreational activities such as trails and areas of refuge. The floodplain provides a natural barrier and adds to the unique character of the site. The Master Plan proposed that there will be no crossing of this draw and an open space area will be maintained to the east of the draw.

3. Site Restrictions

Based on your site analysis, what are the physical restrictions and site characteristics that may pose a challenge to development? Consider location, nature of surrounding conditions, environmental pollution, airport noise contours, lack of existing infrastructure, steep slopes, etc.

Blue Eagle site is encroached on the eastern side by a 100-year flood zone known as Prairie Dog Draw. The Plan does not propose any vehicular crossings in this area and it will be maintained as an open space amenity for future site users.

The site is surrounded on three sides - western, eastern, and northeastern, by mostly undeveloped land. This presents an opportunity to provide future circulation connections with neighboring developments.

4. Design Response to Site Assets

How does your proposed development plan take advantage of all the site assets identified by your analysis?

With the remote nature and relatively flat topography of the site, the proposed Master Plan will provide amenities in and along the Prairie Dog Draw open space area. This project can create a catalyst for future site development in the area to connect to and expand upon the proposed trails in and along the Prairie Dog Draw open space area.

5. Design Response to Site Challenges

How does your development plan deal with the site’s development constraints as identified above? Have you considered alternate strategies to deal with these problems? If so, why did you select the particular approach shown on your development plan?

The location of the 100-year flood zone on the southeast portion of the site proposes a site challenge due to regulations that limit development within this area. However, this restriction is offset by the benefits it brings to the overall development plan. The riparian area created by the floodplain make it an ideal location for open space amenities for future site users.

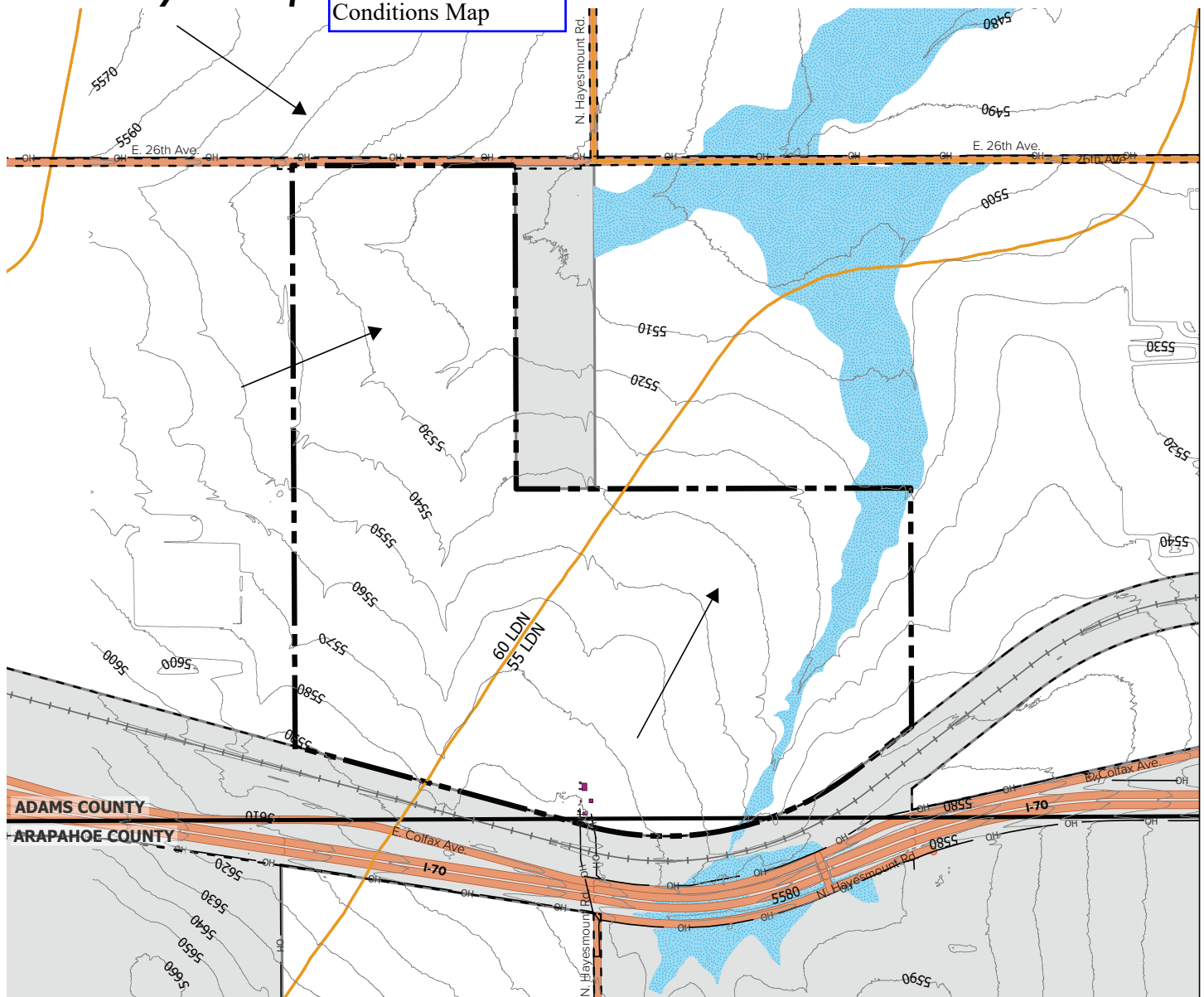
Missing answer for # 6
Development Impacts
on Existing site
Conditions

Updated

Site Analysis Map

Please change the title from Site Analysis Map to Existing Conditions Map

Updated



- City of Aurora
- Project Boundary
- Airport Noise Zone
- 100 Year Flood Zone
- Drainage Ways
- Existing Structures
- Existing Right of Way
- Existing Streets
- Railroads
- Power Lines
- 10ft Contours
- Slope Direction

Please add airport overlay district boundaries

Updated. See note #1

NOTES:

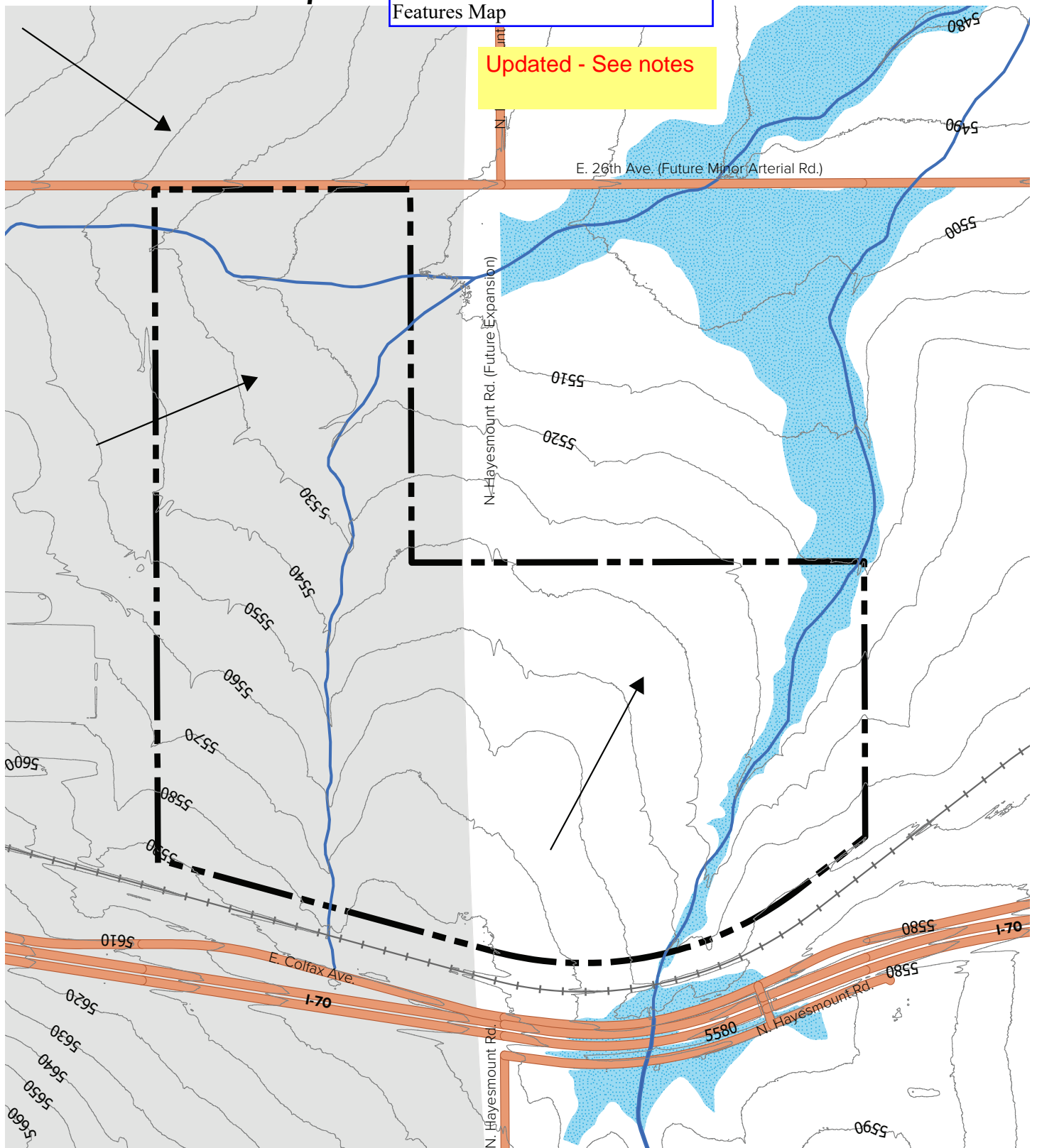
1. Blue Eagle is located within the boundaries of the Bennett School District 29J.
2. Blue Eagle is located within the boundaries of the Aurora/Bennett Fire District.

TAB 4 - SITE ANALYSIS NARRATIVE

Natural Features Map

Please add Wildlife habitat as identified by the Colorado Division of Wildlife is required in the Natural Features Map

Updated - See notes



TAB 4 - SITE ANALYSIS NARRATIVE

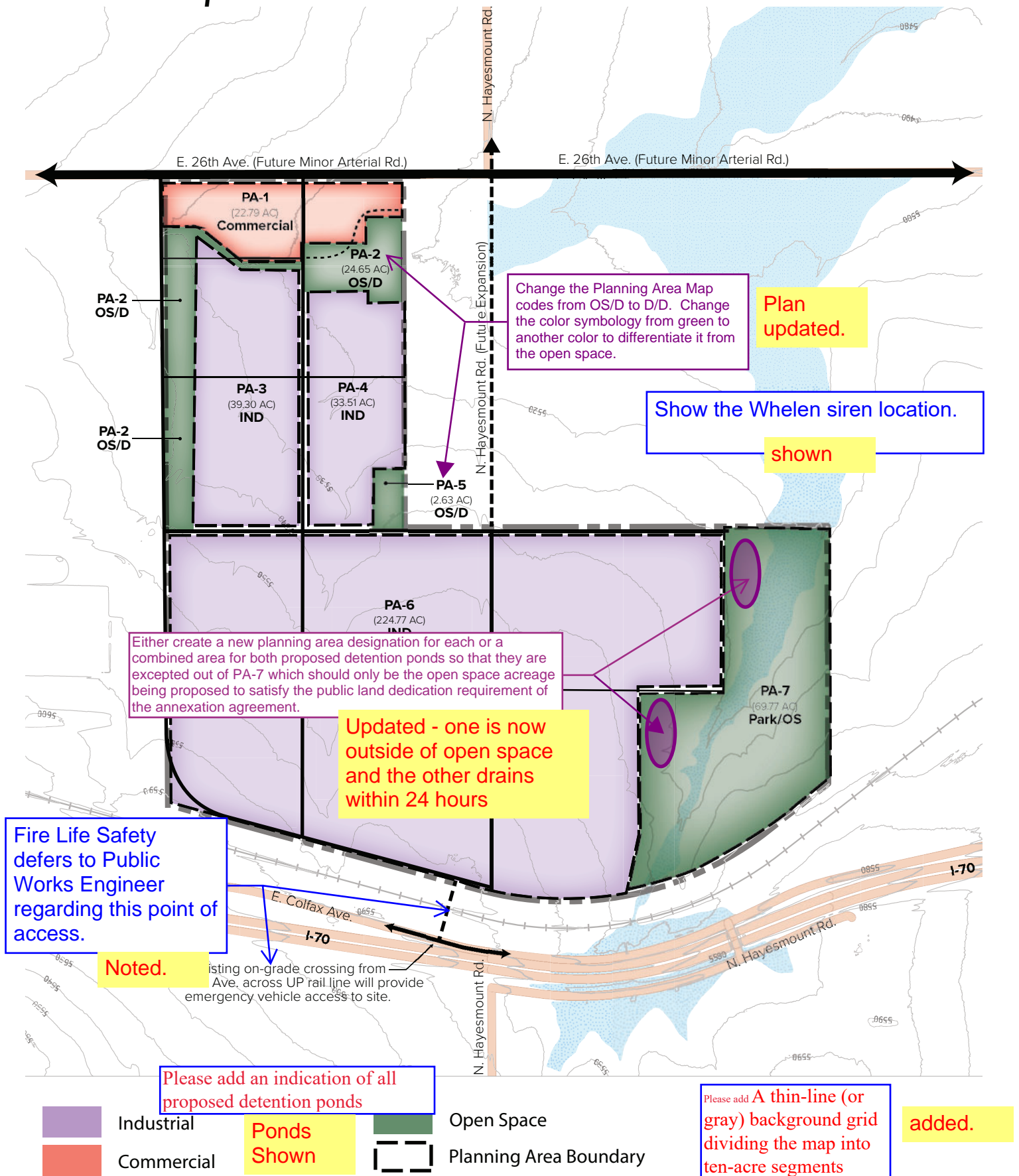


BLUE EAGLE

***LAND USE MAP, MATRIX,
& STANDARD NOTES***

TAB 8

Land Use Map



TAB 8 - LAND USE MAP, MATRIX & STANDARD NOTES

Land Use Matrix (Form D)

Show the 10' x 10' Whelen siren land dedication.

A	B	C	D	E	F	G	H
Land Use Item	Planning Area Number	Map Area Code	Gross Land Area in Acres	Land Use Formula	Maximum Potential Density by Code	Actual Proposed Maximum Density	Phasing, Details & Comments
1. Flood Plain Areas	PA-7	FLOODPL	13.75	100-Yr Flood Plain	N/A	N/A	N/A
2. Required Land Dedication Areas for Parks, Schools, Fire Stations, Police Stations, Libraries	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3. Development Areas							
Subzone:	PA-1	Commercial	22.79	N/A	N/A	N/A	
	PA-2	Detention Pond	24.65	N/A	N/A	N/A	
	PA-3	Industrial	39.30	N/A	N/A	N/A	
	PA-4	Industrial	33.5	N/A	N/A	N/A	
	PA-5	Detention Pond	2.6	N/A	N/A	N/A	
	PA-6	Industrial	224.77	N/A	N/A	N/A	
	PA-7	Open Space / Park	69.77	N/A	N/A	N/A	
4. Total Map Acreage							
5. Less 1/2 of Perimeter Streets Not Owned by Applicant			0				
6. Applicant's Acreage Listed in Application (Line 4 minus line 5)			417.42				
7. Total Flood Plain Acreage			13.75				
8. Total Adjusted Gross MP Acreage (Line 4 minus line 7)			403.67				
9. Total SFD/SFA Planning Areas			0				
10. Total MF Planning Areas			0				
11. Total Residential			0				
12. Check for Average Residential Density in each Subzone			N/A				
13. Small Lot Total for Sub Area C			0				
14. Check for max. allowable number of MF units in each subzone			N/A				
15. Total Retail Planning Areas	PA-1	Commercial/Retail	22.79				Commercial / Retail
16. Total Office Planning Areas			0.0				
17. Total Industrial planning areas	PA-3 / PA-4 / PA-6	Industrial	297.6				Industrial
18. Total mixed commercial planning areas			0				Commercial / Retail / Office
19. Total Commercial			22.79				

TAB 8 - LAND USE MAP, MATRIX & STANDARD NOTES



Land Use Map Matrix (Form D)

A	B	C	D	E	F	G	H
Land Use Item	Planning Area Map Number	Map Area Code	Gross Land Area in Acres	Land Use Formula	Maximum Potential Density by Code	Actual Proposed Maximum Density	Phasing, Details & Comments
20. Total Neighborhood Park Land	N/A		0				Park dedication is based on residential units. No residential units are proposed for this Master Plan.
22. Total Community Park Land	N/A		0.0				Park dedication is based on residential units. No residential units are proposed for this Master Plan.
23. Total Park and Open Space Land	PA-7		56.02				PA-7 consists of 13.75-acres of Floodplain area. This area was removed from the gross parcel area of 69.77-acres, for a net open space/park area of 56.02-acres.

Updated

The matrix is missing Line 21, which is supposed to identify the Total Open Space Land. Add this line item:

- The Annexation Agreement for your project specifies that a minimum of two percent (2%) of the non-residential land shall be dedicated for public use purposes. Reference that in Column E.
- For a non-residential project such as this one, the land dedication is typically provided in the form of amenitized open space with trails, benches, trash receptacles, etc.
- Detention infrastructure should not be included in the proposed acreage for dedication credit.

Standard MP Notes

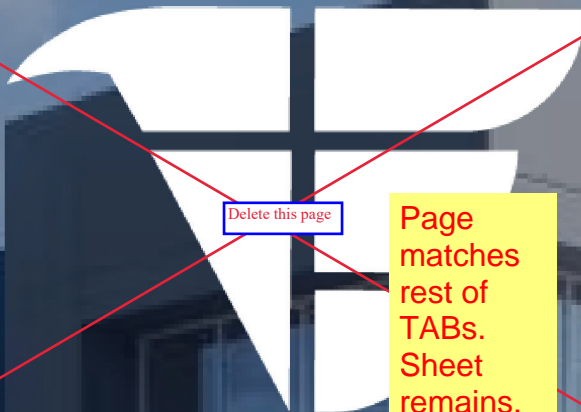
1. Traffic Signal Costs. Owner and/or developers are responsible for 100 percent of signal costs for interior intersections. The cost of signals at perimeter intersections will be prorated. Signal locations and cost sharing will be determined at Contextual Site Plan.

2. Street Lights. Streetlights must be constructed along all public streets as required by City Code Section 126.226.

Update note #8 with:

THE DEVELOPER IS RESPONSIBLE FOR CONSTRUCTION OF ALL ON-SITE AND OFF-SITE INFRASTRUCTURE NEEDED TO ESTABLISH TWO POINTS OF EMERGENCY ACCESS TO THE OVERALL SITE AND EACH INTERNAL PHASE OF CONSTRUCTION. THIS REQUIREMENT INCLUDES, BUT IS NOT LIMITED TO, THE CONSTRUCTION OF ANY EMERGENCY CROSSINGS IMPROVEMENTS, LOOPED WATER SUPPLY AND FIRE HYDRANTS AS REQUIRED BY THE ADOPTED FIRE CODE AND CITY ORDINANCES.

- Plan. In the event of any plan conflicts with the MP, including, but not limited to, the size, location and regional detention ponds and/or drainage way locations, cross sections and water drainage plan, as approved by the City, shall govern. Drainage ponds drop structures and other facilities are subject to preliminary plat or site review.
- Updated
7. 404 Permit. The developer is responsible to comply with any requirements of the Army Corps of Engineers (if any) with regards to 404 permitting and wetlands mitigation.
 8. Emergency Access. The developer shall provide two points of paved emergency access and a looped water supply to each phase of the development as approved by the City. The developer shall provide emergency crossings that meet all city standards. The developer/applicant is required to provide all offsite roadways necessary to provide the two distinct points of access to the overall site.
 9. The Master Utility Study, Master Drainage Study and Master Transportation Study are incorporated as a part of the MP. Final approval of these documents is required before acceptance of an application for the first within the project.
 10. Landscaping Standards. Unless otherwise noted herein in an adjustment, the landscaping standards outlined in the UDO apply to this MP. Where the standards outlined in the UDO conflict with standards within this MP, the more restrictive shall apply.
 11. Future Amendments. Any future amendments to architecture, landscape architecture and other urban design standards and related drawings must demonstrate an equal or better quality than the approved MP standards.
 12. MP Adjustments. Except for any adjustments listed below, this MP will be interpreted to mean that all standards contained in the MP will meet or exceed all city code requirements.
 13. Design Standards. An MP amendment as per the requirements of Sections 3.9, 3.12, 3.13, and 3.14 of the MP Manual will be required to be submitted either with the application for the MP or as an amendment to the MP to be submitted with the application for the first Preliminary Plat or Site Plan in the development.
 14. Major arterial medians to be publicly maintained shall be designed and constructed in accordance with P&OSD Public Median Standards. (These policies are pending completion.)
 15. Major arterial medians to be privately maintained shall be designed and constructed in accordance with P&OSD Public Median Standards. (These policies are pending completion.)



Delete this page

Page
matches
rest of
TABs.
Sheet
remains.

BLUE EAGLE

***OPEN SPACE,
CIRCULATION AND
NEIGHBORHOOD PLAN***

TAB 9

Open Space Plan

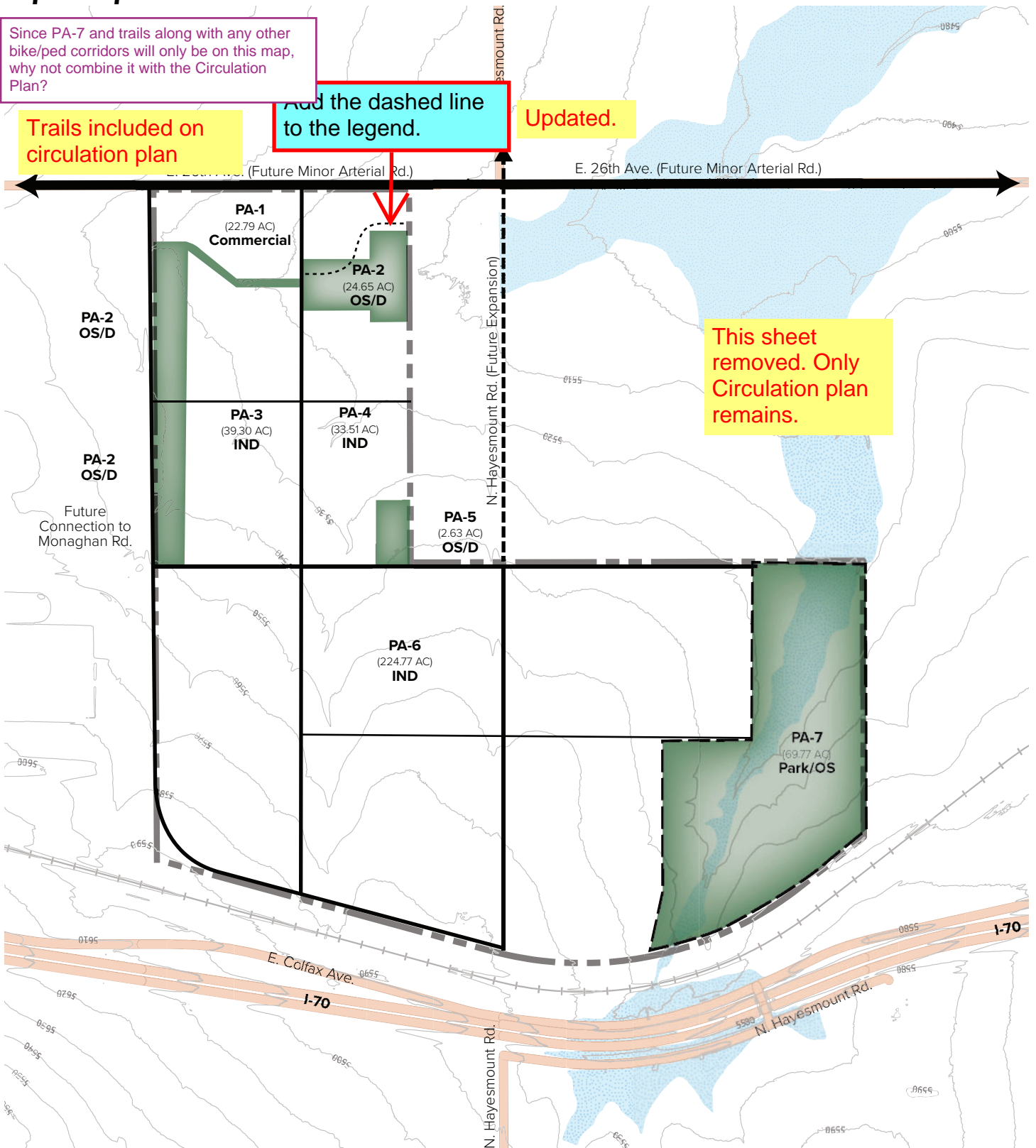
Since PA-7 and trails along with any other bike/ped corridors will only be on this map, why not combine it with the Circulation Plan?

Trails included on circulation plan

Add the dashed line to the legend.

Updated.

This sheet removed. Only Circulation plan remains.



Please show drainage ponds and major drainage facilities

Updated.

Open Space
Planning Area Boundary

TAB 9 - OPEN SPACE, CIRCULATION, AND NEIGHBORHOOD PLAN

PROS Matrix (Form J)

Planning Area Designation	Description & Inventory of Facilities	Total Acreage	Parks Dept. Credited Acreage	Facility Funding & Construction Responsibilities	Final Ownership & Maintenance Responsibilities	Trigger for each Phase	Comments
PA-1	Commercial	22.79		Metro District	Metro District		
PA-2	Detention / Open Space	24.65		Metro District	Metro District	The detention areas will be constructed prior to any tenant construction	
PA-3	Industrial	39.3		Metro District	Metro District		
PA-4	Industrial	33.51		Metro District	Metro District		
PA-5	Detention / Open Space	2.63		Metro District	Metro District	The detention areas will be constructed prior to any tenant construction	
PA-6	Industrial				District		
PA-7	Park Open Space / Floodplain	69.77	56.02	Metro District	Metro District		PA-7 consists of 13.75-acres of Floodplain area. This area was removed from the gross parcel area of 69.77-acres, for a net open space/park area of 56.02-acres.
Total Open Space Acreage		417.42	56.02				
Grand Total		417.42	56.02				

Remove these planning areas from Form J.

Updated.

Unless the intent is to construct programmatic elements required of a park, remove reference to this being a "park." Also, describe the amenities/facilities/uses to be provided for employees and the general public.

Updated.

Update the acreage to reflect the adjusted configuration after the detention/drainage planning areas are removed.

Updated.

Include a block.space for PROS Director signature and date.

Updated.

Open space improvements are typically put in place concurrent with the construction of drainage improvements and nearby detention or utility infrastructure.

Updated.

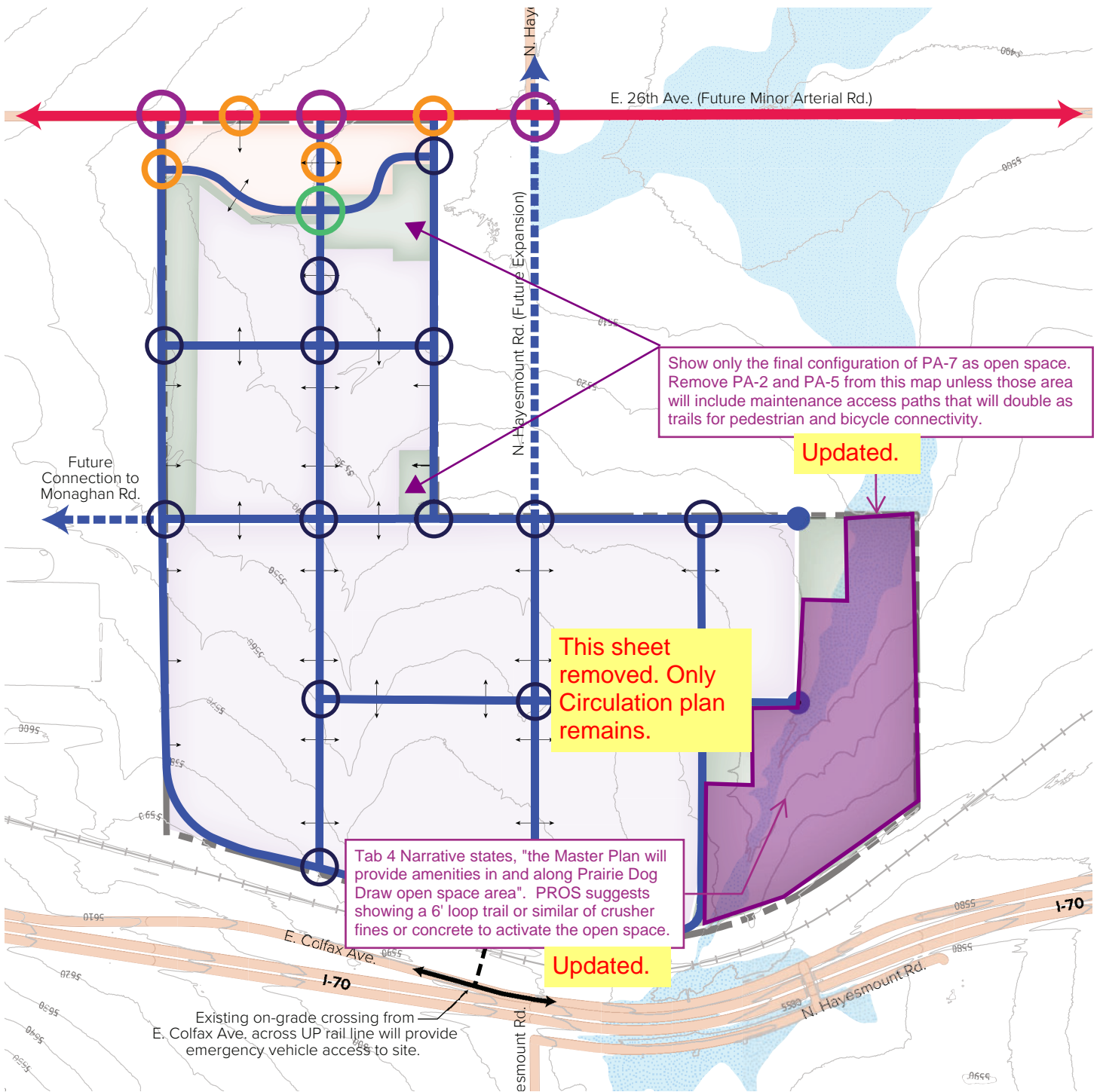
Update this text, including the acreage, accordingly to other comments.

Updated.

TAB 9 - OPEN SPACE, CIRCULATION, AND NEIGHBORHOOD PLAN



Circulation Plan

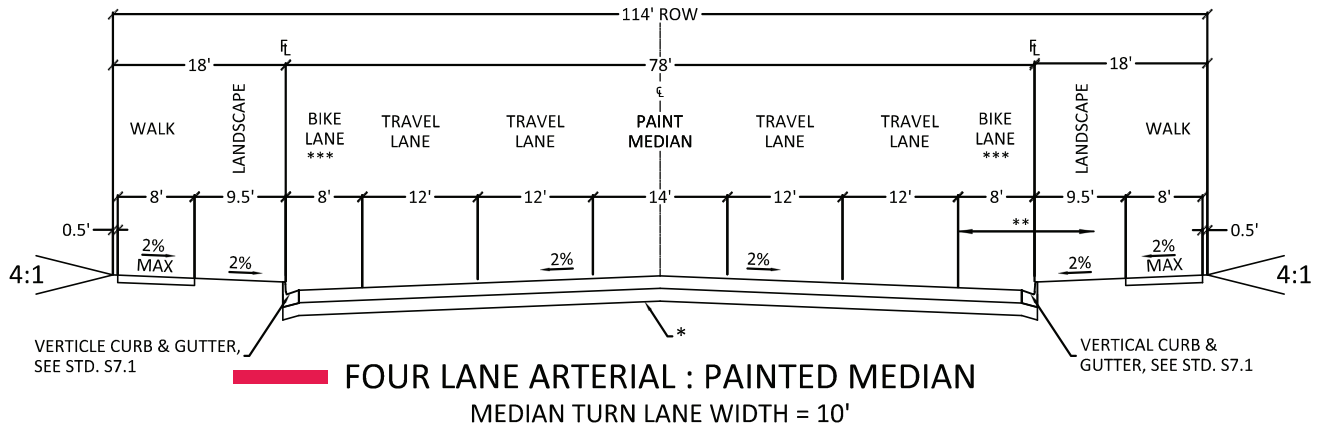


- Minor Arterial Rd. (Future)
4-Lane - 114' ROW
(Only constructing south half)
 - 3-Lane Collector
(80' ROW)
 - Future 3-Lane Collector
(80' ROW)
 - Full Movement Access with two-way stop sign control (Potential for signalization)
 - Full Movement Access with two-way stop sign control
 - Lane Roundabout
 - Right-In / Right-Out
- The legend and map should include linework to show trails and other proposed routes for pedestrians and bicyclists.
- Updated.**

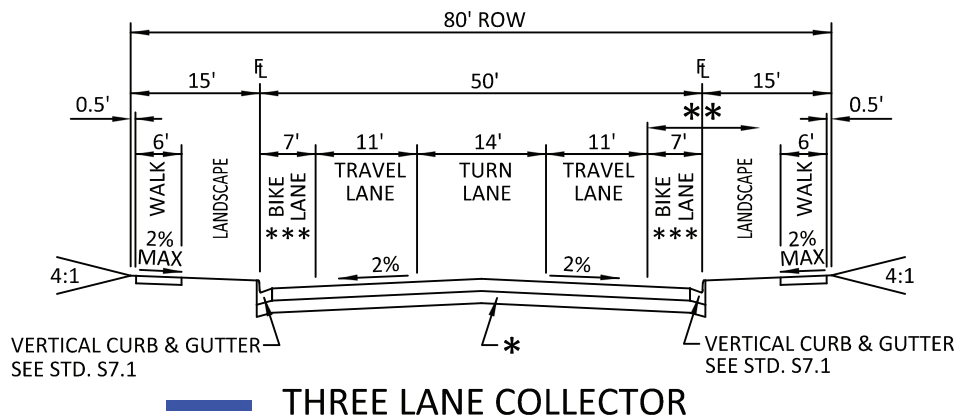
TAB 9 - OPEN SPACE, CIRCULATION, AND NEIGHBORHOOD PLAN

Section for E. 26th Ave. - Four Lane Minor Arterial

(Only Constructing South Half of Right-of-Way)



Section for all Internal Roads



Ensure this section matches what is propose on the PIP.

Sections have been removed from this TAB.



BLUE EAGLE

***URBAN DESIGN
STANDARDS***

TAB 10

Urban Design Standards

HOW TO USE THIS DOCUMENT

This document contains design standards and guidelines including but not limited to the following elements:

- Overall Theme and Materials
- Monumentation
- Site Amenities
- Paving Standards
- Fence & Privacy Walls
- Lighting Standards
- Lot Configurations

These guidelines apply to the whole of Blue Eagle.

ADMINISTRATION OF THE DESIGN STANDARDS AND GUIDELINES

The intent of the Blue Eagle Design Guidelines is a legal document adopted by the City of Aurora as part of the Blue Eagle Master Plan. It is intended to be used in conjunction with City of Aurora codes and design standards. The Design Guidelines have been written utilizing the existing requirements and is intended to meet or exceed the City's current requirements. Where these standards are silent or do not address a topic, the City of Aurora's standards shall apply. Where there appears to be a conflict between these standards and the requirements of the City code in effect at the time of development, the more restrictive shall apply.

Overall Theme and Materials

INTENT: Blue Eagle will promote an overall theme to reflect the industrial and commercial nature of the site. The theme will use materials that reflect this use, which will provide a distinct, uniform and contrasting nature to the landscape that will accompany site features such as the primary and secondary entry monumentation, wayfinding, walls, and site amenities.

- The primary building materials will include the following:
 1. Siding: tilt wall concrete and insulated metal panel
 2. Stone: ledgerstone, natural or cultured stone
 3. Summit brick mix: 75% Light Pewter and 25% Fossil Grey, or developer approved substitute
 4. Natural stucco - in bone color, heather gray or oatmeal tones.
- Window frames and canopies will be black.
- Tension Fabric Canopies are only allowed for accessory structures such as shade structures, seating/external seating areas, and for smoking areas and shall be designed using MP prescribed color theming.
- Roofs shall be flat or sloped. Excluded roofs included: Mansard roofs, hip roofs, gables roof features and dormers, jerkinhed, dutch gable, and lean-to.
- External Architectural facade portico structures are allowed and shall be built according to basis of design color and material.



Overall Theme and Materials



Stone, Stucco, Tilt Wall and Insulated Metal Panel throughout



Fiber cement plank siding, brick, and stucco



Mix of Materials and Colors. Note modern brick pattern installation.

Please add "Example only"

Updated.



Change of materials and colors provide building fenestration.

Canopy signifies main building entrance.



The use of the same material palette provides consistency across the development while still allowing for a good range of architectural diversity of individual buildings and spaces.



TAB 10 - URBAN DESIGN STANDARDS

Monumentation

INTENT: Monumentation is a key component in setting the tone and unifies the theme for the entire Blue Eagle development. Blue Eagle will have a cohesive monumentation and signage theme throughout the development that will define its identity. Monument and joint ID signs are expected to enhance and extend the spirit of the landscape architecture for the overall theme. Monument signs will include the Blue Eagle logo and all other tenant monumentation will be of one design to ensure a cohesive theme throughout the development.

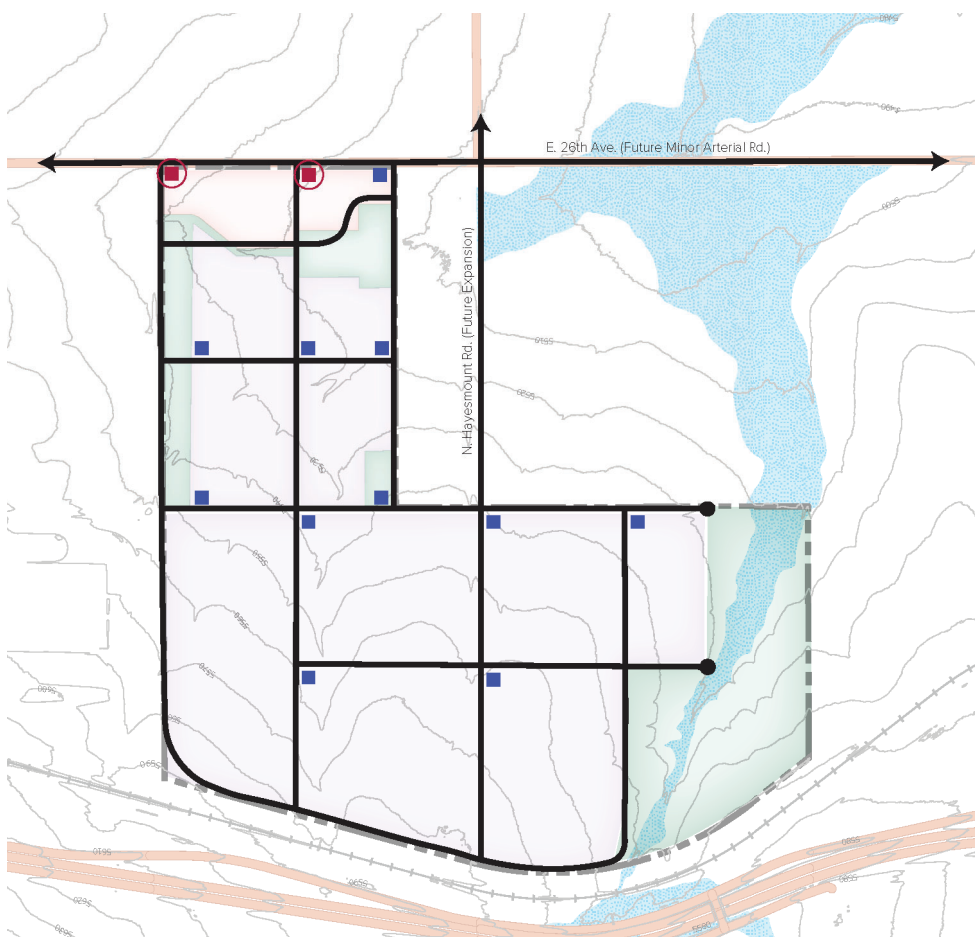
Monumentation and signage can be comprised of a variety of materials, which may include: brick and/or precast concrete with decorative accents of steel profile, or sign cabinets comprised of stainless steel or aluminum.

All signage shall comply with the City of Aurora standards and approved under a separate permit. Logos and lettering to follow City of Aurora standards.

DESIGN STANDARDS

- Elements and materials for the monuments will tie the entire community together as a whole.
- All primary monument signs shall include the Blue Eagle Logo.
- All monuments for tenant use will consist of one design.
- Monuments will work at both a pedestrian and a vehicular scale to welcome people to commercial sites.
- Monuments and signage will feature both internal and external illumination. Internally lit cabinet signs are prohibited.
- Sign cabinet faces shall be routed aluminum with push-through acrylic lettering.

Primary & Secondary Monumentation Locations

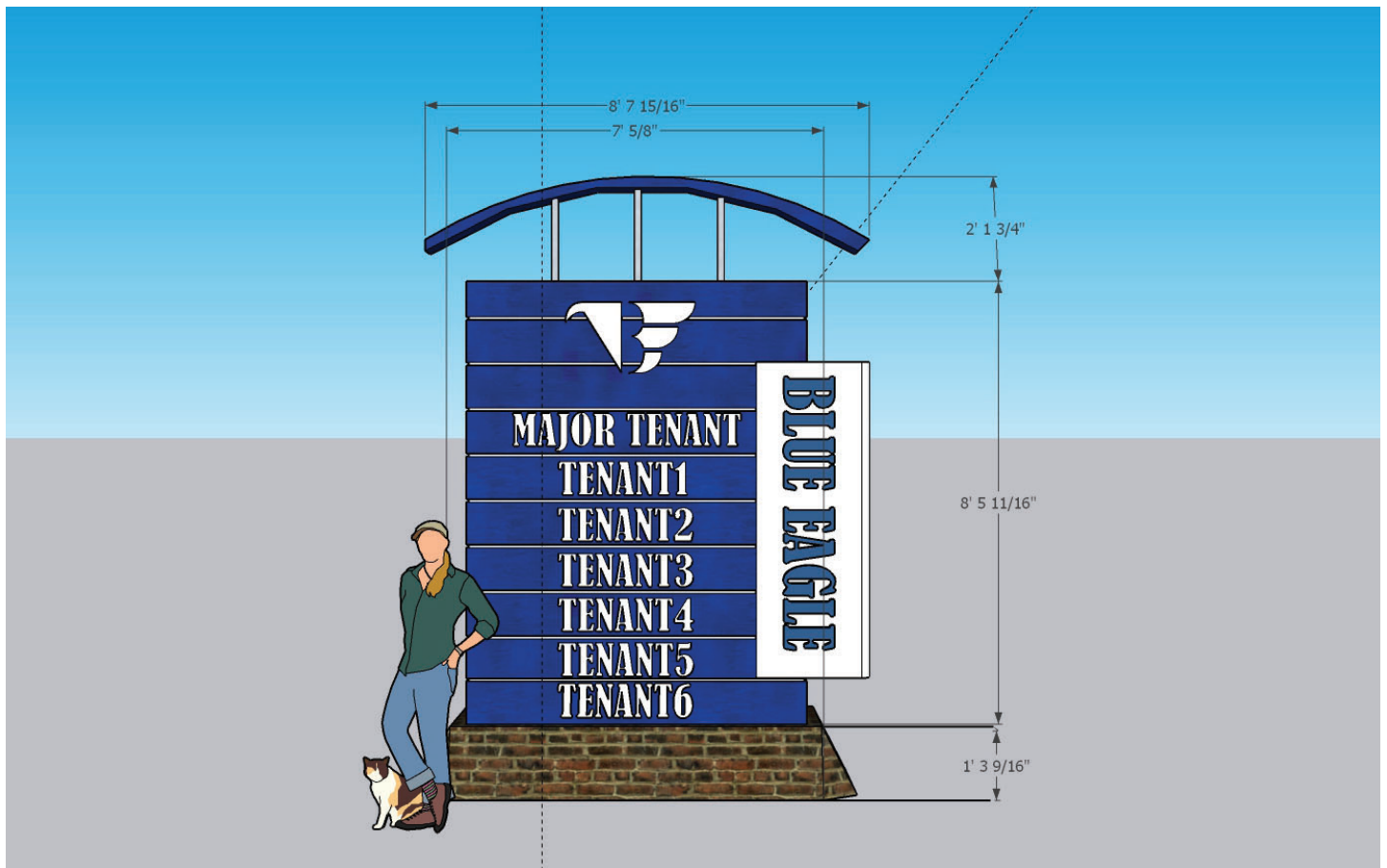


Will there be slightly different signage proposed for the commercial uses vs. the industrial and how does the secondary monumentation relate to the primary?

Updated.

- Primary Monumentation
- Secondary Monumentation

Monumentation



Primary Entry Monumentation



Secondary Entry Monumentation - Imagery



TAB 10 - URBAN DESIGN STANDARDS

Primary Entry Monumentation



Site Amenities

FURNITURE

INTENT: Street Furniture elements are appropriate in areas where pedestrian traffic is anticipated. Site furnishings shall be made of high-quality materials and will complement the materials used throughout the community, including building architecture, monumentation and signage. Site furnishings shall not impede the required clear width of the pedestrian walkways.

Amenities will complement the industrial and commercial areas to create an overall unity for Blue Eagle. The following amenities from Anova are appropriate in keeping with the theme of Blue Eagle. Using site furnishings from a collection or family from the same manufacturer will ensure a cohesive nature throughout the entire development.

Should the listed amenities be discontinued or unavailable, other amenities will be used that are similar in style and color.

BENCHES

- Permanent seating shall be placed to serve plazas, main building entrances and dedicated open space corridors. Seating shall be in an aesthetically pleasing environment receiving good natural light and adequate air flow. Benches shall be decorative and made of black metal.
- Supplier: Anova
- Model: Rendezvous 6' Contour Bench
- Size: 76" x 28" x 34"
- Color: Textured Black

BIKE RACKS

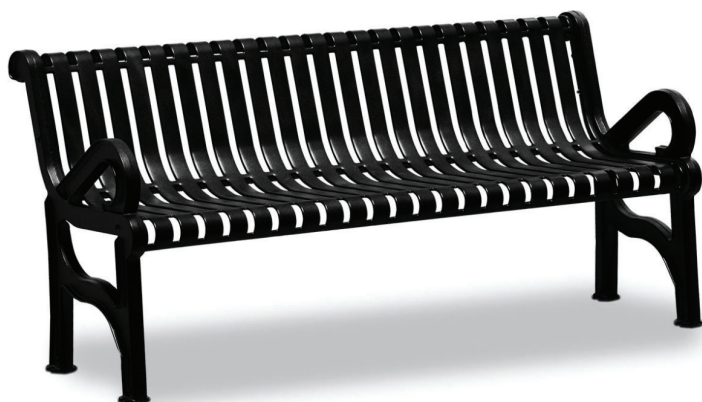
- Bike Racks shall be near entrances to special amenities and common use buildings. Bike racks shall complement the site furnishings by using the same materials and forms as the benches and trash receptacles.
- Supplier: Anova
- Model: U-Bike Station, Surface Mount
- Size: 5" x 32" x 35"
- Color: Black

TRASH RECEPTACLES

- Trash receptacles shall be made of durable material and will complement the benches. Trash receptacles will be placed convenient to seating areas.
- Supplier: Anova
- Model: Rendezvous 32 Gallon Trash Receptacle, Open Hood Top
- Size: 22" Dia. 40" Height
- Color: Textured Black



Site Amenities



Rendezvous 6' Contour Bench



U-Bike Station, Surface Mount



Rendezvous 32 Gallon Trash Receptacle, Open Hood Top

Paving Standards

INTENT: Paving patterns and materials shall be appropriate for the use whether commercial or industrial. Stamped and/or colored masonry paving may be used as enhanced paving areas where applicable. These may be used at main building entrances and primary commercial and office plazas.

All paving shall be of a uniform design and meet the City of Aurora standards. Any paving standard beyond asphalt or concrete within public ROW shall require a license agreement if permitted.

INDUSTRIAL USES

Paving patterns and materials shall be appropriate for industrial uses. Stamped and/or colored masonry paving may be used as enhanced paving areas where applicable. These may be used at main building entrances.



Industrial building entrances - paving example



Industrial building entrances - paving example



Industrial building entrances - paving example



Industrial building entrances - paving example



Industrial paving example - non-entry areas



Industrial paving example - non-entry areas

Paving Standards

COMMERCIAL USES

Paving shall be primarily concrete with unique scoring patterns or acid etched patterns and textures throughout the commercial areas of Blue Eagle. Concrete and/or unit pavers may be utilized in key areas, such as plazas and pedestrian areas. Colored concrete may also be used to accentuate design elements, distinguish a hierarchy in pedestrian movement and to add visual interest to plazas and main building entrances.

DESIGN STANDARDS:

- Main building entrances, plazas, and major gathering areas may utilize a designed pattern or scoring utilizing etched concrete on pavers.
- A minimum of 10% of the building entrance hardscape area shall contain unique scoring, an accent material, or colored concrete that differs from the base material.



Commercial Plaza / Pedestrian Areas - paving example



Commercial Plaza / Pedestrian Areas - paving example



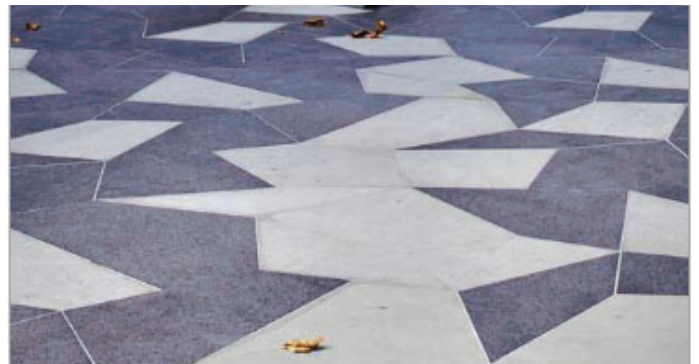
Commercial Plaza / Pedestrian Areas - paving example



Commercial Plaza / Pedestrian Areas - paving example



Commercial Plaza / Pedestrian Areas - paving example



Commercial Plaza / Pedestrian Areas - paving example

Retaining Walls

INTENT: Retaining wall design shall be cohesive throughout Blue Eagle. When required, the transitions will create a soft edge through landscape and terracing.

DESIGN STANDARDS

- Railing or barrier is required on all retaining walls greater than 30".
- Commercial retaining walls can be constructed with the following materials; board form concrete, poured in place concrete, or segmental block as long as they are compatible with the architectural style.
- Retaining walls abutting collector or arterial streets shall be constructed of materials similar to the entry monumentation.
- Retaining walls located in open spaces and trail corridors can be constructed of the following materials; board form concrete, poured in place concrete, gabion cages or segmental block. The material chosen shall be consistent throughout Blue Eagle.
- All segmental block walls must have a cap.

DESIGN GUIDELINES

- Natural stone and/or stone veneer is encouraged when retaining walls are in primary entry locations or enhanced landscape areas.

Requirements for Non-residential Development. Retaining wall heights shall not exceed eight feet. Walls shall be terraced until the required amount of slope has been taken up. Slopes between walls shall not exceed one foot of rise for each four feet of run (4 to 1). The area between each wall shall be landscaped with one or more of the following: shrubs or groundcover in accordance with Section 146-4.7.3.B.5 (Living Material Requirements). Each wall shall be separated by not less than 36 inches. Retaining walls visible to the public view shall not be constructed from wood, plain concrete, or painted masonry units.

Updated.

Updated.



Board form concrete example



Board form concrete example

Updated.



Segmental concrete block example



Poured in place concrete example

Updated.



Fence and Privacy Walls

INTENT: Fences and privacy walls are discouraged as they limit the flow of movement throughout the site, although low, decorative fencing may have appropriate uses. Fencing between developed areas and open space shall consist of Split Rail wood, masonry, or stucco fencing 4 ft. Updated. Chain link fencing will be allowed. All fence and screen walls shall be of uniform design and consistent with the City of Aurora Updated.

DESIGN STANDARDS:

- Rolled wire security fencing is not allowed in street frontages.
- A more modern grid like security fencing is encouraged.
- Fence and wall screening shall be accompanied by landscaping on the exterior to soften the appearance.
- All service, loading and storage areas visible from residences, public or private streets, public open spaces or trails shall be screened by fences, walls, berms or any combination of those with landscaping.
- Loading, service and storage areas should have landscaping meeting code to offset their negative impacts to the noted areas.



Ornamental Landscape Buffer Fence Example

Lighting Standards

INTENT: Lighting will be an important feature to highlight key areas, vehicular and main building entrances, plazas, and highlight landscape features. Safety and security will be important elements of the lighting and will also be used to enhance the overall identity and thematic approach for Blue Eagle.

All light fixtures shall be of a uniform design and meet the City of Aurora standards. Streetlights on public streets will be owned and maintained by the City of Aurora and shall meet City of Aurora standards.

DESIGN STANDARDS

- High pressure sodium and mercury vapor lighting are prohibited.
- Exterior lighting shall promote dark-skies and be energy efficient.
- Prevent excess light pollution and excessive glare.
- Uplighting is prohibited.
- Xcel standard street lighting with the Cobrahead lamp shall be used on all private roadways. COA pre-approved fixtures shall be used along E 26th, Monaghan and Hayesmount Roads, and all collector road connecting to any COA arterials.
- Parking lot lighting shall be a more standard 'shoebox' type light and shall only be lit as necessary to meet security standards.
- Private pole lights shall be 20 feet in height with an exposed base not to exceed 36 inches. Light source shall be LED with 3,000k lumen light source. Public lights along arterial streets shall be 30 feet in height.
- All light fixtures shall be black in color.
- Avoid lighting open space and natural areas to preserve the character and environment for wildlife.
- Light spacings shall be determined by photometric analysis.
- Bollards and path lights are optional and if included will have a modern clean appearance with integral lights for security and wayfinding purposes at certain pedestrian plazas, building entrances and promenades.



Wall light example



Pole light example



Lighting Standards



Possini Euro Design - Modern Outdoor Wall Light Fixture Graphite Gray 2-Light Up Down 10 1/2" Clear Glass Inserts for Exterior Barn Deck House Porch, Size: 11 x 5 x 4



NSI Industries
NSI WP77LED Outdoor Large LED Wall-Pack Light Fixture
77W, 4700K, BRONZE



Sonoma - LED EXT BOL 1000LM 13W 3000K 120VBK



McGraw-Edison - GLEON Galleon

Universal Design Standards

Street sections shall conform to the City of Aurora's Roadway Design and Construction Specifications.

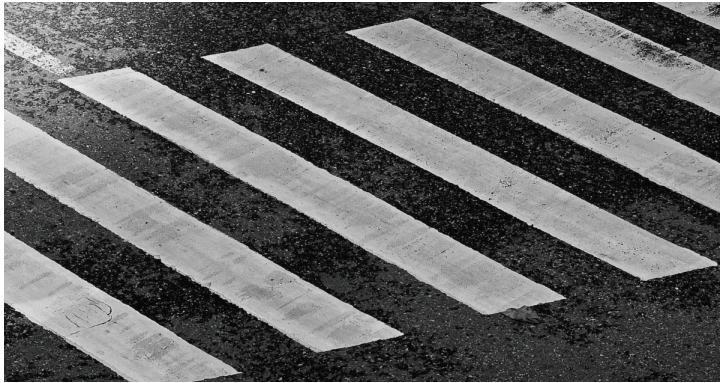
INTERSECTION DESIGN

INTENT: Street crossings often present a barrier to pedestrian circulation. Intersection design in Blue Eagle requires that pedestrians are encouraged to make crossing as safe and comfortable as possible.

DESIGN STANDARDS

- All crosswalks shall align with adjacent sidewalks to create a continuous pedestrian route.
- The pedestrian route shall be continuous and free of obstacles, such as traffic signals, switch boxes, etc.
- Handicap ramps at street corners shall be aligned with, and all ramp returns shall be outside of pedestrian routes.
- All intersections shall allow for handicap accessible features including push button locations and median refuge areas.
- Crosswalks shall be included at least once per frontage length

CROSSWALK EXAMPLES



DESIGN GUIDELINES

- Cross walks shall have colored concrete sections every 100 feet maximum.

Urban Design Standards Matrix

If there are open space areas being provided to meet the Parks Department Requirements, then work with PROS on what style, height, material of fencing or wall would be acceptable.

Updated.

Landscape Item	Brief Description of the Feature	Location of the Standards in Application Package
1. Entry Monumentation	Monumentation will be comprised of stone, brick, and/or insulated metal panel with both internal and external illumination. The Blue Eagle logo will be included on all primary monument signs to provide a sense of place. Sign cabinet faces shall be routed aluminum with push through acrylic lettering.	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 4 <div>Please add "meet the City of Aurora Standards"</div>
2. Retaining Walls	Retaining walls will be comprised of either segmental block, site-cast concrete, or gabion wall structures where most applicable.	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 11 <div>Updated.</div>
3. Fence and Privacy Walls	Solid fencing comprised of masonry or stucco shall be used along the southern boundary of the project where it is adjacent to open space and conservation area. Along the eastern boundary fencing will include a landscaping element such as gabion walls to allow for stormwater run off into Prairie Dog Draw.	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 12
4. Lighting Standards	Building light fixtures will be black. Parking lots and streets will have black pole lighting. Light poles will be square shape and 20' in height with a light pole base exposed height not to exceed 36".	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 13
5. Paving Standards	Paving will consist of stamped and/or colored concrete at building entry points and public plazas. Painted concrete will be used for pedestrian crossings and crosswalks.	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 9
6. Street Furniture Standards	Benches, bike racks, and trash receptacles will all be from the same family and will consist of black metal. Street furniture will be located where pedestrian traffic and gathering is anticipated.	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 7
7. Signage Standards	Signage will be comprised of high quality materials and will be limited to trade names, company logos, or gas pricing for commercial use. All signs for tenant use will be of one design to ensure that signage throughout the development is cohesive.	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 6
8. Special Neighborhood Concepts	There are no special neighborhood spaces proposed in this MP at this time. Sidewalks will be located on both sides of all streets.	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 15
9. Special Facilities and Structures Such as Clubhouses and Recreational Facilities	There are no special facilities or structures proposed in this MP at this time.	Not applicable
10. Other	Not applicable	Not applicable



BLUE EAGLE

***LANDSCAPE
STANDARDS***

TAB 11

Landscape Design Standards

HOW TO USE THIS DOCUMENT

This document contains design standards and guidelines including but not limited to the following elements:

- Landscaping

These guidelines apply to the whole of Blue Eagle.

ORGANIZATION OF THE DOCUMENT

This document contains design standards and guidelines including but not limited to the following elements:

TOPIC: The key issue to be addressed

INTENT: This describes the primary design or functional objective for the stated topic. Innovation is encouraged during the development of Blue Eagle.

DESIGN STANDARDS: These are requirements of Blue Eagle. These standards must be met to receive approval from the City of Aurora.

DESIGN GUIDELINES: The guidelines are design strategies, features or techniques that are encouraged. In cases where the guidelines may be difficult to achieve or an innovative solution may provide a better result, solutions will be considered on a case by case basis for approval.

ADMINISTRATION OF THE DESIGN STANDARDS AND GUIDELINES

The intent of the Blue Eagle Design Guidelines is to be a legal document adopted by the City of Aurora as part of the Blue Eagle Master Plan. It is intended to be used in conjunction with City of Aurora codes and design standards. The Design Guidelines have been written utilizing existing requirements. Where these standards are silent or do not address a topic, the City of Aurora's standards shall apply.

UNIVERSAL DESIGN CONCEPTS

The landscape at Blue Eagle will demonstrate a commitment to water conservation through smart landscape techniques and practices. The landscape design shall enhance pedestrian corridors, soften transitions between commercial/industrial uses and open spaces and contribute to the Low Impact Development standards of the City of Aurora Unified Development Ordinance (UDO). A layered planting approach shall be implemented to help soften the appearance of architectural massing. A balance between buildings and landscape can be achieved by allowing for sufficient planting areas around buildings, parking areas, driveways and hardscape.

Areas considered are:

1. Site Entries and Pedestrian Spaces
2. Streetscapes
3. Open Spaces
4. Parking Lots

LANDSCAPE GENERAL NOTES

- Landscape shall provide seasonal interest through a variety of textures and colors.
- Permanent, efficient, automatic irrigation is required for all planting areas, including raised planters and containers (as applicable). Use of drip irrigation methods is preferred.
- Smart Landscape Techniques, such xeriscaping, shall be utilized to reduce the overall water use throughout the development.

Overall Landscape Concept

SMART LANDSCAPE TECHNIQUES

Water use reduction can be achieved by landscape and irrigation design. Drought-tolerant plant material, the use of native grasses, limiting turf areas and proper irrigation design can provide significant water consumption savings. Reinforce water conservation strategies through the following design criteria:

Landscape:

- Native and adapted plant material
- Drought tolerant plant material
- Select plant material based on soil conditions
- Site plant material based up solar orientation
- Use deciduous trees to provide winter sun exposure and summer shading
- Minimize turf and use native seed mix as a replacement
- Purchase landscape materials from local resources.
- Use wood or rock mulch and soil amendments to retain soil moisture
- Provide shade elements such as overhead structures or shade trees

Irrigation: Design irrigation systems based upon the following:

- Soil percolation
- Sun and shade patterns
- Wind effects
- Minimizing run-off
- Use of efficient, state of the art irrigation equipment and design
- Use of drip irrigation methods is preferred



Smart Landscape Techniques:
Native and adapted plant materials

Layered Planting:
Techniques to soften architecture

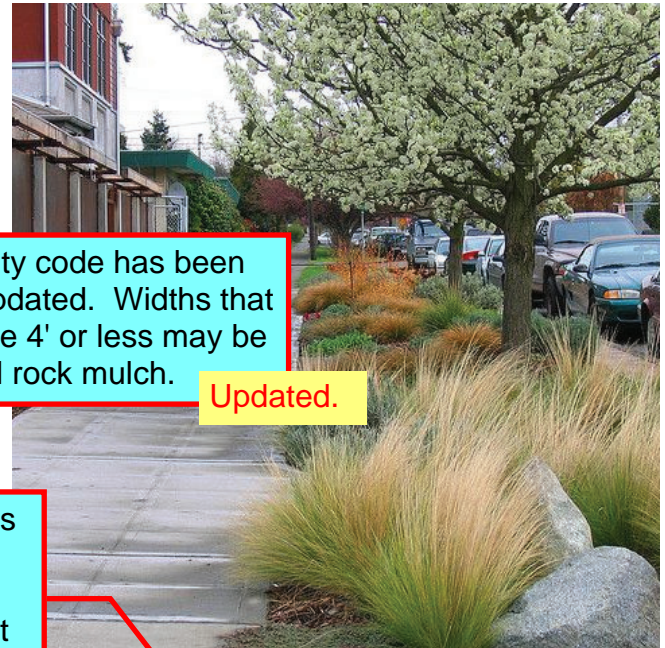
Universal Design Standards

LANDSCAPE

INTENT: While utilizing water conscientious approaches and design, the streetscapes within Blue Eagle will provide pedestrian circulation and connectivity. They will use native and adapted, drought tolerant, xeric plant species to create a memorable, aesthetically pleasing experience.

DESIGN STANDARDS

- No less than 70% of all plant materials utilized in public streetscapes shall be xeric as listed in the City of Aurora Plant List, the City of Aurora Recommended Xeriscape Plant List, the Colorado State University Cooperative Extension Fact Sheets on Xeriscaping or other approved water wise resources or xeriscape plant references.
- Native seed mix and/or shrubs shall replace sod in all streetscapes.
- Shrubs are required in curbside landscape areas that are three or more feet in width. Curbside landscape areas that are less than three feet in width may be mulched with rock mulch.
- Fruit-producing trees shall be avoided in streetscapes.



City code has been updated. Widths that are 4' or less may be all rock mulch.

Updated.

The curbside landscape requirements within the UDO call for a variety of shrub species that differ in height, color and width. All evergreen will not achieve this.

Updated.

STREETSCAPE

INTENT: The streetscapes at Blue Eagle will demonstrate a commitment to water conservation using a mix of smart landscape techniques as described in the Blue Eagle Landscape Design guidelines. All streetscapes will use drought tolerant, wintergreen/coniferous species to create year-round interest and aesthetic appeal through color, material and textural variations. Street trees provide shade, texture and become the main unifying element of the street-scene while buffering vehicular uses from the pedestrian zone. Future planned local streets will meet UDO standards.

Street sections shall conform to the City of Aurora's Roadway Design and Construction Specifications.

BUILDING PERIMETERS

INTENT: Due to the inherent nature of commercial sites, screening buildings and limiting the visual massing of building walls will be an important component of the landscaping at Blue Eagle. Strategies should be employed to lessen the visual impact from neighboring developments as well as street networks.

DESIGN STANDARDS

- All building perimeter landscaping shall meet the Unified Development Ordinance standards for building perimeter landscaping Section 146-4.7.5.J.
- 85% of the selected species (trees and/or shrubs) shall be coniferous.



OVERALL LANDSCAPE STANDARDS

INTENT: To provide a comprehensive landscape guideline that ensures public health and safety, operational functionality, aesthetic synergy, environmental preservation. The landscape across all planning areas, to include industrial, commercial and open space shall complement the aesthetics of the whole campus and take what may have otherwise been considered an eye sore and integrate it into the greater landscape. The general landscape shall create drought tolerant, bold landscapes and use clustering/massing. Planting designs that integrate rain gardens where safe, water quality and other storm drainage functions are encouraged.

DESIGN STANDARDS

- Plant material requirements for Blue Eagle shall be in accordance with the City of Aurora Landscape Standards found in the Unified Development Ordinance, Section 146-4.7.3.
- All landscape areas shall utilize native and adapted plant material with an emphasis on xeriscape plants.
- Planting design for all areas shall be coordinated and consistent with adjacent properties.
- Freestanding walls above 36" shall only be permitted as required to screen service, utility and/or less desirable areas.
- Retaining walls and/or screen walls throughout campus are encouraged. If required, they shall be a minimum of 3' tall.
- Landscape screening at parking lots should be a minimum of 3'-4' tall within 3 years.
- All landscape features shall create year-round interest through color, material and textural variations.
- Gabion walls and mechanically stabilized earth walls shall be used along site edges and as retaining wall features as to preserve a natural aesthetic and promote biodiversity in design.



Parking lot screening



Parking lot designed to accommodate a bioswale

Landscape Buffers

INTENT: Landscape buffers are used to enhance the continuity and quality of the pedestrian and vehicular experience. Buffers screen undesirable uses, provide a transition between differing land uses, and create balance between hardscape and softscape. Buffers in conjunction with a layered planting concept help soften the appearance of buildings, adjacent land uses and vertical improvements such as trash enclosures and walls. Screening minimizes views of areas that serve as utilitarian spaces (service areas) and undesirable views.

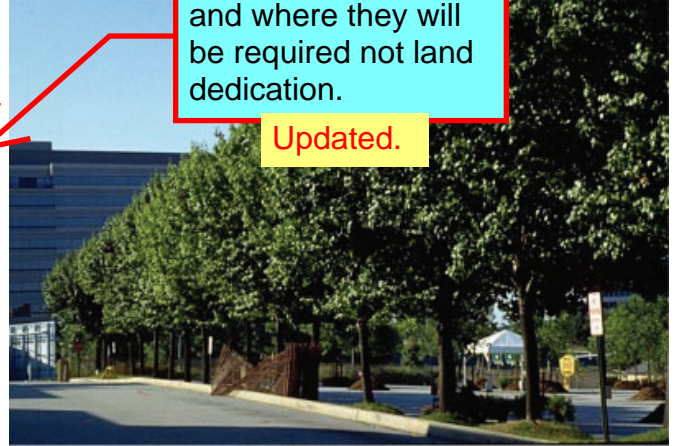
Street and non-street buffers are required in accordance with the UDO. Landscape buffers are required in the following instances:

- Development adjacent to public open space areas and trails under the jurisdiction of the City for public use and benefit ~~shall comply with City land dedication requirements for open spaces purposes.~~
- Along Public or Private ROW
- Non-Street Perimeter Buffers
- Special Landscape Buffers for Development Adjacent to Open Spaces
- Private Common Open Space
- Parking Lots
- Site Entryways and intersections
- Detention and Water Quality Ponds
- Buffers may be reduced when incentive features including berms and hedges are used per the City of Aurora Unified Development Ordinance. Refer to the Required Landscaping Buffer Widths and Allowed Reductions Table 146-4.7-2.

NOTE: drive-thru lanes must meet the buffering guidelines in the UDO.

This is about buffers and where they will be required not land dedication.

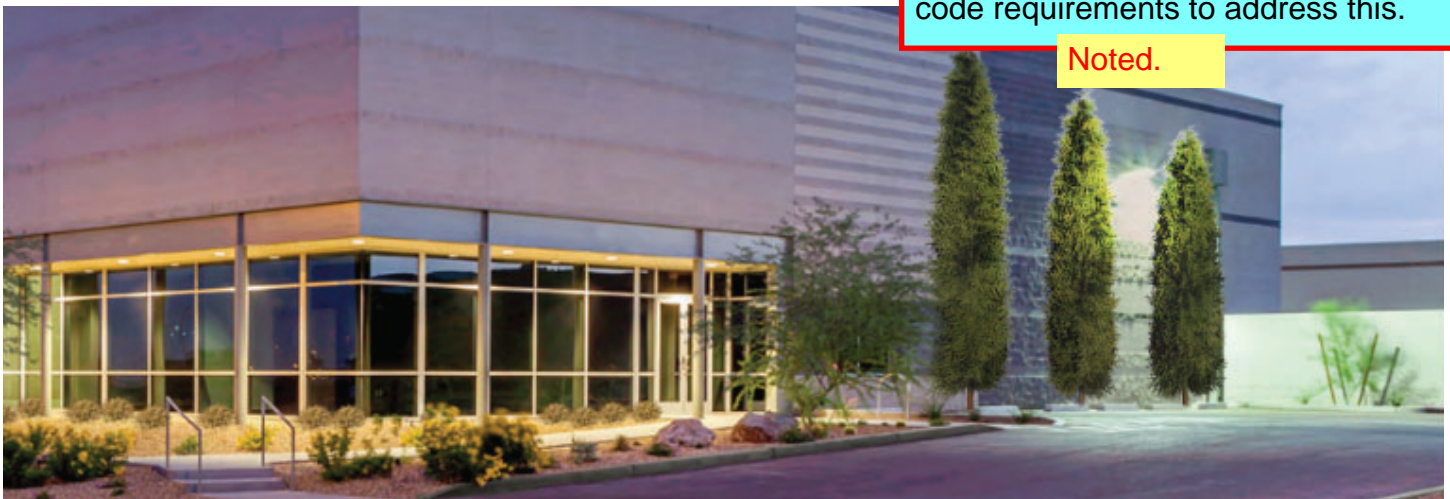
Updated.



Buffer between street and parking area.

If drive through restaurants are anticipated, please note the drive through itself is not permitted between the street and facade of the building. If that is anticipated, then an adjustment would be necessary and the landscape standards for the Master Plan should include screening above and beyond code requirements to address this.

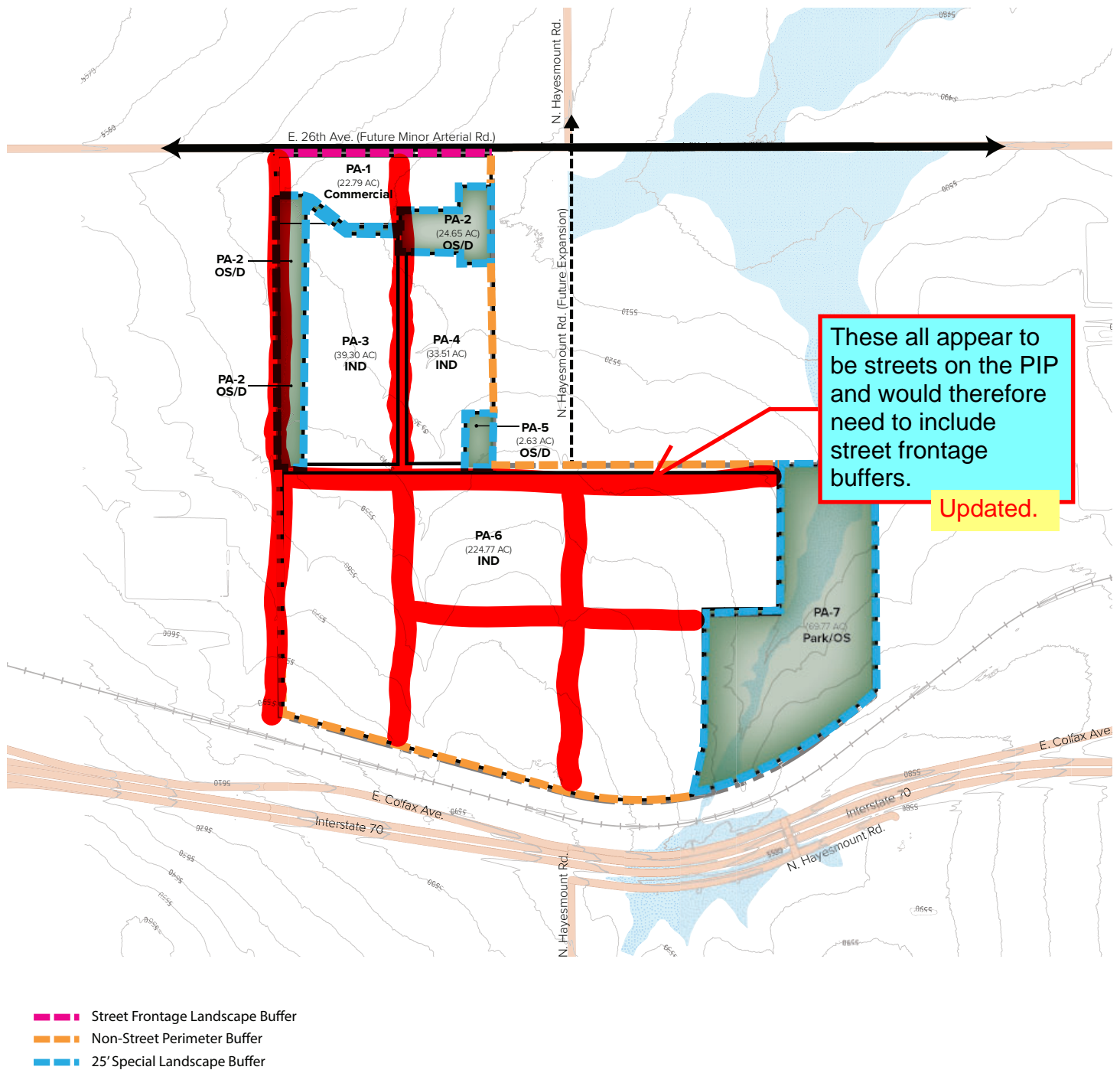
Noted.



Layered planting helps screen tall blank building walls and soften the architecture

Landscape Buffers

Landscape Buffers Map



Commercial/Industrial Buffers

INTENT: Additional screening requirements shall be implemented to reduce the visual impact of commercial/industrial uses at Blue Eagle from neighboring developments and open space corridors. Trees and shrubs shall be chosen based on their ability to provide appropriate screening.

OVERALL REQUIREMENTS

- Shrubs specifically used for screening shall be a minimum 4-5 feet in height. Perennials are not accepted.
- Low walls, hedges and berms are encouraged in all buffers.
- The encroachment of buildings or portions of buildings including porches and patios, trash enclosures, dumpsters, parking lots and internal vehicular drives, sidewalks and detention and water quality pond infrastructure into landscape buffers is prohibited.

Buffers Along Public or Private ROW:

Focus on screening commercial buildings, loading, outside storage, and parking lots from adjacent uses and developments.

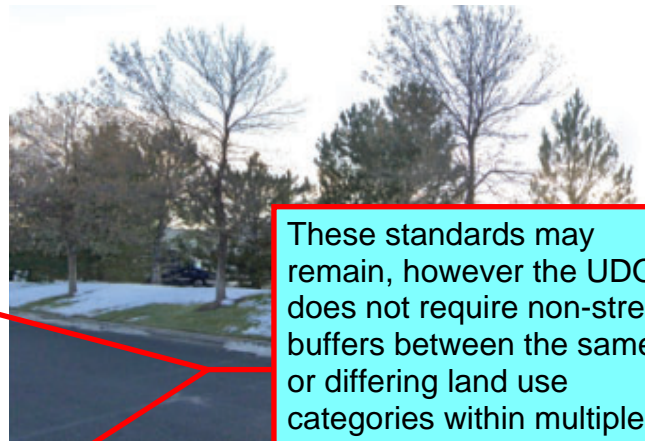
- A minimum of one (1) tree and 10 shrubs every 40 linear feet; 85% of the trees provided shall be coniferous species.
- Design shall incorporate a minimum two (2) different coniferous tree species.



Buffers along public or private ROW

Non-Street Perimeter Buffers:

- Design shall incorporate a minimum three (3) different coniferous tree species.
- Adjacent commercial uses: A minimum of (1) one tree and 5 shrubs every 40 linear feet; 85% of the trees provided shall be coniferous species.
- Adjacent industrial uses: A minimum of (1) one tree and five (5) shrubs every 25 linear feet; 85% of the trees provided shall be coniferous species.



Non-street perimeter buff

These standards may remain, however the UDO does not require non-street buffers between the same or differing land use categories within multiple phases of a single approved Master Plan.

Updated.

25' Special Landscape Buffer

Focus on protecting open space from possible disturbances

- A 25' wide buffer shall be required, and plantings shall not encroach past the property line into the designated public use property.
- A minimum of (1) one tree and 10 shrubs every 25 linear feet; 85% of the trees provided shall be coniferous species.



Special landscape buffers adjacent open space



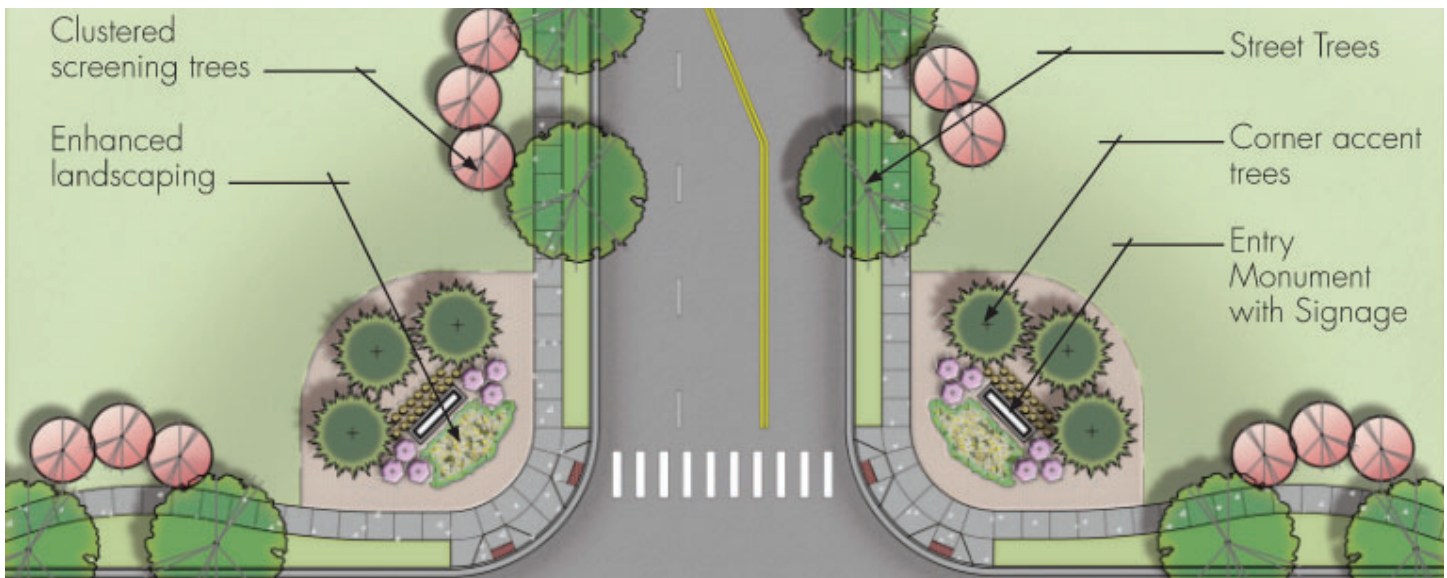
Site Entries and Pedestrian Spaces

INTENT: Entries into Blue Eagle shall be enhanced as part of the entry sequence to provide a sense of arrival and project identification. Enhanced landscape features help guide people to entry points and points of interest. The entry sequence consists of primary and secondary entries, drive connections and arrival features adjacent to the building entry or primary use area of the site.

SITE ENTRIES

DESIGN STANDARDS

- Primary entries shall have enhanced landscape at entry monument signage.
- Secondary entries shall have enhanced landscape at signage
- Building entries and primary use areas shall have enhanced landscaping that identifies the entry or primary use area of the site.
- Enhanced landscaping consists of ornamental trees, colorful shrubbery, ornamental grasses and perennials.



PEDESTRIAN SPACES

DESIGN STANDARDS

- Provide a mix of seating options.
- Utilize shade trees or overhead structures at key locations to provide comfortable shaded seating areas.
- Use deciduous trees to provide winter sun exposure and summer shading.
- Enhanced landscaping consists of ornamental trees, colorful shrubbery, ornamental grasses and perennials.

DESIGN GUIDELINES

- Enhanced paving is encouraged but not required at building entries and primary use areas.
- The following design elements and amenities are encouraged within pedestrian spaces:
 - Benches
 - Tables
 - Trash receptacles
 - Shade trees or overhead structures
 - Bollard lighting
 - Public art

Natural Environment and Open Space

PLAZAS AND BUILDING ENTRIES

INTENT: Plazas, seating and foilage are often required in all development to serve functional needs such as building entries, access corridors, employee break areas and building identification.

DESIGN STANDARDS

- Naturalized planting concepts, utilizing native plants in banded massings shall be used development-wide at seating areas and near building entries to signified the entry and to provide enhanced ambiance for visitors and pedestrians.
- 85% of the selected species (trees and/or shrubs) used in common open space / tract landscape shall be coniferous.
- Use of evergreen and coniferous trees in pedestrian plazas and promenade shall be used to create a distinct room atmosphere, soften featureless walls and to provide an audio-visual screen from roadway traffic and sunlight.
- A variety of raised planters and planter pots shall be used in key areas such as building entrances, pedestrian plazas and promenades for aesthetics and to aid circulation and to highlight the area.
- Use of cast in place concrete landscape walls with caps, at seating height, shall be used to provide for pedestrian seating in plazas, promenades and entryways. All built-in seating structures shall meet the UDO standards in Section 146-4.7.5.J

This sta
the land
below.

Updated.

TRACTS, PONDS AND DRAINAGE

INTENT: Tracts and ponds are often required in all development to serve functional needs such as utility corridors, access corridors, detention, retention and water quality. Tracts and ponds should be looked at as an asset for the overall aesthetics of the site.

DESIGN STANDARDS

- Detention basins and other private open space areas shall be landscaped.
- 85% of the selected species (trees and/or shrubs) used in common open space / tract landscape shall be coniferous.
- All landscape areas surrounding detention, retention and water quality ponds shall meet the Unified Development Ordinance standards for detention, retention and water quality ponds in Section 146-4.7.5.M.4
- Functional Open Spaces and tract landscapes shall be designed to achieve an organic and natural aesthetic look campus wide through use of native grass and select species (trees and shrubs).
- Areas abutting detention, retention and stormwater drainage zones should be comprised of 85% drought resistant, coniferous species (trees and/or shrubs).

PRAIRIE DOG DRAW AND FLOOD PLAIN

INTENT: Praire Dog Draw provides the opportunity for natural open space that will include paths and trails, picnic tables and recreational opportunities.

DESIGN STANDARDS

- Detention basins and other private open space areas may be graded and shall be aesthetically-enhanced through the use of native, riparian or adaptable plant materials that enhance the sense of place, provide water quality enhancement, flood control, public safety and wildlife habitat conservation. Materials in these areas may include, but not limited to, pre-cast and cast-in-place concrete, gabion walls, gravel and dirt paths, stabilized paving materials along with wood, recycled materials and metal park furniture.
- Trails and walkable surfaces shall be constructed parallel to and along Prairie Dog Draw and all flood plain zones as allow for aesthetically-enhanced open space improvements while ensuring public safety and wildlife habitat conservation.

PARKING LOTS

INTENT: Due to the inherent nature of commercial and industrial sites, screening will be an important component of the parking lots at Blue Eagle. Strategies should be employed to lessen the visual impact from neighboring developments as well as reduce the heat island effect caused by large surface parking lots.

DESIGN STANDARDS

- All parking lot landscaping and dimensional requirements shall meet the Unified Development Ordinance standards for parking stalls and aisles Section 146-4.6.4, Table 4.6-4.
- Parking areas larger than 150 spaces must provide 6' wide pedestrian pathways in islands from the rear of the lot to the building.
- Parking areas in which pedestrian flow is required to cross more than 2 parking aisles (double sided) shall provide a clear pedestrian walkway. Pedestrian walkway shall be in addition to required parking lot trees per the UDO.
- Parking areas larger than 120 spaces will be divided into parking blocks. Parking blocks will be separated by a 20' wide landscape bed. The maximum size of a parking block shall be 120 spaces.
- Each parking block shall provide one additional raised landscape median. The raised landscape median shall be a minimum width of 8' wide. Adjacent parking blocks may share the required landscape median without adding additional width.
- Each parking block shall contain a least one continuous grade separated walkway within a landscaped median 12 feet in width. The walkway shall be 6' wide minimum with at least one shade tree per 30 linear feet of median length and one or more understory treatments that may include mulch, shrub beds, or decorative rock mulch. The walkway shall be parallel to the parking rows and oriented toward the primary building entry.
- Each parking row shall be terminated by a landscape island. The island shall be protected by concrete curbs and shall be at a minimum equal to the size of one parking space.
- No parking row shall exceed 15 continuous parking spaces without an intervening landscaped island, median, or landscaped peninsula.

DESIGN GUIDELINES

- Plant materials shall be selected for hardiness, including drought resistance, salt tolerance and resistance to compacted soils.
- Plant materials shall be comprised mostly of a coniferous, winter resilient palette that will provide aesthetic appeal even throughout the winter seasons.
- Landscape island design and tree placement should consider the effects and mitigation of heat island effect.
- A minimum of one shade tree shall be placed in every parking island that is 9'x19'. Parking islands that are 9'x38' shall require two shade trees.

PARKING LOT LANDSCAPE

INTENT: Along with other landscape required within the community, landscape within and surrounding parking areas shall complete the aesthetics of the community and take what may have otherwise been considered an eye sore and integrate it into the greater landscape. The parking lot landscape shall create drought tolerant, bold landscapes and use clustering/massing. Planting designs that integrate rain gardens where safe, water quality and other storm drainage functions are encouraged.

DESIGN STANDARDS

- Plant material requirements for parking areas, parking islands and parking area buffers shall be in accordance with the City of Aurora Landscape Standards found in the Unified Development Ordinance, Section 146-4.7.3.
- All landscape areas shall utilize native and adapted plant material with an emphasis on xeriscape plants.
- Planting design for parking and buffer areas shall be coordinated and consistent with adjacent properties.
- Freestanding walls above 36" shall only be permitted as required to screen service, utility and/or less desirable areas.
- Retaining walls and/or screen walls around parking lots are encouraged. If required, they shall be a minimum of 3' tall.
- Landscape screening at parking lots should be a minimum of 3'-4' tall within 3 years.
- All parking lot landscape shall create year-round interest through color, material and textural variations.
- Gabion walls and mechanically stabilized earth walls shall be used along site edges and as retaining wall features as to preserve a natural aesthetic and promote biodiversity in design.
- Berms in combination with landscaping are encouraged to help soften the edge and screen the parking lot.

DESIGN GUIDELINES

- Landscape areas within and around parking lots should be designed to accommodate bioswales and/or other water quality treatment and detention facilities.
- Large masses of similar shrubs and ground covers should be used to create a cohesive look.



Parking lot screening



Parking lot designed to accommodate a bioswale



Form G: Landscape Standards Matrix

Landscape Item	Brief Description of the Feature	Location of the Standards in Application Package
1. Overall landscape concept and palette of plant materials used to carry it out.	The landscaping at Blue Eagle will demonstrate a commitment to water conservation by use of native and low water demand plants. Plant materials will be selected to provide year-round interest through color and texture variations. The landscape will connect to the overall development through use of a coniferous tree and native plant palette.	Detailed standards are included in the Blue Eagle Landscape Standards; pg. 4
2. Landscape design at entry monumentation and key entry points.	The landscaping at entry monuments and key entry points shall use a similar palette to create a cohesive design throughout the Blue Eagle Development. Enhanced landscaping shall consist of ornamental trees, colorful shrubbery, ornamental grasses and perennials.	Detailed standards are included in the Blue Eagle Landscape Standards; pg. 9
3. Landscape standard along E-470 or I-70 (If applicable)	Not applicable	Not applicable
4. Landscape standards along arterial and collector roads	All streetscapes will use drought tolerant, wintergreen/coniferous species to create year-round interest and aesthetic appeal through color, material and textural variations. Street trees provide shade, texture and become the main unifying element of the street-scene while buffering vehicular uses from the pedestrian zone.	Detailed standards are included in the Blue Eagle Landscape Standards; pg. 8
5. Landscape standards along local roadways.	All streetscapes will use drought tolerant, wintergreen/coniferous species to create year-round interest and aesthetic appeal through color, material and textural variations. Street trees provide shade, texture and become the main unifying element of the street-scene while buffering vehicular uses from the pedestrian zone.	Detailed standards are included in the Blue Eagle Landscape Standards; pg. 8
6. Landscape standard in commercial and public gathering areas. (Tree grates & protectors, planters, flower beds, screening at parking lots, etc.)	Public gathering areas shall provide a mix of seating options including shaded seating areas. Enhanced landscaping consists of ornamental trees, colorful shrubbery, ornamental grasses and perennials.	Detailed standards are included in the Blue Eagle Landscape Standards; pg. 9-11
7. Landscape standards at detention/retention ponds and water features.	Landscape at detention/retention ponds will use native and adapted plant materials. Grass swales and grass buffers are encouraged to collect and convey runoff. Plants shall take into account periodic to continual water saturation and be selected to provide year-round interest through color and texture variations.	Detailed standards are included in the Blue Eagle Landscape Standards; pg. 10
8. Landscape buffers at parks, open space, and drainage.	Functional Open Spaces and tract landscapes shall be designed to achieve an organic and natural aesthetic look campus wide through use of native grass and select species (trees and shrubs)	Detailed standards are included in the Blue Eagle Landscape Standards; pg. 10
9. Special standards at residential lots. (If residential backyards border open space or parks, indicate special standards)	Not applicable	Not applicable
10. Landscape integration at retaining walls	Follow typical UDO standards for landscape integration at retaining walls.	Not applicable
11. Landscape standards at special facilities	Not applicable	Not applicable

Landscape Item	Brief Description of the Feature	Location of the Standards in Application Package
12. Buffer and setback exemptions for traditional street frontages	Not applicable	Not applicable
13.1 Commercial Building Perimeter Landscape	Building perimeter landscaping shall be required on all buildings. Provide one tree or tree equivalent for each 40 linear feet of elevation length. 85% of the species (trees and/or shrubs) shall be coniferous.	Detailed standards are included in the Blue Eagle Landscape Standards; pg. 4
13.2 Residential Building Perimeter Landscape	Not applicable	Not applicable
14. Detention Pond Landscape	Tracts surrounding a pond shall contain 1 tree and 10 shrubs per 4,000 square feet above the 100 year water surface elevation. 85% of the species (trees and/or shrubs) shall be coniferous.	Detailed standards are included in the Blue Eagle Landscape Standards; pg. 10
15. Tract Area Landscape	Tract area not defined as street buffers shall contain 1 tree and 10 shrubs per 4,000 square feet. 85% of the species (trees and/or shrubs) shall be coniferous.	Detailed standards are included in the Blue Eagle Landscape Standards; pg. 10

NOTES:

1. The Design Standards listed in this matrix implement the design themes of the Master Plan and are intended to complement and exceed ordinance standards. Unless an adjustment has been specifically requested and granted, if a conflict should exist between any specific provisions of this matrix and any other ordinance standards, the more restrictive standards shall govern.

2. All the photos and illustrations in the Design Standards and Guidelines are illustrative of the level of design quality required by this Master Plan. Final designs to be submitted at the Site Plan level will not necessarily duplicate the illustrations, but will contain the same themes as shown, and will be at the same or higher level of design quality, extent and detail.



BLUE EAGLE

***ARCHITECTURAL
STANDARDS***

TAB 12

Architectural Design Standards

HOW TO USE THIS DOCUMENT

This document contains design standards and guidelines including but not limited to the following elements:

- Industrial Building Design Standards
- Commercial Building Design Standards

These guidelines apply to the whole of Blue Eagle.

ORGANIZATION OF THE DOCUMENT

This document contains design standards and guidelines including but not limited to the following elements:

Topic: The key issue to be addressed.

Intent: This describes the primary design or functional objective for the stated topic. Innovation is encouraged during the development of Blue Eagle.

Design Standards: These are requirements of Blue Eagle, in order to receive approval from the City of Aurora these standards must be met.

Design Guidelines: The guidelines are design strategies, features or techniques that Blue Eagle is encouraging. In cases where the guidelines may be difficult to achieve, or an innovative solution may provide a better result, these solutions will be considered on a case by case basis for approval.

ADMINISTRATION OF THE DESIGN STANDARDS AND GUIDELINES

The intent of Blue Eagle Design Guidelines is a legal document adopted by the City of Aurora as part of the Blue Eagle Master Plan. It is intended to be used in conjunction with City of Aurora codes and design standards. The Design Guidelines have been written utilizing existing requirements. Where these standards are silent or do not address a topic, the City of Aurora's standards shall apply.

UNIVERSAL DESIGN CONCEPTS

The architecture at Blue Eagle will utilize the following principles to guide the design process:

- Simplicity
- Hierarchy
- Sustainability

Simplicity: The design of the architecture can be bold, creative and compelling without being overly intricate or complex. A single, well executed concept can create an architectural statement that will stand the test of time.

Hierarchy: Architecture can support the community goals and provide visual cues to the users about use and intent. The architecture will create a clear hierarchy of facades to establish clear public, private and service spaces.

Sustainability: Consideration of conservation of resources, energy and reducing heat island effect can be integrated into architectural design decisions.

Overall Theme and Materials

INTENT: Blue Eagle will promote an overall theme to reflect the commercial and residential nature of the site. The theme will use materials that reflect this use, which will provide a distinct, dramatic and contrasting nature to the landscape that will accompany site features such as the primary and secondary entry monumentation, wayfinding, walls, and site amenities.

- The primary building materials will include to the following:
 1. Siding: Insulated Metal Panel
 2. Stone: ledgerstone, natural or cultured stone
 3. Summit brick mix: 75% Light Pewter and 25% Fossil Grey, or developer approved substitute
 4. Natural stucco
 5. Additional Siding: Fiber Cement Siding
- Window frames and canopies will be black.
- Fabric canopies are not allowed.
- Roofs shall be flat or sloped. Mansard are not allowed.

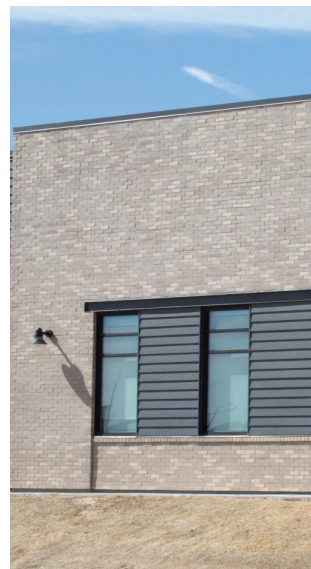
MATERIALS



Fiber cement plank siding



Fiber cement panel



Brick



Stucco, Brick and Stone

ARCHITECTURAL SCALE AND SCALING ELEMENTS

INTENT: Industrial buildings within Blue Eagle will utilize architectural scaling elements such as changes in texture, materials, fenestration and pattern as well as detailing elements such as banding, belt courses, sills, lintels and mullions to establish the identity and differentiate individual sites. Moreover, it can be used to punctuate building entrances and provide human scale details. Coordination of the scaling elements between buildings and 360-degree architecture will prevent large areas of undifferentiated or blank building facades and ensure diversity of appearance. The intent is not to create the look of multiple buildings, but to encourage a consistent, creative theme.

DESIGN STANDARDS

The standards of this section apply to all large buildings within Blue Eagle:

- Architectural elements shall remain in the same family, but shall create a character that allows each site to be differentiated.
- Each primary building taller than 30' in height shall be designed so that the massing and/or facade articulation presents a clear base, middle and top. The base shall be appropriately articulated to provide human scale at any entrance or exit.
- All building facades facing public or private streets or open spaces shall incorporate at least 3 two instances of one of the following:
 - Defined Entry Area
 - Horizontal structural elements such as floors expressed by banding, belt courses, material changes.
 - Vertical structural elements such as columns, pilasters, peers, etc.
 - The use of sills, lintels, and/or mullions at all windows.
 - Change in material or texture.
 - Change in color.
 - Change in material module or pattern.
- A building's architectural features and treatments shall not be restricted to a single facade. All sides of a building open to view from a public or private street or open space shall display a similar level of quality or architectural interest.



Recessing of entry area provides human scale.



Wall plane projects are emphasized by color and material changes.

Industrial Building

When reviewing Tab 11 Landscape Standards, there does not appear to be any enhanced landscaping being proposed above UDO requirements to shield back-of-house and loading functions. Either remove the word 'enhanced' here or update the Tab 11 to include the enhancements.

Updated.

- Required scaling elements of buildings shall be integral with the building form and construction and not a thinly applied veneer.
- Shield 'back-of-house' and loading functions from public streets and open spaces. Structures adjacent to these areas shall shield back-of-house and loading functions through the use of structure orientation, enhanced landscaping and/or a masonry walls.
- Landscape buffers shall be utilized to deflect any nuisance from impacting the open space, see notes on buffers in tab 11.
- All buildings will meet architecture standards for all LDN's as outlined in the UDO.

Updated.

DESIGN GUIDELINES

- Use transitions in wall texture, color height, plane articulation and massing to create feature elements.
- Variations in building massing and details will relate to the scale and function of the building.

INDUSTRIAL MATERIALS AND COLORS

INTENT: The architectural characteristics of industrial buildings within Blue Eagle will utilize high quality materials. Lasting and durable materials will be prioritized from local and regional sources where possible and will reflect the materials, colors and textures naturally found in the area. As appropriate, smaller scale materials will be utilized to provide emphasis to pedestrian areas.

DESIGN STANDARDS

The standards of this section apply to all large buildings within Blue Eagle:

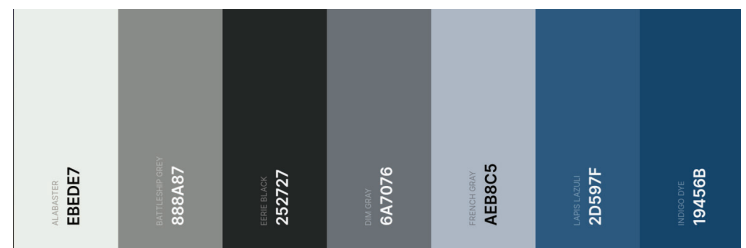
- Building materials shall be selected for quality and durability.
- The building facade, not including windows and doors, shall be surfaced by one or more of the following:
 - Insulated Metal Panels
 - Ledge stone, natural or cultured stone
 - Summit brick mix
 - Natural stucco
 - Fiber Cement Siding
- Dry-stack stone and synthetic stone are not permitted.
- Bright and intense color shall be permitted for no more than 10% of the total elevation of any facade facing the street.



Changes in color are used to highlight building entry.



Architectural features wrap the corner of the building providing interest on two facades.



Proposed Color Palette

TAB 12 - ARCHITECTURAL STANDARDS

Industrial Building Design Standards

DESIGN GUIDELINES

- Accent color prescribed in color, or similar match, is encouraged to define feature elements.
- Required scaling elements for buildings shall be integrated into the constructed building facade systems and not a thinly applied veneer.
- Materials at pedestrian intensive areas shall respond to the character of the pedestrian environment through use of scale, texture, color and detail.
- Material modules may be used in building facades. Units, if used, shall be appropriate material type and manufactured to industry standards. Modules shall not exceed 5 feet by 10 feet without the clear expression of a joint.
- The use of synthetic materials to imitate natural materials such as faux stone and wood may be used.

EFIS and Composite Wood are not allowed.

Updated.

INDUSTRIAL ENTRIES

INTENT: Clearly defined and articulated entries enhance way-finding and provide pedestrians convenient circulation.

DESIGN STANDARDS

The standards of this section apply to all industrial buildings within Blue Eagle:

- All buildings shall provide at least one primary building entry oriented to the public or private street.
- Primary entries shall be emphasized by signage and changes in wall plane or building massing, awnings or differentiation in material or color or a greater level of detail from other areas of the building.
- Entries shall be significant and scaled appropriately to encourage pedestrian way-finding and shall integrate patios, planters, wing walls, landscape areas and/or specialty paving for the entire width of the entry area.
- Primary entries shall be emphasized by recessing or protruding the door a minimum of 6'.

DESIGN GUIDELINES

- Create night interest by illuminating entry elements facing public or private streets at night.



Materials, color and a prominent protrusion define this large building entry.



Colors and materials are used to define areas of the building.

Industrial Building Design Standards

INDUSTRIAL SERVICE AND LOADING AREAS

INTENT: It is important to balance the needs and impacts of service and loading areas, mechanical equipment, trash and recycle collection and other areas with similar uses with aesthetics of the area and public view.

DESIGN STANDARDS

The standards of this section apply to all industrial buildings within Blue Eagle:

- Service and outdoor storage areas, utility vaults, mechanical equipment, and trash and recycle collection areas shall be located in areas with limited visibility and pedestrian connectivity to minimize visual, auditory and odor impacts on-site and to adjacent entrances.
- Loading operations shall be conducted within an enclosed structure or screened area.
- ~~Rooftop equipment and vents larger than 8 inches in diameter shall be screened with an extended building parapet or a free standing screen wall matching in materials to the primary structure(s). RTU screens are also acceptable.~~ Updated.
- Loading docks and all other services areas shall be screened from view from all public areas by the use of berms and landscaping, as required by code. Wing-walls, separating the loading docks from the car parking areas, shall be required to partially separate these two areas. Such walls shall be of a color and material matching or compatible with the dominant colors and materials found on the facades of the primary building. The screen height shall be sufficient height to hide the equipment, vehicles, materials, or trash being screened from public view, but in no case shall exceed a height of 9 feet. Updated.

Per UDO loading docks are not allowed to face streets.

Updated.

Per this section of the code "If walls are used, they shall not exceed nine feet in height and shall be similar in appearance and materials to the closest wall of the primary building structure they serve." Please revise to nine feet

Updated.

Please be advised that the Unified Development Ordinance does not allow loading docks to face streets. Please refer to Section 146-4.8.10 Special Standards for Industrial Districts. If the intent is to have this condition, then the Master Plan should address what mitigating measures would be provided to offset this condition as it would result in an adjustment request and those require measures that go above and beyond minimum code requirements.

Updated.

ARCHITECTURAL SCALE AND SCALING ELEMENTS

Updated.

INTENT: The commercial buildings within Blue Eagle will create a more urban character along East 26th Parkway. Architectural scaling elements such as changes in texture, materials, fenestration and pattern as well as detailing elements such as banding, belt courses, sills, lintels and mullions establish a vocabulary to use in a commercial setting. Moreover, these elements can be used to punctuate special locations and provide human scale. 360-degree architecture will prevent large areas of undifferentiated or blank building facades and ensure diversity in appearance.

DESIGN STANDARDS

The standards of this section apply to all commercial and retail buildings within Blue Eagle:

- Architectural elements shall remain in the same family, but shall create a character that allows each site to be differentiated.
- All building facades facing public streets or open spaces shall incorporate two or more of the following scaling elements, no less than every 40' to avoid long, unbroken flat walls:
 - Horizontal structural elements such as floor expressed with banding, belt courses, material changes.
 - Vertical structural elements such as columns, pilasters, peers, etc.
 - The use of sills, lintels, mullions at all windows.
 - Arcades, pergolas or towers
 - Change in materials
 - Change in color
- A buildings architectural features and treatments shall not be restricted to a single facade. All sides of a building open to view from a public or private street or open space shall display a similar level of quality and architectural interest.
- Required scaling elements for buildings shall be integral with the building form and construction and not a thinly applied veneer.
- All buildings will meet architecture standards for all LDN's as outlined in the UDO.
- Service/outdoor use areas are not to be located adjacent to open space.



Materials, horizontal and vertical elements provide interest and scale to building facade.

Commercial Building Design Standards

BUILDING MATERIALS AND COLORS

INTENT: The architectural characteristics of the commercial sites within Blue Eagle will utilize high quality materials. Lasting and durable materials will be prioritized from local and regional sources when possible and will reflect the materials, colors and textures naturally found in the area. Smaller scale materials will be utilized to provide human scale in the architecture.

DESIGN STANDARDS

- Building materials shall be selected for quality and durability and appropriate to the context of their use.
- The building facade, not including windows and doors, shall be surfaced by one or more of the following:
 - Insulated Metal Panel
 - Ledge stone, natural or cultured stone
 - Summit brick mix
 - Natural stucco
 - Fiber Cement Siding
- Dry-stack stone and synthetic stone are not permitted
- Bright and intense color shall be permitted for no more than 10% (per the UDO) of the total elevation of any facade facing a public street.

DESIGN GUIDELINES

Updated.

- Building materials at pedestrian intensive areas shall respond to the character through elements such as scale, texture, color and details.
- Material modules may be used in building facades. Units, if used, shall be appropriate material type and manufactured to industry standards. Modules shall not exceed 5' by 10' without the clear expression of a joint.



Building has 360-degree architecture



Proposed Color Palette

Commercial Building Design Standards

BUILDING FENESTRATION

INTENT: The pattern of windows and doors, or fenestration, of a building creates rhythm for architectural detailing that contributes to the character of the street. A mid degree of transparency at the street level enhances pedestrian activity.

DESIGN STANDARDS

- When buildings are placed at primary entrances to Blue Eagle, the architecture, massing and height shall reflect the special nature of the corner.
- On the ground floor, all glazing shall have a minimum of 60% light transmittance factor.
- No highly reflective glazing shall be permitted. All glazing shall have a maximum reflectance factor of 0.20. No first surface reflective coating shall be permitted.
- A minimum of 30% of glass to wall ratio shall be provided for the ground to floor on all building facades facing a public or private street or open space.



Architecture and window placement enhances building aesthetics.

DESIGN GUIDELINES

- The location and patterns of glazing shall enhance building function and scale. Variations in fenestration patterns may be used to emphasize building features such as entries.
- Areas of buildings that are functionally restricted from providing 'vision glass' may be exempted from glass requirements provided other architectural scaling techniques are employed. Use of opaque or spandrel glass is permitted.
- Recessed glazing and substantial glass framing and mullion patterns may be used to provide depth and visual character to building facades and will consider the play of sunlight across the facade.
- Clear, low-e and/or slightly tinted glazing shall be used to ensure the visibility of pedestrian-oriented commercial uses and to limit glare off of glazed surfaces.

Commercial Building Design Standards



Stone and stucco



Insulated Metal Panels



Mix of Materials and Colors. Note modern brick pattern installation.



Change of materials and colors provide building fenestration.



The use of the same material palette provides consistency across the development while still allowing for differentiation of individual buildings and spaces.



TAB 12 - ARCHITECTURAL STANDARDS

Commercial Building Design Standards

COMMERCIAL ENTRIES

INTENT: Clearly defined and entries to commercial uses enhance the scale and function along public streets. Building entries that are convenient, architecturally pronounced and directly related to pedestrian circulation will reinforce way-finding.

DESIGN STANDARDS

- All buildings shall provide at least one primary building entry oriented to the public or private street, primary parking area and customer access.
- Primary entrances shall be emphasized by signage and changes in wall plane or building massing, canopies, arcades, or differentiation in material, color or greater level of detail.
- Canopies, if used, must be rigid and not project more than 5' from the building face. Bottom edge of awning shall be a minimum of 10' above finished grade. Structure shall be painted or coated in black and shall be integrated into the architecture that they are mounted to. Awning materials shall adhere to the following:
 - Rigid glass, metal or composite material panels secured by a metal frame. Panels can be vertical or sloped.
 - High-quality operable rigid assemblies that are able to extend away from and contract back to the building facade.
- Arcades, if used, shall correspond to the facade scale and architectural style of the building. Arcades shall occur in the front of the building. A minimum 6' wide continuous open sidewalk shall be maintained for circulation. Arcades shall provide a minimum height of 12' measured from the sidewalk to the bottom of the structure. To the greatest extent possible, spacing between columns shall be a minimum of 12' and shall not block any building entrances.



Example of a clearly defined entrance.

DESIGN GUIDELINES

- Entries may include outdoor patios, integrated planters or wing walls that incorporate landscape areas and/or special paving the entire width of the entry area.
- Additional emphasis can be placed at the entry and may include an architectural tower or arcade.
- Soffits, columns and arches shall be treated consistently with the architecture of the building.
- Entry materials will weather the Colorado climate.

Commercial Building Design Standards

COMMERCIAL SERVICE AREAS

INTENT: Convenient and accessible service areas are important to the overall function of commercial uses. It is important to balance the needs and impacts of the service areas, mechanical equipment, trash and recycle collection areas and other similar uses with the aesthetics and usability of the surrounding pedestrian areas.

DESIGN STANDARDS

- Loading docks and all other services areas shall be screened from view from all public and private rights-of-way as required by Code. Wing-walls, separating the loading docks from the car parking areas, shall be required to partially separate these two areas. Such walls shall be of a color and material matching or compatible with the dominant colors and materials found on the facades of the primary building. The screen height shall be sufficient height to hide the equipment, vehicles, materials, or trash being screened from public view, but in no case shall exceed a height of ~~10~~⁹ feet.
- Service and outdoor storage areas, utility vaults, mechanical equipment, and trash and recycle collection areas shall be located in areas with limited visibility and pedestrian connectivity to minimize visual, auditory and odor impacts on-site.
- Service areas shall be screened from public streets, sidewalks and adjacent properties including open space. The service areas shall be screened with a permanent enclosure or fencing matching in materials and colors to the primary structure(s) on the site and with landscaping.
- Trash and recycling collection areas shall be located in areas that provide convenient access for users and accessible for collection.
- ~~Roof top equipment and vents larger than 5 inches in diameter shall be screened with four-sided architecture such as an extended building parapet or a free standing screen wall matching in materials and colors to the primary structure(s). RTU screens are also acceptable.~~



Service and loading areas are located away from pedestrian areas.



Loading dock is screened by walls in a like material to the building.

Updated.

Architectural Design Standards Matrix (Form H)

Architectural Design Standard	Brief Description of the Feature	Location of the Standards in Application Package
Industrial Materials Palette	All materials shall be high quality materials. The majority of the building facade may be surfaced in summit brick mix, natural stucco, or fiber cement plank siding.	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 2-4
Industrial Color Palette	Color is encouraged as a form of giving weight to featured elements and components. Accents of primary and secondary colors may be used when the primary field is of a neutral or muted color. Bright and intense color shall be permitted in a limited capacity.	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 4 <div>Please add "will meet the City of Aurora UDO requirements "</div> <div>Updated.</div>
Industrial Architectural Styles	<p>Entries: Architectural entries shall promote way-finding and be clearly defined through architectural elements, color, building fenestration, overhangs, etc.</p> <p>Service Areas and Loading Docks (including rooftop equipment): Service areas and loading docks will be screened from view by walls in a color and texture matching adjacent dominant building materials and colors. Fencing is not permitted.</p> <p>Screen rooftop equipment and vents with extensions of the building architecture such as a building parapet or free standing screen wall matching the dominant colors and textures of the building.</p>	<p>Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 5</p> <p><div>and examples- Do this for each row.</div><div>Updated.</div></p>
Commercial Materials Palette	All materials shall be high quality materials. The majority of the building facade may be surfaced in insulated metal panel, natural stucco, or fiber cement plank siding. Window frames and canopies must be black.	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 8
Commercial Color Palette	Bright and intense color shall be permitted for no more than 10% of the total elevation of any facade facing the street. <div>Updated.</div>	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 8
Commercial Architectural Styles	Architectural style shall be timeless and integrate the modern color palette of classic materials as described above and within this document.	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 7
Commercial Architectural Features	<p>The commercial buildings will create 360-degree architecture with visually pleasing character. Architectural scaling elements such as banding, belt courses, sills, lintels, mullions and changes in materials, textures, modules, and patterns can be used to establish the identity of the development. Punctuate special locations and provide human-scale details. Prevent large areas of undifferentiated or blank building facades and ensure diversity of appearance.</p> <p>Emphasize entries with signage, building massing, awnings, arcades or differentiation in material, color, or greater level of detail. Service areas, rooftop equipment and vents will be screened with extensions of the buildings architecture, texture and color.</p>	Detailed standards are included in the Blue Eagle Design Standards and Guidelines; pg. 9





BLUE EAGLE

***PUBLIC IMPROVEMENT
PLAN (PIP)***

TAB 13

Blue Eagle – Public Improvement Plan

EAST HALF OF SECTION 34, SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 3
SOUTH, RANGE 65 WEST, OF THE SIXTH PRINCIPAL MERDIAN, COUNTY OF ADAMS
CITY OF AURORA, COLORADO

Martin/Martin, Inc. Project No.: 23.1654

December 20, 2023

Prepared For: Chris Fellows
Blue Eagle Metropolitan District #1
9155 East Nichols Avenue, Suite 360
Centennial, Colorado 80112
720.341.7052

Prepared By: Martin/Martin, Inc.
12499 West Colfax Avenue
Lakewood, Colorado 80215
303.431.6100

Principal-in-Charge: David Le, PE
Project Manager: Ryan Byrne, PE
Project Engineer: Justin Meeks, PE
Project Engineer: Evan Bednar, EIT

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APPENDIX A

Final Build Out, Exhibit 1 of 7
Planning Area 1, Exhibit 2 of 7
Planning Area 2, Exhibit 3 of 7
Planning Area 3, Exhibit 4 of 7
Planning Area 4, Exhibit 5 of 7
Planning Area 5, Exhibit 6 of 7
Planning Area 6, Exhibit 7 of 7

I. PROJECT LOCATION AND DESCRIPTION

The purpose of this Master Land Use/Public Improvement Report is to discuss relevant issues regarding infrastructure planning for the Blue Eagle Development. More specifically, this report will discuss with each identified planning area the required roadway, storm drainage, water, and sanitary sewer infrastructure necessary to facilitate them as standalone developments.

The proposed Blue Eagle Development is approximately 419 acres with the potential land use of manufacturing, warehousing, distribution, fulfillment centers, freight operations, and renewable energy enterprises. The site is currently zoned as Airport District (AD), to take advantage of the nearby regional and national transportation hubs and infrastructure. The property is encompassed to the east and west by undeveloped agricultural land. Existing East 26th Avenue borders to the north of the development. The development is then bordered to the south by Interstate 70 and E. Colfax Avenue. Figure 1.1 shows the surrounding area. The property is located in east half of Section 34, and the southwest $\frac{1}{4}$ of Section 35, of Township 36N, Range 10E, 6th Meridian, in the City of Aurora, County of Adams, State of Colorado. The property is roughly rectangular shaped.

EXHIBIT IN APPENDIX UPDATED TO INCLUDE A NOTE AND LEGEND UPDATED THAT SHOWS EXISTING AT GRADE RAILROAD CROSSING ACCESS POINT TO BE MAINTAINED AND UPGRADED TO PAVED CROSSING FOR SECONDARY POINT OF ACCESS FOR FIRE & LIFE SAFETY.



NEATS has also identified a grade separated crossing over the existing Union Pacific Railroad and I-70. This development would have a minimum 50% financial obligation for the crossing per City Code.

Per the annexation agreement (expired 2006), this property is responsible for a share as determined by the City of bridge crossings abutting the property. Since the annexation agreement is expired, the property is subject to current Code which also requires a share of improvements. Since this property encompasses the entire north half of the crossing, at minimum it is responsible for 50% of the bridge.

The timing of both of the crossings should be identified in this PIP.

Per City Code, the plan shall comply with all adopted plans and policies of City Council.

<https://aurora.municipal.codes/LIDO/146-4.3.3>

Traffic engineering concurs with these comments



II. REFERENCES

Additional documents used to prepare this report were the Master Drainage and Utility Reports prepared by Martin/Martin, Inc., currently in progress, for the Blue Eagle Development. The Prairie Dog Draw Major Drainageway Planning Study, prepared by RESPEC, was referenced in the preparation of this document. The 1995 Box Elder Creek Upper Outfall System Plan is also referenced in this report; and was prepared by CH2MHILL. Please refer to these documents for specific information regarding roadway, storm drainage, water, and sanitary sewer design analysis.

III. PUBLIC IMPROVEMENTS

A. Final Build Out

(Exhibit 1 of 12)

General Parameters: Required Off-Site Infrastructure

The Blue Eagle Development has been divided into 6 distinct planning areas based on market analysis and development opportunities. As such the planning areas noted herein were analyzed to determine the minimum required infrastructure necessary to support them independently. However, the actual sequential development of this project shall more than likely be

determined by market conditions and infrastructure improvements may be skipped as needed.

FUNDING SPECIFICS
REMOVED FROM PIP
NARRATIVE.

Utility alignments (water, sanitary sewer, storm) are shown for illustrative purposes to identify required infrastructure as each planning area is developed. Final water, sanitary sewer, and storm sewer agreements will be also handled with separate engineering.

Major roadways that fall at a quarter section line or more are required to be constructed as each planning area is developed.

The final condition of these roadways are as follows:

The PIP is intended to identify the public improvements necessary to support a developer's project and to memorialize who has the responsibility for those improvements. The PIP is not intended to address the specifics of how improvements are funded by the responsible parties. Including that criteria on a PIP is overly burdensome and unnecessarily restrictive as funding strategies may shift over time. Moreover, the note as written identifies the Developer as committing the ARI funds to a particular improvement while in fact the Developer is not the party that will be collecting the ARI funds.

- East 26th Avenue – Four-Lane Arterial (114-foot ROW) – The four lane arterial will consist of an 8-foot walk, 9.5-foot landscape area, 8-foot bike lane with a vertical curb and gutter, and two travel lanes (12-foot each) per each side of the roadway. The middle of the four lane arterial will also include a 14-foot median dividing the ROW. For this four-lane arterial the developer will construct the southern 2 lanes adjacent to the Blue Eagle property only. If the Authority is not established as expected, the Developer will be required to use the ARI funds collected from the metro district(s) to fund the construction of the additional lanes. This will be accomplished either through an IAG between the metro district(s) and the city or by directing these funds to the city as they are collected.



- West N/S Collector – Three-Lane Collector (80-foot ROW) – The three lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane.
- Middle N/S Collector – Three-Lane Collector (80-foot ROW) – The three lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane.
- Hayesmout Road Collector – Three-Lane Collector (80-foot ROW) – The three lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane.
- Monaghan Road Collector – Three-Lane Collector (80-foot ROW) – The three lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane.
- Middle E/W Collector – Three-Lane Collector (80-foot ROW) – The three lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane.

Each planning area shall have two distinct points of access into the Blue Eagle Development and sufficient roadways to assure emergency vehicle access with sufficient fire hydrants to provide adequate fire flows. Internal roads are shown on the exhibit to help identify these two points of access. These roads are subject to change based on the actual development. A traffic study will need to be conducted with each individual Site Plan development to determine number of through lanes, number of auxiliary lanes, and traffic signalization. Roadway between arterials shall comply with roadway Design and Construction Specification section 4.04.1. On-site roadway geometry (i.e. overall road width, and curb radii), including dedicated access paths (material and section to be approved by Fire/Life Safety/Engineering), will allow for emergency vehicle access. Additionally, each planning area prepared for site development shall also provide adequate access and utility service infrastructure as required by the City of Aurora and will be provided for review and approval at the time of their submittal processes. It also expressly understood that the City may be unable to provide fire protection to the property prior to the installation of required emergency access roadways and operable fire hydrants.

It is anticipated that 2 lanes of each of the roadway sections shall be constructed adjacent to each planning area as necessary to accommodate access location as well as to satisfy Life Safety and traffic movement requirements. These 2 lanes will be at least 24' wide with turn lanes as needed. Bike lanes in both direction with a 2' shoulder shall be provided on roadway sections that include bike lanes.

Planning areas shall adhere to and address within their respective Site Plan submittals the following requirements: 1) roadway sections shall terminate with appropriate pavement



Include the requirements for looped water into the off-site water narrative:

OFF-SITE WATER
NARRATIVE UPDATED.

tion, 2) proposed utility added to final subgrade elevations over and depths, 3) proposed roadway sections, either half (two lane) activities to be installed prior to paving 4) proposed roadway design shall include sidewalks, landscape buffers or tree lawns, street lighting, striping and signage.

Significant off-site water improvements shall be required to support the Blue Eagle Development. As indicated by the City, there is an approved CIP project, titled the Eastern Utility Extension, that will install a 30" water transmission line along 26th Avenue. A 24-inch water line was also installed along the northeast, northern, northwest, and western sides of the Blue Eagle development per construction documents titled Spine G Waterline & Mustang Station. The project will tie to these water transmission lines in two locations, looping the waterline throughout the site. If these lines are not serviceable for connection to the Blue Eagle development, A future master study will need to be completed to identify the waterline sizes to support this project. Extensions and connections to the transmission main will occur as necessitated for the Blue Eagle planning areas and shall constitute as the primary points of connection to the Aurora Water network. Each planning area shall also be required to provide an internal looped water network per city criteria during their respective Site Plan submittals. The Blue Eagle Development site is located within Zone 4 of the City of Aurora water network. Refer to the Blue Eagle Master Utility Report for the water model and detailed information.

Similar to the required water infrastructure, off-site sanitary sewer improvements shall also be required to support the Blue Eagle Development and/or any of the planning areas. No existing sanitary sewer system is located nearby of the Blue Eagle development. Although a connection to Aurora's existing sanitary sewer collection system is not feasible for the initial phases of the Blue Eagle development, the city has stated they would support on-site wastewater treatment in the interim until the City can provide service to the Blue Eagle development.

An interim off-site wastewater treatment facility (WWTF) is an allowable method of wastewater treatment and disposal for the development as the total wastewater generation is over 2,000 gallons per day. The WWTF will be located east of the Blue Eagle property, along the south side of E. 26th Ave. While the WWTF could be phased, a 500,000 gpd WWTF designed to service the projected full build-out of the proposed development is anticipated to require 5 acres and could cost approximately \$10 million. The WWTF will be regional facility that will benefit the Blue Eagle property and future surrounding developments, with a future cost-sharing agreement.

If the off-site sanitary sewer system infrastructure has not yet been installed, the developing planning area will be responsible for building the necessary off-site sanitary sewer required to support the planning area. Aurora's sanitary sewer collection system is currently located 3.25 miles east of the Blue Eagle development. A section option is located at East 26th Avenue and Main Street, just east of E-470, located 3.5 miles west of the development. The Planning Area shall work with the City of Aurora to determine the best option for connecting to the city's existing sanitary sewer system.



Whelen Warning System Sirens will also be installed within the proposed Blue Eagle development. The requirements of the Whelen Warning System are as follows: 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-foot x 10-foot easement. Each siren covers approximately 3,000 radial feet at 70db and is typically spaced one siren per square mile. The exact placement of the sirens will be determined by the City of Aurora's Office of Emergency Management to ensure that coordinated coverage is provided on a system-wide basis.

SPECIFIC PLANNING AREA IMPROVEMENTS

B. Planning Area 1

(Exhibit 2 of 12)

As previously noted, Planning Area 1 was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be determined by market demands. Furthermore, dependent upon market needs, and associated infrastructure improvement costs, identified planning areas may be combined or partially skipped as needed. Refer to the "Public Improvements" section above for general parameters and required off-site infrastructure.

Utility alignments (water, sanitary sewer, storm drainage) are shown in PA-1 Exhibit for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be determined in subsequent Site Plan and construction document submittals. Additionally, all cost sharing agreements will also be handled within separate documents with the City.

1. Land Development

The land development in Planning Area 1 is approximately 21.2 acres located in the northwest portion of the Blue Eagle Development. The planning area is directly to the south of existing East 26th Avenue Street and east Proposed West N/S Collector. Land use of this planning area is identified as light manufacturing, storage, distribution, warehousing, and office.

The infrastructure requirements necessary for the completion of this planning area include the construction of collector and local roadways, storm sewer, sanitary sewer, and water mains.

2. Roadway Improvements

The following major roadways shall be required to support the developments within Planning Area 1. The roadway to the north, East 26th Avenue, ultimately will be a four-lane arterial (114-foot ROW). The four-lane arterial will consist of an 8-foot walk, 9.5-foot



landscape area, 8-foot bike lane with a vertical curb and gutter, and two feet each) per each side of the roadway. The middle of the three-lane collector will then have a 14-foot turn lane. For this planning area, it is anticipated that the eastern two lanes (22' width) of the ultimate three-lane collector will be constructed. The proposed roadway for this planning area will span from East 26th Avenue to PA-1 southerly boundary.

DESCRIPTION
UPDATED

Minimum 24' of pavement is required for FLS needs. This language is also inconsistent with sheet 3. (typical)

The roadway to the west, West N/S Collector, ultimately will be a three-lane collector (80-foot ROW). The three-lane collector will consist of a 6-foot walk, 11-foot landscape area equipped with a vertical curb and gutter, 7-foot bike lane, and 2 11-foot travel lanes per each side of the roadway. The middle of the three-lane collector will then have a 14-foot turn lane. For this planning area, it is anticipated that the eastern two lanes (22' width) of the ultimate three-lane collector will be constructed. The proposed roadway for this planning area will span from East 26th Avenue to PA-1 southerly boundary.

The roadway to the east, Middle N/S Collector, ultimately will be a three-lane collector (80-foot ROW). The three-lane collector will consist of a 6-foot walk, 11-foot landscape area equipped with a vertical curb and gutter, 7-foot bike lane, and 2 11-foot travel lanes per each side of the roadway. The middle of the three-lane collector will then have a 14-foot turn lane. For this planning area, it is anticipated that the western two lanes (22' width) of the ultimate three-lane collector will be constructed. The proposed roadway for this planning area will span from East 26th Avenue to PA-1 southerly boundary.

Development of Planning Area 1 will be responsible to construct portions of East 26th Avenue, West N/S Collector, and Middle N/S Collector to connect these proposed roadways with an existing roadway network. Half (two lanes) roadway sections shall include flow-line curb/gutter, streetlights, sidewalk, landscaping, utilities, signing, striping, and sidewalk per City of Aurora Design and Construction Specifications. Cul-de-sacs will also be evaluated to end roadways as a possible option to this phased roadway approach. Completion of the remaining roadway section will be constructed as adjacent planning areas are developed or as traffic studies indicate. It should be considered that these planning areas may be developed individually and thus a traffic study should ensue in order to support the need for additional roadways.

With the anticipated major and internal roads being constructed with this planning area, since East 26th Avenue is an existing 2-lane road, there are at least two distinct access points for this planning area.

Traffic signals for Planning Area 1 will be based on the traffic report associated with this Site Plan and will need to be evaluated with future traffic studies. Traffic signals funding will comply with the City Signal Escrow Ordinance.

3. Storm/Drainage Improvements

Required drainage improvements include on-site regional ponds, off-site regional ponds, culvert design, drainage channel, and associated storm sewer. At the time of this report, these regional facilities have not yet been constructed and shall be the responsibility of each individual planning area of the Blue Eagle Development, as previously discussed in the Final



Build Out section. As proposed, there are two ponds associated with this planning area. There are two on-site ponds; both are to the south of the planning area in planning area 2 denoted as A1 and AB. Pond AB will be an on-site regional pond from the Unnamed Stream in order to detain some floodwater and provide natural or pre-developmental flow conditions during storm events. The final location of the ponds and storm sewer networks will be determined during the Site Plan process. Refer to the “Final Blue Eagle Master Drainage Report” prepared by Martin/Martin Consulting Engineers Inc. currently in progress, for specific information.

4. Water Improvements

Off-Site

This planning area is located within Zone 4 of the City of Aurora water network. As proposed, the water network will connect into the proposed public water system at two separate locations in order to provide a looped system. As discussed, the water main bordered to the north is a 24-inch water main that is south of East 26th Avenue. If the transmission line is not able to provide a connection, a future master study will need to be completed to identify the closest tie-in location. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed within Middle N/S Collector to service this Master Plan. The other point of connection is east of West N/S Collector. As previously stated, the Blue Eagle Master Utility Report has defined two pressure zones within the overall development. This planning area has been identified as being in the higher-pressure zone. As required by City of Aurora, all wet utilities constructed within unpaved road sections shall be graded to final subgrade to ensure adequate soil cover and depths. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

In order to provide an internal loop within the development of Planning Area 1, a 12-inch water line will be constructed throughout planning area 1. Utility easements will be provided for all water lines which are located on private property. When this planning area is developed, an individual Site Plan and or water study may be required if the land use or planning area has changed before the development on this area.

5. Sanitary Sewer Improvements

Off-Site

Similar to the required water infrastructure, significant off-site sanitary sewer improvements are required to support the Blue Eagle Development. As discussed, there are two locations for sanitary connection offsite of the property. Both options are greater than 3 miles offsite of the project. In the interim phases of the development, an WWTF is an allowable method of wastewater treatment. When this planning area is developed, an individual Site Plan and or sanitary plan may be required if the land use or planning area has



changed before the time of development. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

A single sanitary line within the planning area will be integrated in the WWTF. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. The proposed on-site sanitary networks may be subject to change based on future developments and sanitary requirements of the planning area.

C. Planning Area 2

(Exhibit 3 of 12)

Planning Area 2 is not being considered at this time for land development of commercial, industrial, residential, etc. Planning Area 2 will consist of open space, parks, and floodplain area. The Planning Area is within larger potential development and therefore require no utilities or roadway improvements. Refer to the “Public Improvements” section above for general parameters.

1. Land Development

Planning Area 2 is approximately 18.6 acres and is located on the northern side of the Blue Eagle Development, north of Planning Area 3 and 4 and east of West N/S Collector. Required drainage improvements include on-site regional ponds, off-site regional ponds, culvert design, drainage channel, and associated storm sewer. At the time of this report, these regional facilities have not yet been constructed and shall be the responsibility of each individual planning area of the Blue Eagle Development, as previously discussed in the Final Build Out section. As proposed, there are three on-site ponds associated with this planning area. Two on-site water quality ponds, A1 and A2, are located within this planning area. The remaining pond is an on-site regional pond, denoted as AB, which is located in this planning area. There are six culverts associated with this planning area denoted as Culvert J569, J539, J519, J459, J449, and ABO. These culverts, except culvert ABO, will transport off-site flows from the west under West N/S Collector to a proposed open channel (Unnamed Stream) within the property. The proposed open channel is within the limits of a Stream Management Corridor (SMC) identified as the width needed for a High Functioning Low Maintenance Stream (HFLMS). Culvert ABO routes flows off-site after regional detention. The final location of the ponds and storm sewer networks will be determined during the Site Plan process. Refer to the “Final Blue Eagle Master Drainage Report” prepared by Martin/Martin Consulting Engineers Inc. dated May 2020, for specific information.

D. Planning Area 3

(Exhibit 4 of 12)



As previously noted, Planning Area 3 was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be determined by market demands. Furthermore, dependent upon market needs and associated infrastructure improvement costs, identified planning areas may be combined or partially skipped as needed. Refer to the “Public Improvements” section above for general parameters and required off-site infrastructure.

Utility alignments (water, sanitary sewer, storm drainage) are shown in PA-3 Exhibit for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be determined in subsequent Site Plan and construction document submittals. Additionally, all cost sharing agreements will also be handled within separate documents with the City.

1. Land Development

The land development in Planning Area 3 is approximately 39.6 acres located in the western portion of the Blue Eagle Development. Land use of this area is designated as light manufacturing, storage, and distribution.

The infrastructure required for this development includes the construction of collector and local roadways, storm sewer, and sanitary mains.

NARRATIVE UPDATED TO
REFLECT ROADWAY
SECTIONS AS DESCRIBED.

The sections described for the upper collectors are identified inconsistent with the description on page 3. Please review all collector descriptions and ensure they match across the entire document.

2. Roadway Improvements

The following major roadway shall be required to support the developments within Planning Area 3. The roadway to the north, East 26th Avenue, ultimately will be a four-lane arterial (114-foot ROW). The four-lane arterial will consist of an 8-foot walk, 9.5-foot landscape area, 8-foot bike lane with a vertical curb and gutter, and two travel lanes (12-feet each) per each side of the roadway. The middle of the four-lane arterial will also include a 14-foot median dividing the ROW. For this planning area, the southern two lanes will be constructed. The proposed roadway for this planning area will span adjacent to the Blue Eagle Property.

The roadway to the west, West N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 6-foot walk, 5-foot landscape area, 11-foot landscape area equipped with a vertical curb and gutter, 7-foot bike lane, and two 11-foot travel lanes per each side of the roadway. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the eastern two lanes will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to Monaghan Road Collector.

The roadway to the east, Middle N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 6-foot walk, 5-foot landscape area, 11-foot landscape area equipped with a vertical curb and gutter, 7-foot bike lane, and two 11-foot travel lanes per each side of the roadway. The middle of the three-lane collector will also include a



shared turn lane. For this planning area, the western two lanes will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to Monaghan Road Collector.

The roadway to the south, Monaghan N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 6-foot walk, 5-foot landscape area, 11-foot landscape area equipped with a vertical curb and gutter, and 11-foot travel lanes per each side of the roadway. The middle section will include a shared turn lane. For this planning area, the northern two lanes will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to Middle N/S Collector.

**LOCATIONS OF POTENTIAL
CUL-DE-SACS ADDED TO NARRATIVE**

From the exhibit, it's not clear where a cul de sac would make sense. Please identify the locations of potential future compliant turn arounds for all exhibits.

Development of Planning Area 3 will be responsible to construct portion of West N/S Collector and Middle N/S Collector and to connect these proposed roads to the existing roadway network. Half (two lanes) roadway sections shall include a curb/gutter, streetlights, sidewalk, landscaping, utilities, signing, striping, and sidewalk per City of Aurora Design and Construction Specifications. Cul-de-sacs will also be evaluated to end roadways as a possible option to this phased roadway approach. Completion of the remaining roadway section will be constructed as adjacent planning areas are developed or as traffic studies indicate. It should be considered that these planning areas may be developed individually and thus a traffic study should ensue in order to support the need for additional roadways.

With the anticipated major and internal roads being constructed with this planning area, there are at least two distinct access points for this planning area from West N/S Collector and Middle N/S Collector.

Traffic signals for Planning Area 3 will be based on the traffic report associated with this Site Plan and will need to be evaluated with future traffic studies. Traffic signals funding will comply with the City Signal Escrow Ordinance.

3. Storm/Drainage Improvements

Required drainage improvements include on-site regional ponds, off-site regional ponds, culvert design, drainage channel, and associated storm sewer. At the time of this report these regional facilities have not yet been constructed and shall be the responsibility of each individual planning area of the Blue Eagle Development, as previously discussed in the Final Build Out section. As proposed, there are two ponds associated with this planning area. There are two on-site ponds; both are to the south of the planning area in planning area 2 denoted as A2 and AB. Pond AB will be an on-site regional pond from the Unnamed Stream in order to detain some floodwater and provide natural or pre-developmental flow conditions during storm events. The final location of the ponds and storm sewer networks will be determined during the Site Plan process. Refer to the "Final Blue Eagle Master Drainage Report" prepared by Martin/Martin Consulting Engineers Inc. currently in progress, for specific information.



4. Water Improvements

Off-Site

This planning area is located within Zone 4 of the City of Aurora water network. As proposed, the water network will connect into the proposed public water system at two separate locations in order to provide a looped system. As discussed, the water main bordered to the north is a CIP planned 24-inch water main that is south of East 26th Avenue. If transmission line is not installed in time of development, a future master study will need to be completed to identify the closest tie-in location. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. The other point of connection is east of West N/S Collector. As previously stated, the Blue Eagle Master Utility Report has defined two pressure zones within the overall development. This planning area has been identified as being in the higher-pressure zone. As required by City of Aurora, all wet utilities constructed within unpaved road sections shall be graded to final subgrade to ensure adequate soil cover and depths. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

In order to provide an internal loop within the development of Planning Area 3, a 12-inch water line will be constructed throughout Planning Area 3. Utility easements will be provided for all water lines which are located on private property. When this planning area is developed, an individual Site Plan and or water study may be required if the land use or planning area has changed before the development on this area.

5. Sanitary Sewer Improvements

Off-Site

Similar to the required water infrastructure, significant off-site sanitary sewer improvements are required to support the Blue Eagle Development. As discussed, there are two locations for sanitary connection offsite of the property. Both options are greater than 3 miles offsite of the project. In the interim phases of the development, an WWTF is an allowable method of wastewater treatment. When this planning area is developed, an individual Site Plan and or sanitary plan may be required if the land use or planning area has changed before the time of development. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

The on-site sanitary sewer system will branch from either off-site sanitary connections as discussed. Alternatively, a single sanitary line within the planning area will be integrated in the WWTF. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. The proposed on-site sanitary networks may be subject to change based on future developments and sanitary requirements of the planning area.



E. Planning Area 4

(Exhibit 5 of 12)

As previously noted, Planning Area 4 was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be determined by market demands. Furthermore, dependent upon market needs, and associated infrastructure improvement costs, identified planning areas may be combined or partially skipped as needed. Refer to the “Public Improvements” section above for general parameters and required off-site infrastructure.

Utility alignments (water, sanitary sewer, storm drainage) are shown in PA-4 Exhibit for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be determined in subsequent Site Plan and construction document submittals. Additionally, all cost sharing agreements will also be handled within separate documents with the City.

1. Land Development

The land development in Planning Area 4 is approximately 34.1 acres located in the upper western portion of the Blue Eagle Development. Land use of this planning area is identified as light manufacturing, storage, distribution, warehousing, and office.

The infrastructure requirements necessary for the completion of this planning area include the construction of collector and local roadways, storm sewer, sanitary sewer, and water mains.

2. Roadway Improvements

The following major roadway shall be required to support the developments within Planning Area 4. The roadway to the north, East 26th Avenue, ultimately will be a four-lane arterial (114-foot ROW). The four-lane arterial will consist of an 8-foot walk, 9.5-foot landscape area, 8-foot bike lane with a vertical curb and gutter, and two travel lanes (12-feet each) per each side of the roadway. The middle of the four-lane arterial will also include a 14-foot median dividing the ROW. For this planning area, the southern two lanes will be constructed. The proposed roadway for this planning area will span adjacent to the Blue Eagle Property.

The roadway to the west, Middle N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 6-foot walk, 5-foot landscape area, 11-foot landscape area equipped with a vertical curb and gutter, 7-foot bike lane, and two 11-foot travel lanes per each side of the roadway. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the eastern two lanes will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to Monaghan Road Collector.



The roadway to the south, Monaghan N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 6-foot walk, 5-foot landscape area, 11-foot landscape area equipped with a vertical curb and gutter, 7-foot bike lane, and two 11-foot travel lanes per each side of the roadway. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the northern two lanes will be constructed. The proposed roadway for this planning area will span from Middle N/S Collector to Hayesmound Road Collector.

Anticipated internal roads area also shown on this exhibit. These internal roads are ‘place-holders’ as their alignments will be driven by a specific future development.

Development of Planning Area 4 will be responsible to construct portions of Middle N/S collector and Monaghan Road Collector and to connect the proposed roadway with an

existing road curb/gutter, City of Aurora end roadway remaining road

EXHIBIT UPDATED TO CLARIFY ACCESS POINT FOR PA-3. NOTE ADDED AND LEGEND UPDATED TO SHOW EXISTING AT GRADE RAILROAD CROSSING ACCESS POINT TO BE MAINTAINED AND UPGRADED TO PAVED CROSSING FOR SECONDARY POINT OF ACCESS FOR FIRE & LIFE SAFETY.

as traffic studies indicate. It should be considered that these plans be developed individually and thus a traffic study should ensue in additional roadways.

Per the exhibit, there are not two distinct different access points for this planning area.

With the anticipated major and internal roads being constructed with this planning area, there are two distinct access points for this planning area (Middle N/S Collector and Monaghan Road Collector).

Traffic signals for Planning Area 4 will be based on the traffic report associated with this Site Plan and will need to be evaluated with future traffic studies. Traffic signals funding will comply with the City Signal Escrow Ordinance.

3. Storm/Drainage Improvements

Required drainage improvements include on-site regional ponds, off-site regional ponds, culvert design, drainage channel, and associated storm sewer. At the time of this report these regional facilities have not yet been constructed and shall be the responsibility of each individual planning area of the Blue Eagle Development, as previously discussed in the Final Build Out section. As proposed, there are two ponds associated with this planning area. There are two on-site ponds; both are to the south of the planning area in planning area 2 denoted as A2 and AB. Pond AB will be an on-site regional pond from the Unnamed Stream in order to detain some floodwater and provide natural or pre-developmental flow conditions during storm events. The final location of the ponds and storm sewer networks will be determined during the Site Plan process. Refer to the “Final Blue Eagle Master Drainage Report” prepared by Martin/Martin Consulting Engineers Inc. currently in progress, for specific information.



4. Water Improvements

Off-Site

This planning area is located within Zone 4 of the City of Aurora water network. As proposed, the water network will connect into the proposed public water system at two separate locations in order to provide a looped system. As discussed, the water main bordered to the north is a CIP planned 24-inch water main that is south of East 26th Avenue. If transmission line is not installed in time of development, a future master study will need to be completed to identify the closest tie-in location. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. The other point of connection is east of West N/S Collector. As previously stated, the Blue Eagle Master Utility Report has defined two pressure zones within the overall development. This planning area has been identified as being in the higher-pressure zone. As required by City of Aurora, all wet utilities constructed within unpaved road sections shall be graded to final subgrade to ensure adequate soil cover and depths. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

In order to provide an internal loop within the development of Planning Area 4, a 12-inch water line will be constructed west of planning area 4. Utility easements will be provided for all water lines which are located on private property. When this planning area is developed, an individual Site Plan and or water study may be required if the land use or planning area has changed before the development on this area.

5. Sanitary Sewer Improvements

Off-Site

Similar to the required water infrastructure, significant off-site sanitary sewer improvements are required to support the Blue Eagle Development. As discussed, there are two locations for sanitary connection offsite of the property. Both options are greater than 3 miles offsite of the project. In the interim phases of the development, an WWTF is an allowable method of wastewater treatment. When this planning area is developed, an individual Site Plan and or sanitary plan may be required if the land use or planning area has changed before the time of development. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

A single sanitary line west of the planning area along Middle N/S Collector will be integrated in the WWTF. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. The proposed on-site sanitary networks may be subject to change based on future developments and sanitary requirements of the planning area.



F. Planning Area 5

(Exhibit 6 of 12)

As previously noted, Planning Area 5 was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be determined by market demands. Furthermore, dependent upon market needs, and associated infrastructure improvement costs, identified planning areas may be combined or partially skipped as needed. Refer to the “Public Improvements” section above for general parameters and required off-site infrastructure.

Utility alignments (water, sanitary sewer, storm drainage) are shown in PA-5 Exhibit for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be determined in subsequent Site Plan and construction document submittals. Additionally, all cost sharing agreements will also be handled within separate documents with the City.

1. Land Development

The land development in Planning Area 5 is approximately 222.6 acres located in the southwest portion of the Blue Eagle Development. The Planning Area is east of proposed West N/S Collector and north of existing Union Pacific Railroad. Land use for this planning area is identified as light manufacturing, storage, distribution, warehousing, and office.

The infrastructure requirements necessary for the completion of this planning area include the construction of collector and local roadways, storm sewer, sanitary sewer, and water mains.

2. Roadway Improvements

The following major roadway shall be required to support the developments within Planning Area 5. The roadway to the north, East 26th Avenue, ultimately will be a four-lane arterial (114-foot ROW). The four-lane arterial will consist of an 8-foot walk, 9.5-foot landscape area, 8-foot bike lane with a vertical curb and gutter, and two travel lanes (12-feet each) per each side of the roadway. The middle of the four-lane arterial will also include a 14-foot median dividing the ROW. For this planning area, the southern two lanes will be constructed. The proposed roadway for this planning area will span adjacent to the Blue Eagle Property.

The roadway to the west, West N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 6-foot walk, 5-foot landscape area, 11-foot landscape area equipped with a vertical curb and gutter, 7-foot bike lane, and two 11-foot travel lanes per each side of the roadway. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the eastern two lanes will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to the southern property boundary.



The roadway to the center, Middle E/W Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 6-foot walk, 5-foot landscape area, 11-foot landscape area equipped with a vertical curb and gutter, 7-foot bike lane, and two 11-foot travel lanes per each side of the roadway. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the western two lanes will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to Monaghan the southern property boundary.

DESCRIPTION
UPDATED FOR
CLARIFICATION

Clarify the limits of the middle N/S collector. Additionally, the full width is required within the planning area.

NARRATIVE
UPDATED

The full width of the road is required with this planning area.

The roadway to the east, Hayesmount N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 6-foot walk, 5-foot landscape area, 11-foot landscape area equipped with a vertical curb and gutter, 7-foot bike lane, and two 11-foot travel lanes per each side of the roadway. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the eastern two lanes will be constructed. The proposed roadway for this planning area will span from Monaghan Road Collector to the southern property boundary.

The roadway to the north, Monaghan N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 6-foot walk, 5-foot landscape area, 11-foot landscape area equipped with a vertical curb and gutter, 7-foot bike lane, and two 11-foot travel lanes per each side of the roadway. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the southern two lanes will be constructed. The proposed roadway for this planning area will span from West N/S Collector to Hayesmount Road Collector.

NARRATIVE UPDATED

The full width of the road is required in this planning area.

NARRATIVE UPDATED

This limit is incorrect per the exhibit. The eastern limit goes past the Hayesmount Road collector.

The roadway in the center, Middle E/W Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 6-foot walk, 5-foot landscape area, 11-foot landscape area equipped with a vertical curb and gutter, 7-foot bike lane, and two 11-foot travel lanes per each side of the roadway. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the southern two lanes will be constructed. The proposed roadway for this planning area will span from Middle N/S Collector to Hayesmount Road Collector.

Anticipated internal roads area also shown on this exhibit. These roads split the planning area in to 3 distinct areas. These internal roads are 'place-holders' as their alignments will be driven by a specific future development.

Development of Planning Area 5 will be responsible to construct portions of West N/S Collector and to connect the proposed roadway with an existing roadway network. Half (two lanes) roadway sections shall include flow-line curb/gutter, streetlights, sidewalk, landscaping, utilities, signing, striping, and sidewalk per City of Aurora Design and specifications. Cul-de-sacs will also be evaluated to end roadways as a possible proposed roadway approach. Completion of the remaining roadway section will be determined as adjacent planning areas are developed or as or as traffic studies indicate.

The 3 distinct areas are not clear to me. There appears to be 5 distinct areas potentially due to the middle E/W collector.

CORRECT, IT IS 5 INCLUDING THE E/W COLLECTOR. NARRATIVE UPDATED TO REFLECT.

REITERATION
REDUCED.

Why is this reiterated here?



It should be considered that these planning areas may be developed individually and thus a traffic study should ensue in order to support the need for additional roadways.

With the anticipated major and internal roads being constructed with this planning area, there are two distinct access points for this planning area (West N/S Collector, Middle N/S Collector, Hayesmount Road Collector).

Traffic signals for Planning Area 5 will be based on the traffic report associated with this Site Plan and will need to be evaluated with future traffic studies. Traffic signals funding will comply with the City Signal Escrow Ordinance.

3. Storm/Drainage Improvements

Required drainage improvements include on-site regional ponds, off-site regional ponds, culvert design, drainage channel, and associated storm sewer. At the time of this report these regional facilities have not yet been constructed and shall be the responsibility of each individual planning area of the Blue Eagle Development, as previously discussed in the Final Build Out section. As proposed, there are two ponds associated with this planning area. Both of these ponds are west of the planning area and are denoted as C and D. These are on-site detention ponds intended to reduce floodwaters generated by tributary runs to Prairie Dog Draw, located in Planning Area 6. The sole culvert associated with this planning area, Culvert J581, is located at West N/S Collector, just north of East Colfax Ave. This culvert creates a water crossing for an unnamed stream. Proposed storm sewer piping is located at Culvert J581 and route offsite flows to the north of the property to Culvert J569, ultimately to pond A2 and regional detention Pond AB. Additional storm sewer is located to the south of the planning area and takes offsite flows to the east, ultimately to Prairie Dog Draw. Future developments will determine which option will be preferred for the planning area. The final location of the ponds and storm sewer networks will be determined during the Site Plan process. Refer to the “Final Blue Eagle Master Drainage Report” prepared by Martin/Martin Consulting Engineers Inc. currently in progress, for specific information.

4. Water Improvements

Off-Site

This planning area is located within Zone 4 of the City of Aurora water network. As proposed, the water network will connect into the proposed public water system at two separate locations in order to provide a looped system. As discussed, the water main bordered to the south is a CIP existing 24-inch water main. If transmission line is not installed in time of development, a future master study will need to be completed to identify the closest tie-in location. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. As previously stated, the Blue Eagle Master Utility Report has defined two pressure zones within the overall development. This planning area has been identified as being in the higher-pressure zone. As required by City of Aurora, all wet utilities constructed within unpaved road sections shall be graded to final subgrade to ensure adequate soil cover and



depths. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

In order to provide an internal loop within the development of Planning Area 5, a 12-inch water line will be constructed throughout planning area 5. Utility easements will be provided for all water lines which are located on private property. When this planning area is developed, an individual Site Plan and or water study may be required if the land use or planning area has changed before the development on this area.

5. Sanitary Sewer Improvements

Off-Site

Similar to the required water infrastructure, significant off-site sanitary sewer improvements are required to support the Blue Eagle Development. As discussed, there are two locations for sanitary connection offsite of the property. Both options are greater than 3 miles offsite of the project. In the interim phases of the development, an WWTF is an allowable method of wastewater treatment. When this planning area is developed, an individual Site Plan and or sanitary plan may be required if the land use or planning area has changed before the time of development. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

A single sanitary line within the planning area will be integrated in the WWTF. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main along Middle E/W Collector would be needed to service this Master Plan. The proposed on-site sanitary networks may be subject to change based on future developments and sanitary requirements of the planning area.

G. Planning Area 6

(Exhibit 7 of 12)

Planning Area 6 is not being considered at this time for land development of commercial, industrial, residential, etc. Planning Area 2 will consist of open space, parks, and floodplain area. The Planning Area is within larger potential development and therefore require no utilities or roadway improvements. Refer to the “Public Improvements” section above for general parameters.

1. Land Development

The land development in Planning Area 6 is approximately 63.9 acres located in the eastern-middle portion of the Blue Eagle Development. The Planning Area is southwest of the property. Land use for this planning area is identified as Detention/Open Space.



This planning area will also be equipped with a Whelen Warning System Siren to be constructed at the expense of the City, with the exact location to be determined by the City of Aurora's Office of Emergency Management. This warning system will require a 10-foot x10-foot easement to be dedicated within the planning area.

2. Storm/Drainage Improvements

Required drainage improvements include on-site detention ponds, culvert design, and improvements on a drainage channel. At the time of this report these regional facilities have not yet been constructed and shall be the responsibility of each individual planning area of the Blue Eagle Development, as previously discussed in the Final Build Out section. As proposed, there is two on-site detention pond associated with this planning area. The ponds associated with this area is denoted as Detention Facility C and Detention Facility D and are located within this Planning Area. The on-site ponds are built in order to detain some flood water and provide natural flow conditions during storm events. There is one culvert associated with this planning area denoted as Culvert J170 and will be utilized to create a water passing from Prairie Dog Draw under a future road. Current proposed on-site pipe networks within the planning area include a line at the south of the planning area. Prairie Dog Draw is located within the planning area. Prairie Dog Draw will be improved to a HFLMS within the SMC limits. The final location of the ponds and storm sewer networks will be determined during the Site Plan process.

IV. CONCLUSIONS

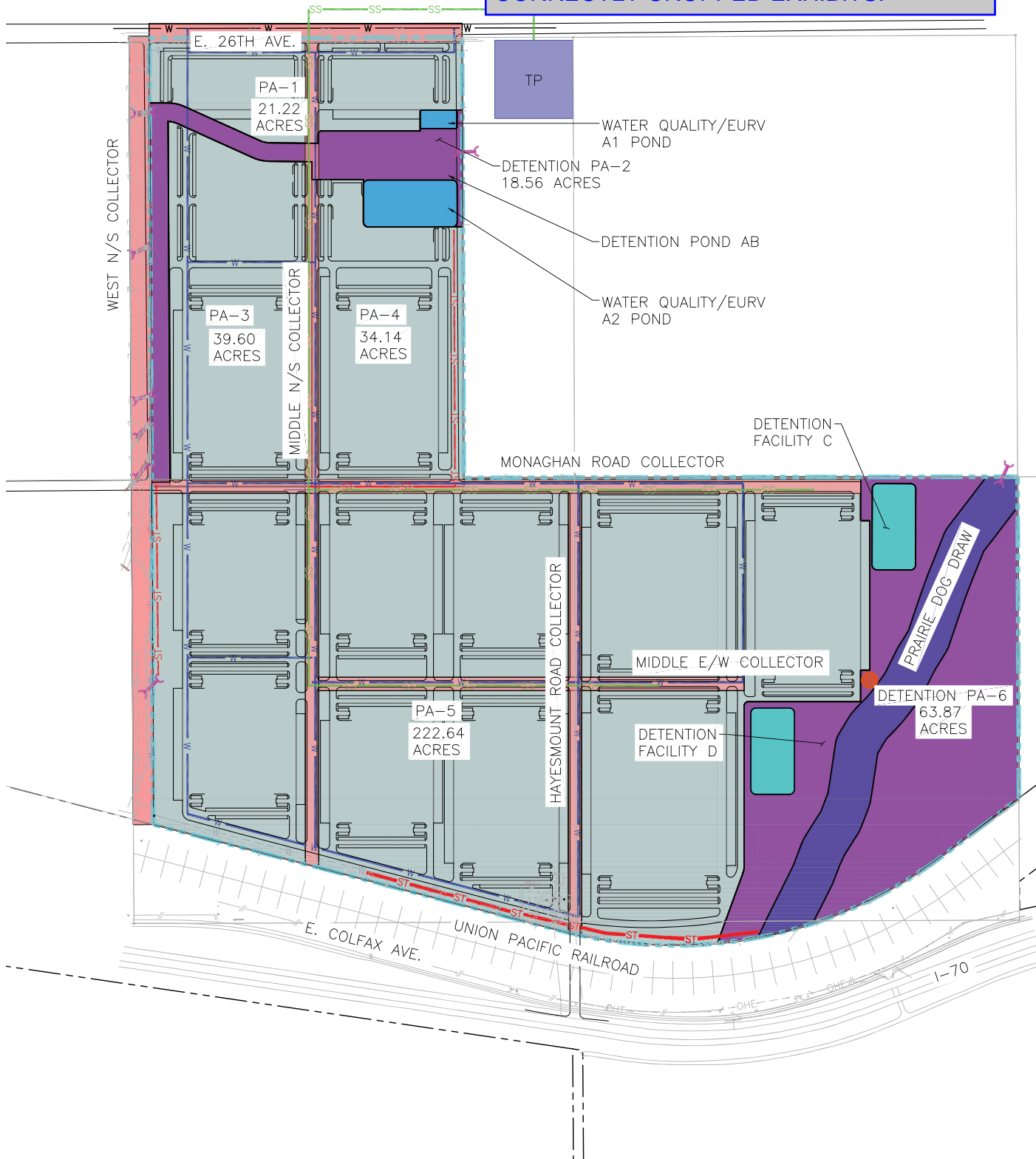
Final Build Out, Exhibit 1 of 7
Planning Area 1, Exhibit 2 of 7
Planning Area 2, Exhibit 3 of 7
Planning Area 3, Exhibit 4 of 7
Planning Area 4, Exhibit 5 of 7
Planning Area 5, Exhibit 6 of 7
Planning Area 6, Exhibit 7 of 7

APPENDICES

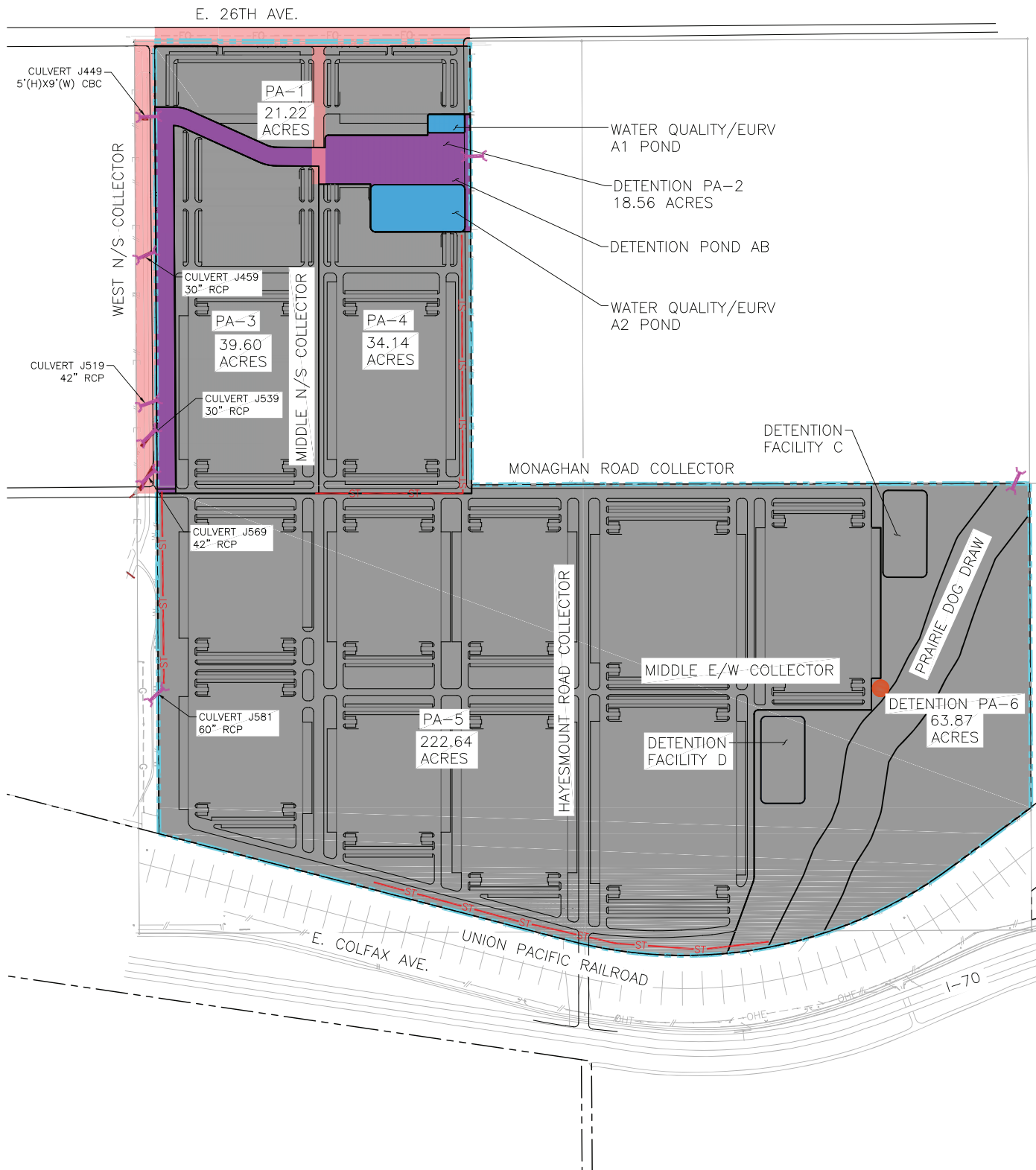
Please add Legends and Titles

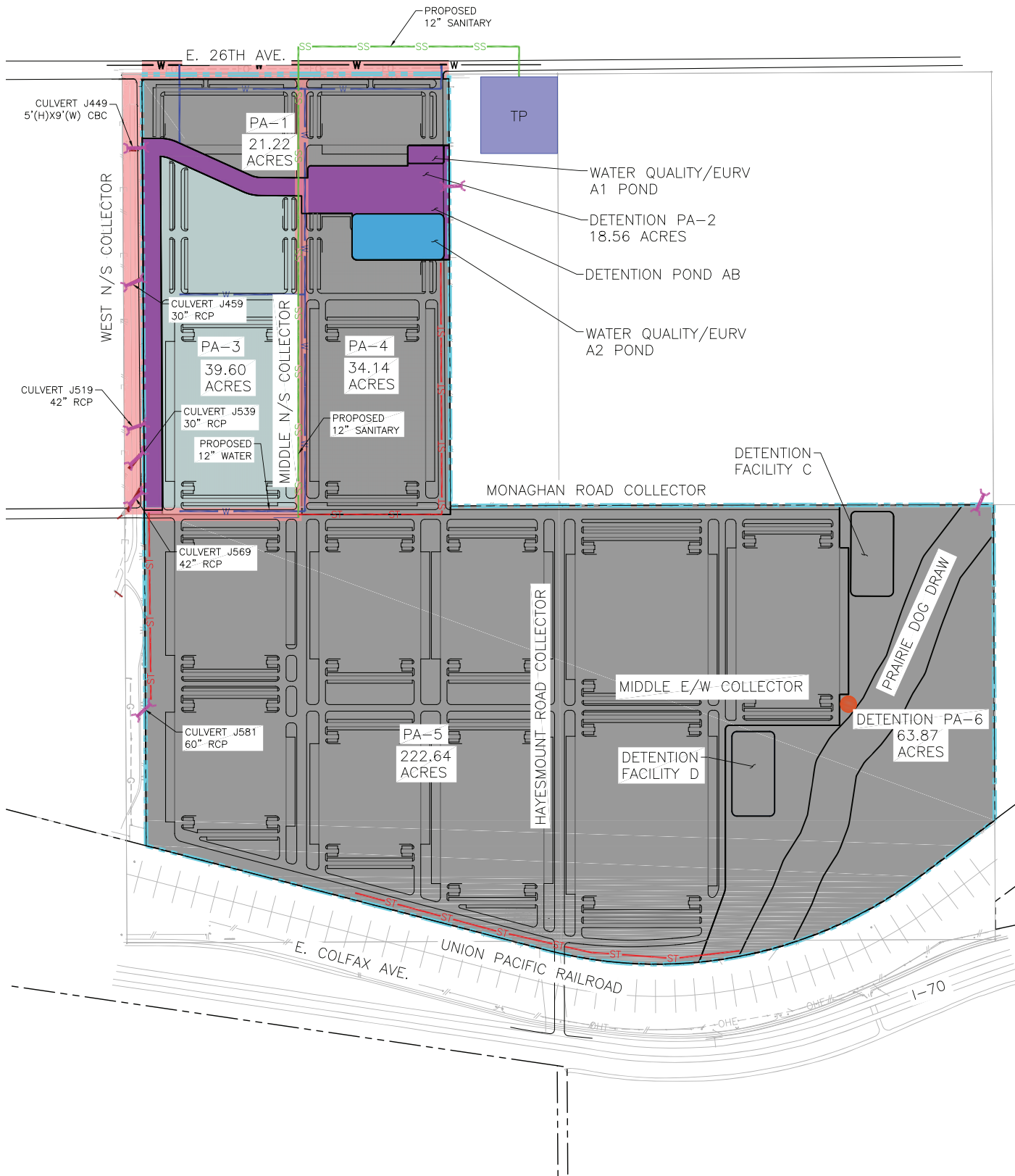
Where are the legends for these graphics? Where are the titles? What are each of these supposed to be representing?

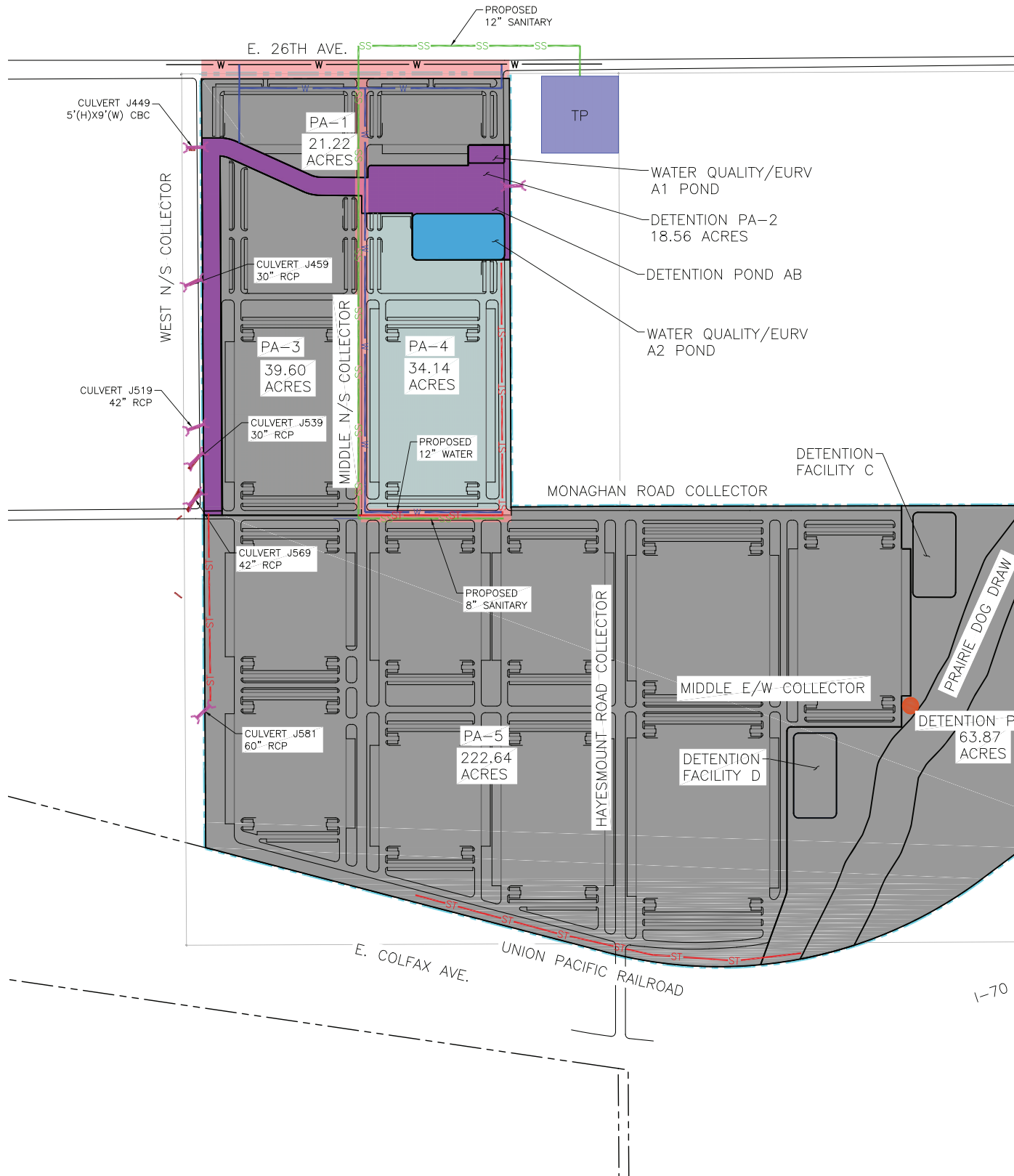
EXHIBIT ORIGINALLY INCLUDED LEGENDS AND TITLES, BUT WAS CROPPED INCORRECTLY. REPORT NOW INCLUDES CORRECTLY CROPPED EXHIBITS.















1st SubmittalCasey
BallardAurora
Watercballard@auroragov.
org

WATER ALONG 26TH
EXTENDS BEYOND
VIEWPORT, NOT DEAD END.
WATER LINE HAS BEEN
UPDATED TO REFLECT THIS.

Show and provide a
looped water supply
to this site. The
looping must come
from 2 independent
directions.

Identify access control proposed at each intersection,
show each intersection on 26th Avenue

APPROXIMATE ACCESS
POINTS ADDED TO OVERALL
MAP TO SHOW
INTERSECTIONS ALONG
26TH AVE

COMMENT NOTED.
DISCHARGE POINT IS
ASSUMED TO BE TO THE
SOUTH TO THE CHANNEL
AND DOWNSTREAM OF THE
DETENTION POND AT THIS
TIME. LOCATION AND SIZE
TO BE DETERMINED WITH
MUS AND SITE PLAN
LAYOUTS

While the exact location of the package
facility is conceptual at this stage it should
still be within City limits and close to a
discharge point. It is also to discharge
directly to a channel, not a pond or other
detention feature, and avoid the flows
crossing any sidewalk or maintenance path.

Please see the comments on the PIP narrative.
There are significant access issues with this
master plan without the required grade
separated crossings. Two points of access are
not currently provided to any of the planning
areas as shown. The grade separated
crossings should be shown as requirements for
the planning areas on the exhibits.

THERE IS AN EXISTING EMERGENCY ACCESS
POINT ON THE SOUTH SIDE OF THE PROPERTY
THAT PROPOSED ROADWAY WILL CONNECT TO.
THIS POINT OF ACCESS INTO THE SITE, ALONG
WITH EXISTING 26TH AVENUE, WILL MEAN THERE
ARE 2 POINTS OF ACCESS AS REQUIRED. PLANS
AND REPORT UPDATED TO ELABORATE ON SAID
EMERGENCY ACCESS POINT FOR CLARITY.

NEATS has identified a grade separated crossing over the existing Union Pacific Railroad
and I-70. This development would have a minimum 50% financial obligation for the crossing
per City Code.

Per the annexation agreement (expired 2006), this property is responsible for a share as
determined by the City of bridge crossings abutting the property. Since the annexation
agreement is expired, the property is subject to current Code which also requires
proportional share of improvements. Since this property encompasses the entire north half
of the crossing, at minimum it is responsible for 50% of the bridge.

The timing of both of the crossings should be identified in this PIP.

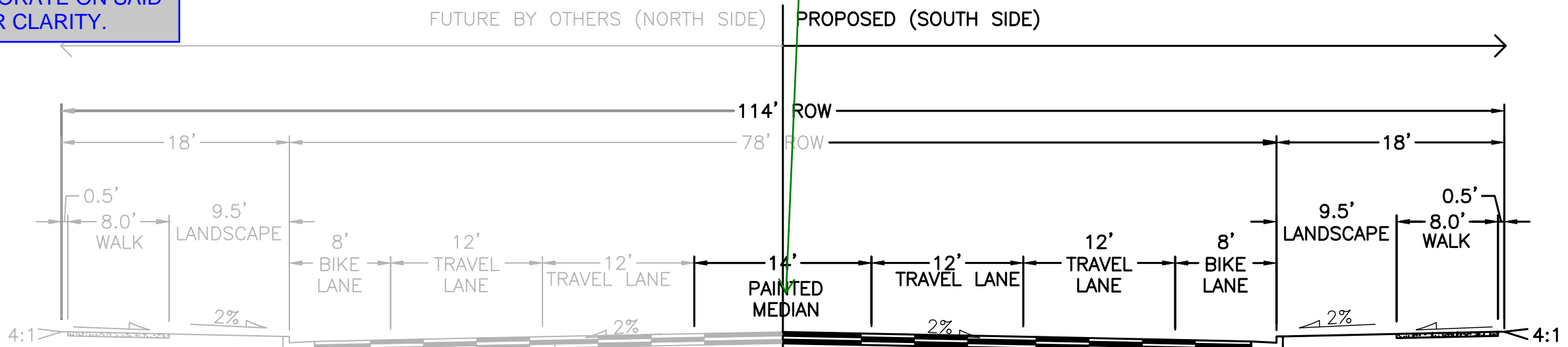
Per City Code, the plan shall comply with all adopted plans and policies of City Council.
<https://aurora.municipal.codes/UDO/146-4.3.3>

NOTE ADDED AND LEGEND UPDATED TO SHOW
EXISTING AT GRADE RAILROAD CROSSING
ACCESS POINT TO BE MAINTAINED AND
UPGRADED TO PAVED CROSSING FOR
SECONDARY POINT OF ACCESS FOR FIRE & LIFE
SAFETY.

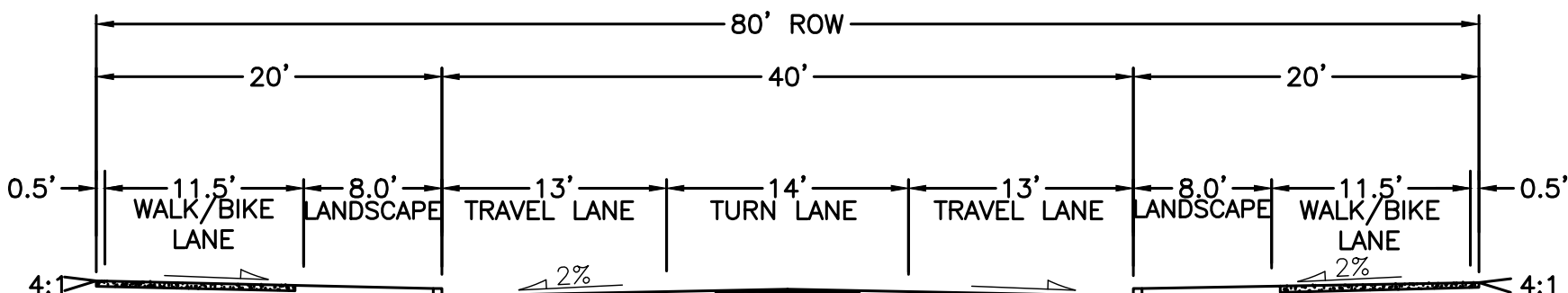
LEGEND

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	PROPOSED SANITARY SEWER
	FUTURE OFF-SITE SANITARY SEWER
	PROPOSED ONSITE WATERLINE
	EXISTING WATERLINE
	PROPOSED STORM SEWER
	EXISTING STORM SEWER
	PROPOSED RIGHT OF WAY
	PROPOSED ROAD CENTER LINE
	POTENTIAL INTERIOR ROAD OR ROAD-LIKE CONNECTIONS
	FLOODPLAIN
	PROPOSED ROADWAY
	PROPOSED PLANNING AREA
	PLANNING AREA BEING DESCRIBED
	PROPOSED WQ/EURV POND
	DETENTION / OPEN SPACE
	WHELEN WARNING SYSTEM SIREN
	SIGNALIZED INTERSECTION
	SIGNALIZED INTERSECTION

400 200 0 400 800
SCALE: 1"=400'
ALL LINEAL DIMENSIONS ARE IN U.S. SURVEY FEET



FOUR LANE ARTERIAL
PAINTED MEDIAN
TYPICAL SECTION 26TH AVE
(SOUTH SIDE ONLY)
N.T.S. SECTION A-A



THREE LANE COLLECTOR
TYPICAL SECTION
N.T.S. SECTION A-A

Two different collector sections are
proposed on these sheets. Please
clarify where each is proposed.

CLARIFICATION ADDED
TO SECTION VIEWS

BLUE EAGLE - MASTER PLANNING PUBLIC IMPROVEMENT PLAN OVERALL MAP

No.	Description of Revisions	Date	Name
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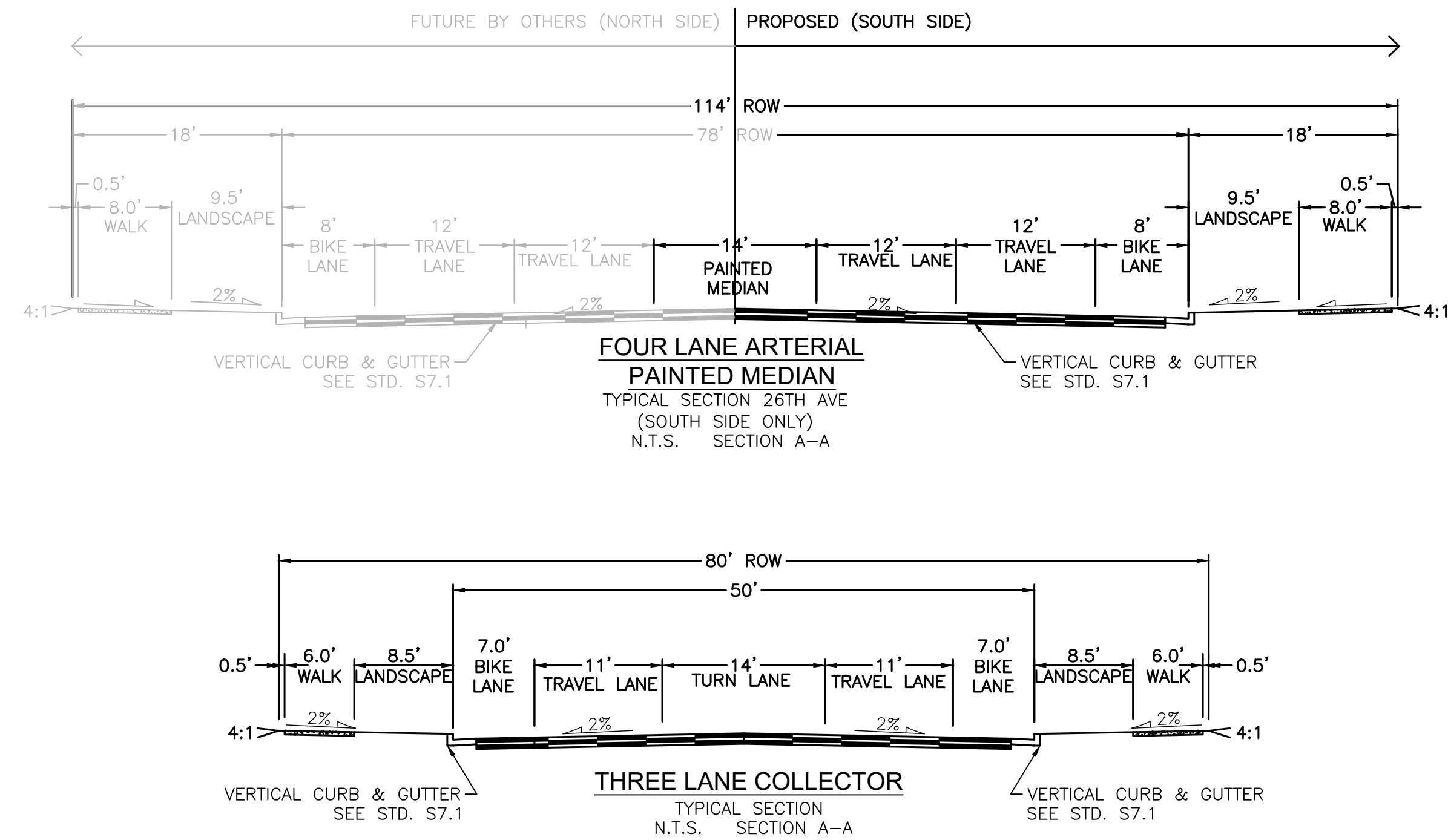
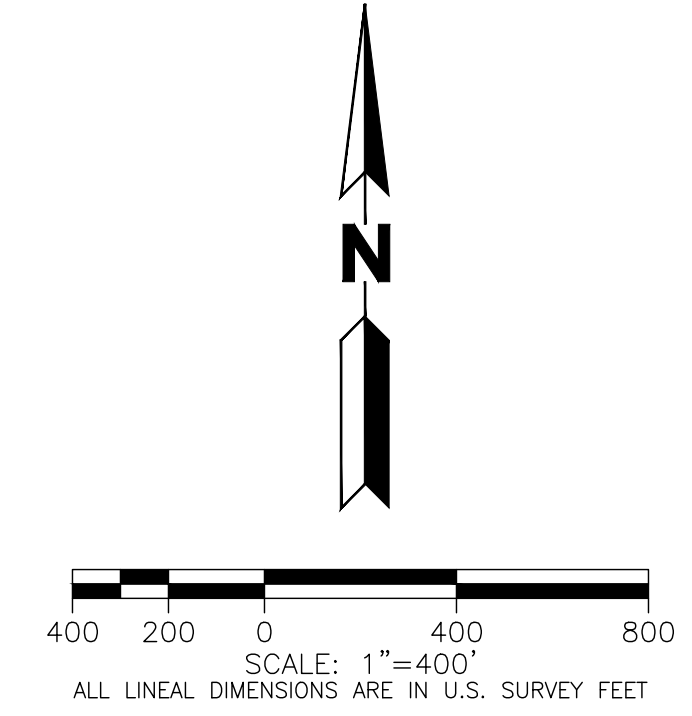
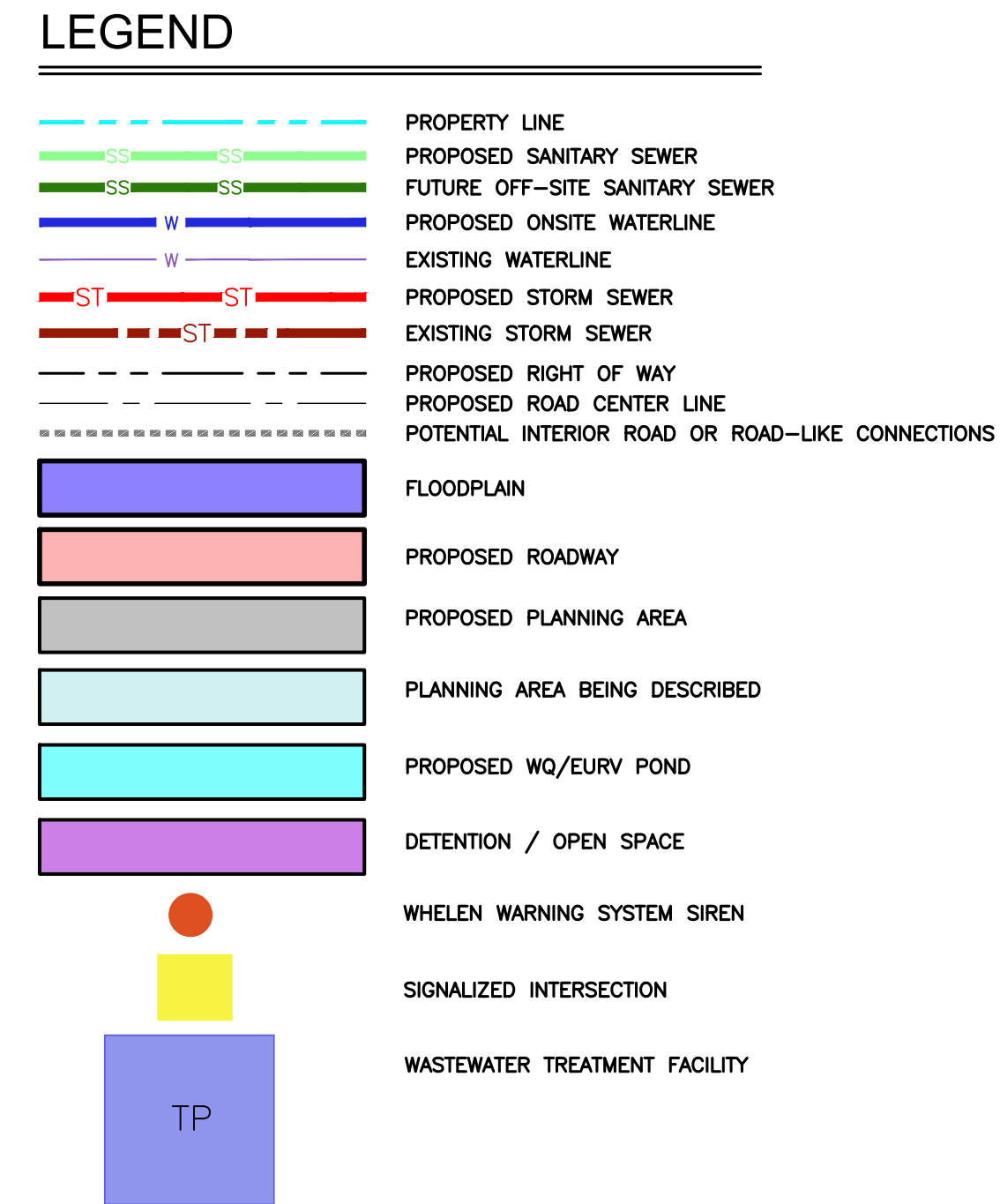
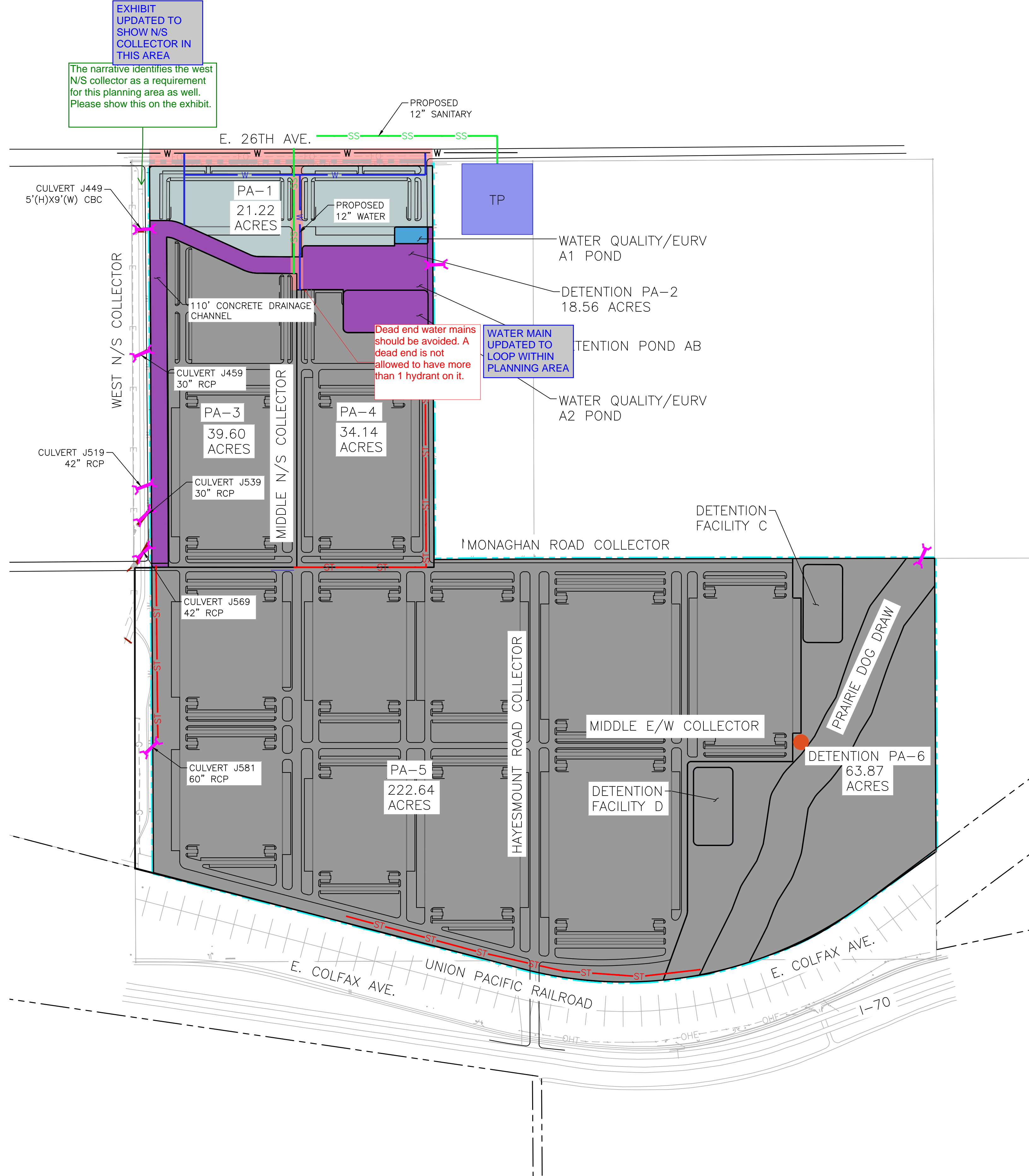
Job Number 23.1060	Project Manager G. PROULX
Design By J. RODRIGUEZ	Drawn By J. RODRIGUEZ
Principal In Charge D. LE	

Sheet Number:

PA-0
1 OF 7

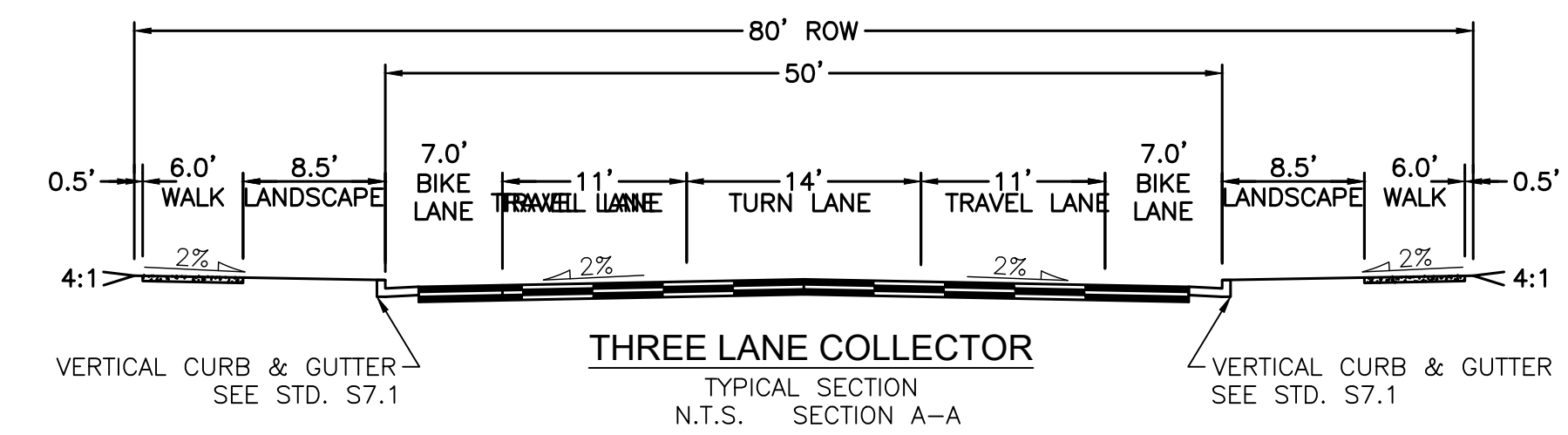
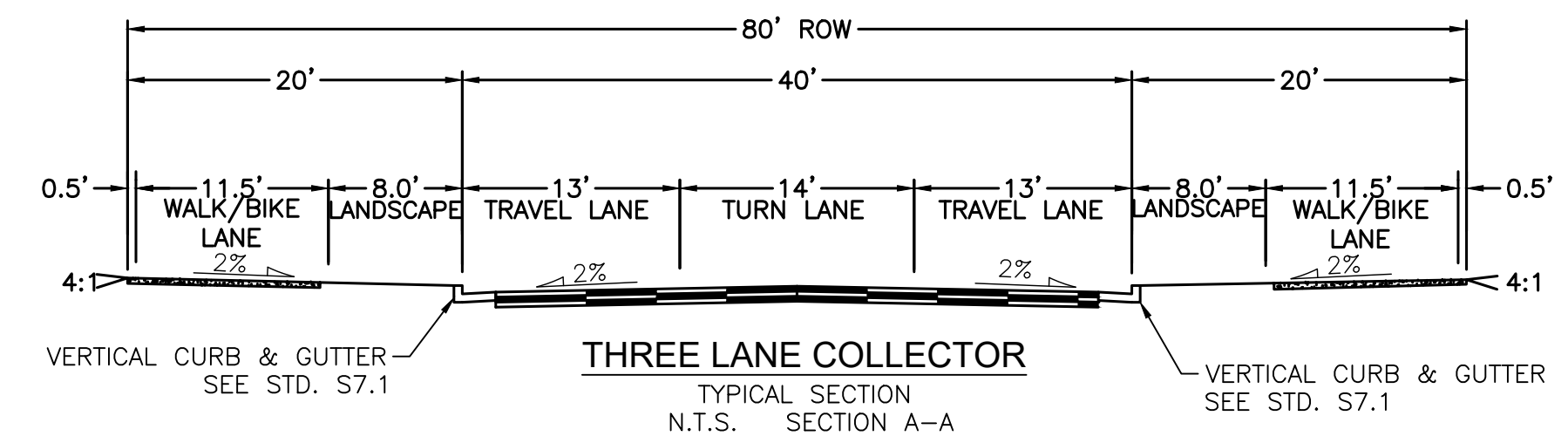
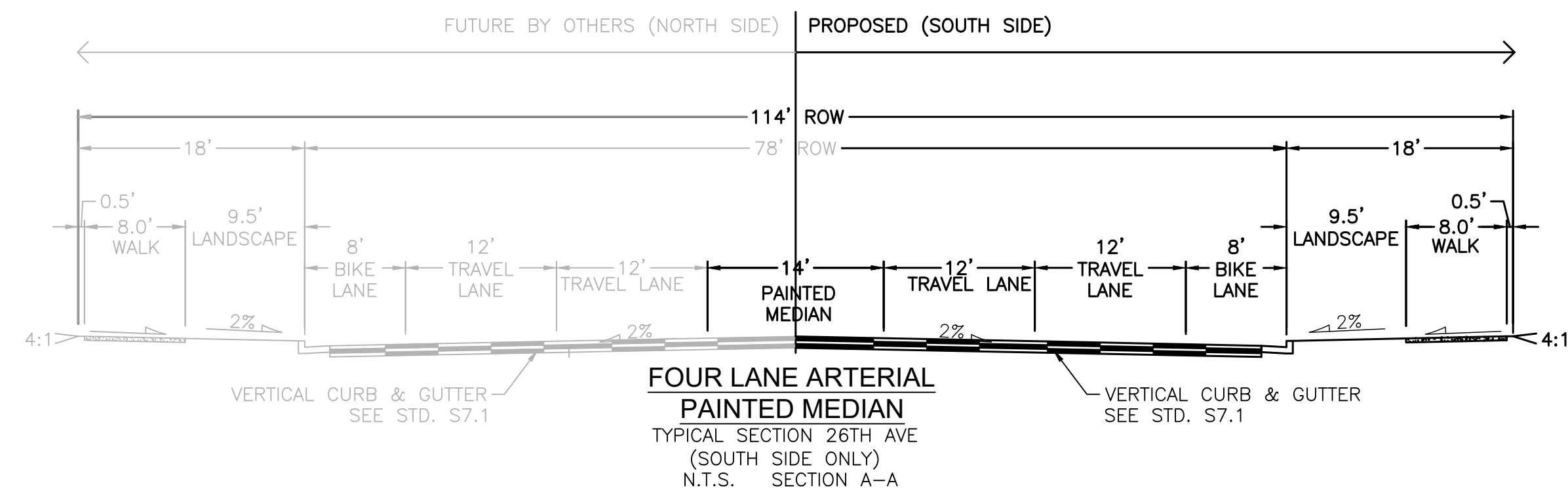
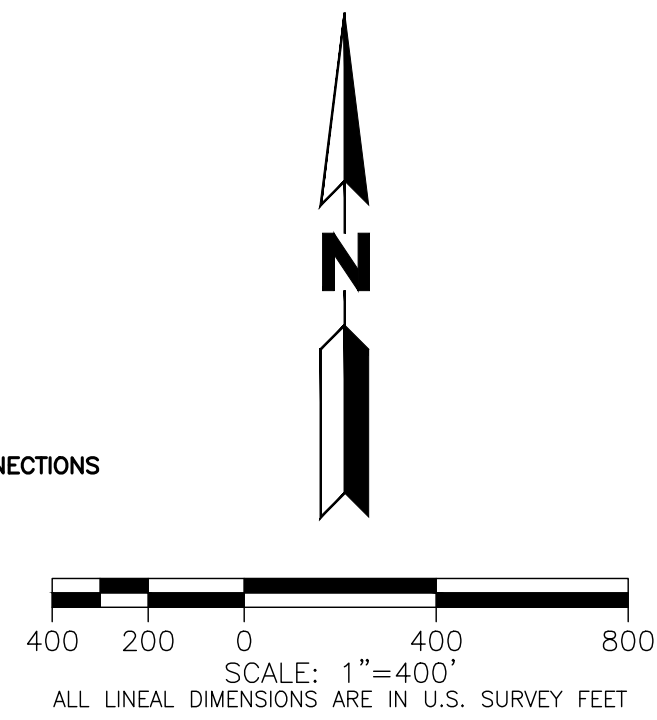
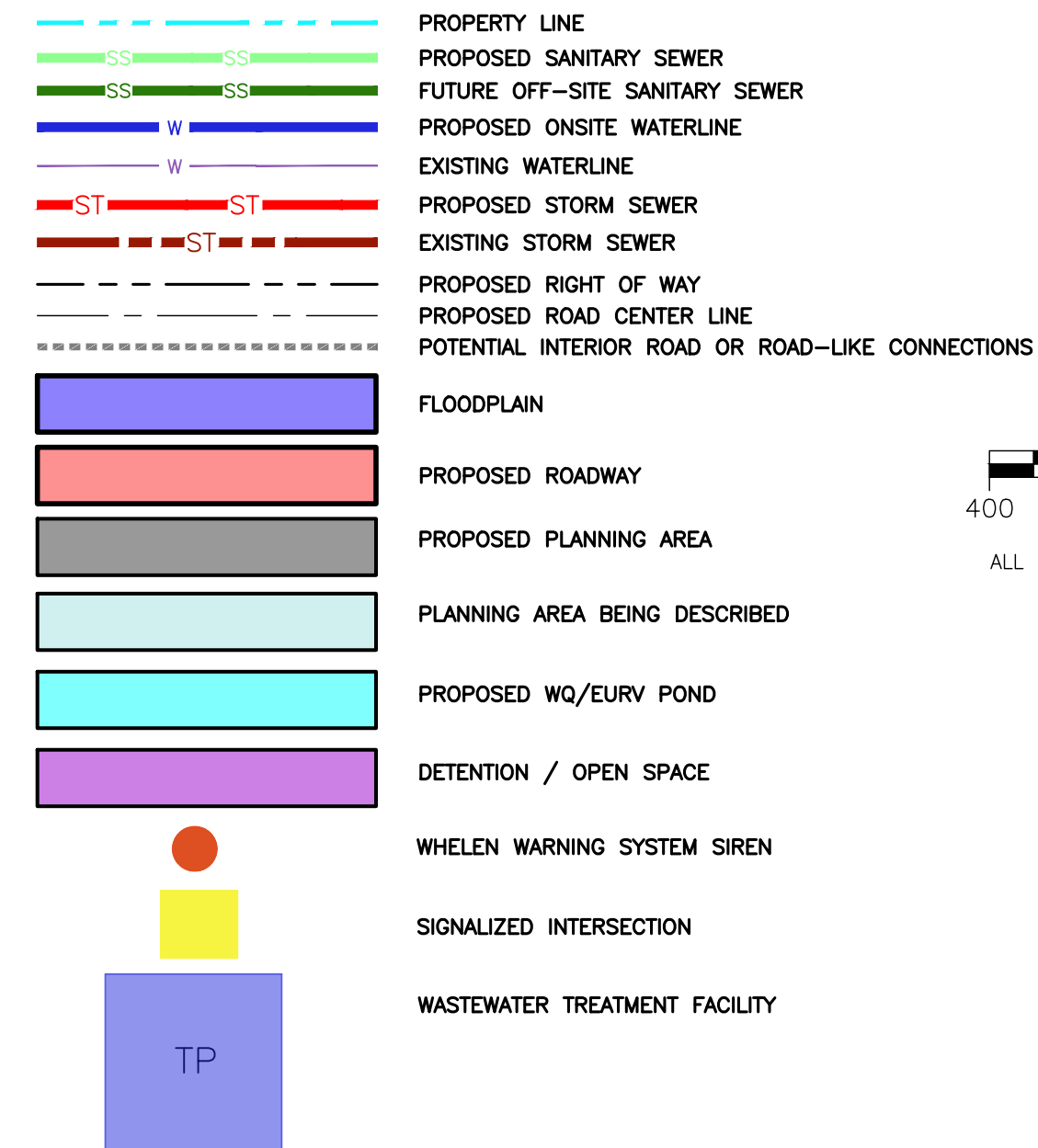
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CONSULTING ENGINEERS
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303.431.6100 MARTINMARTIN.COM

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LEGEND

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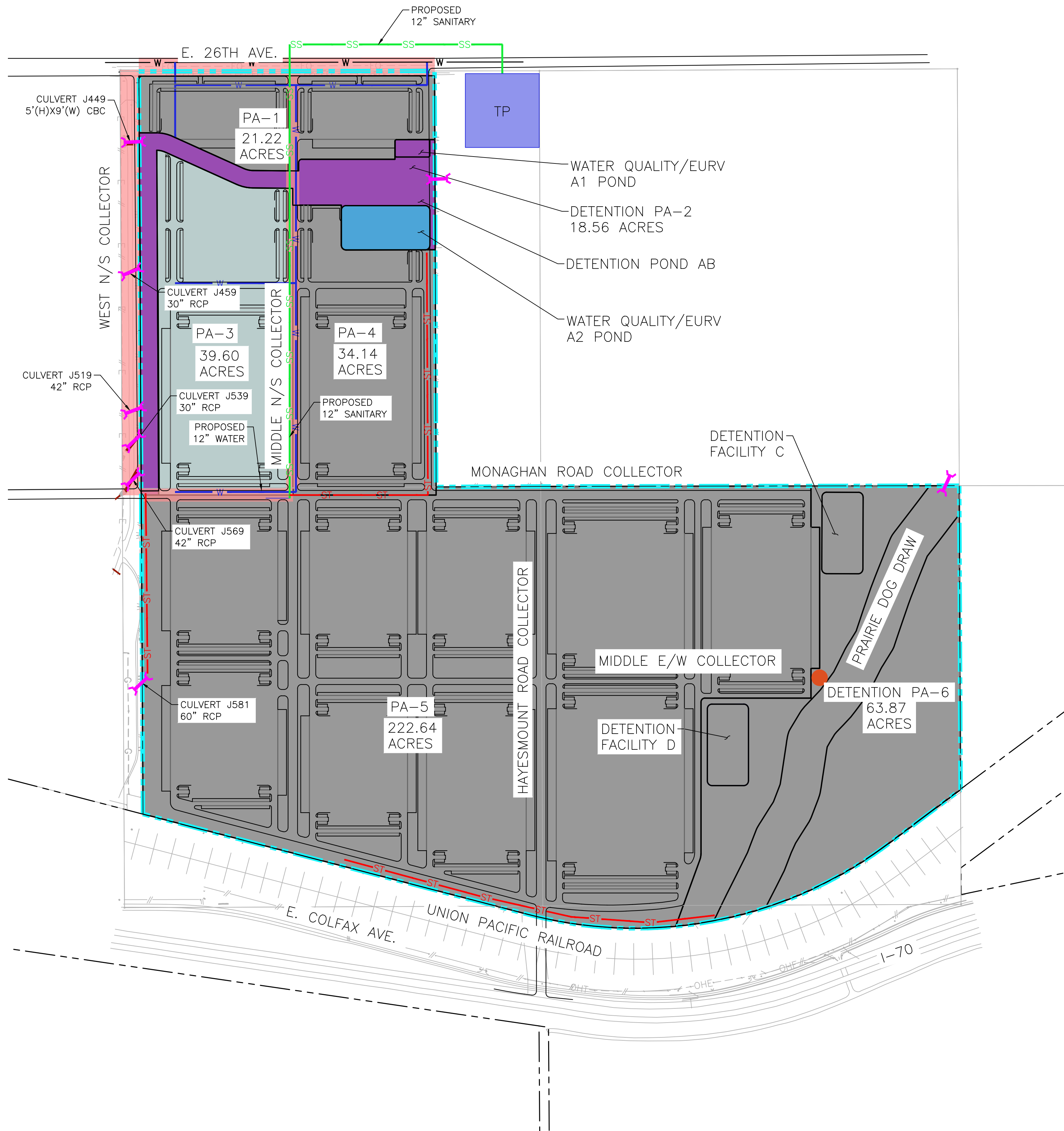
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Project Manager	G. PROULX
Design By	J. RODRIGUEZ
Drawn By	J. RODRIGUEZ
Principal In Charge	D. LE

Sheet Number:

PA-2

3 OF 7

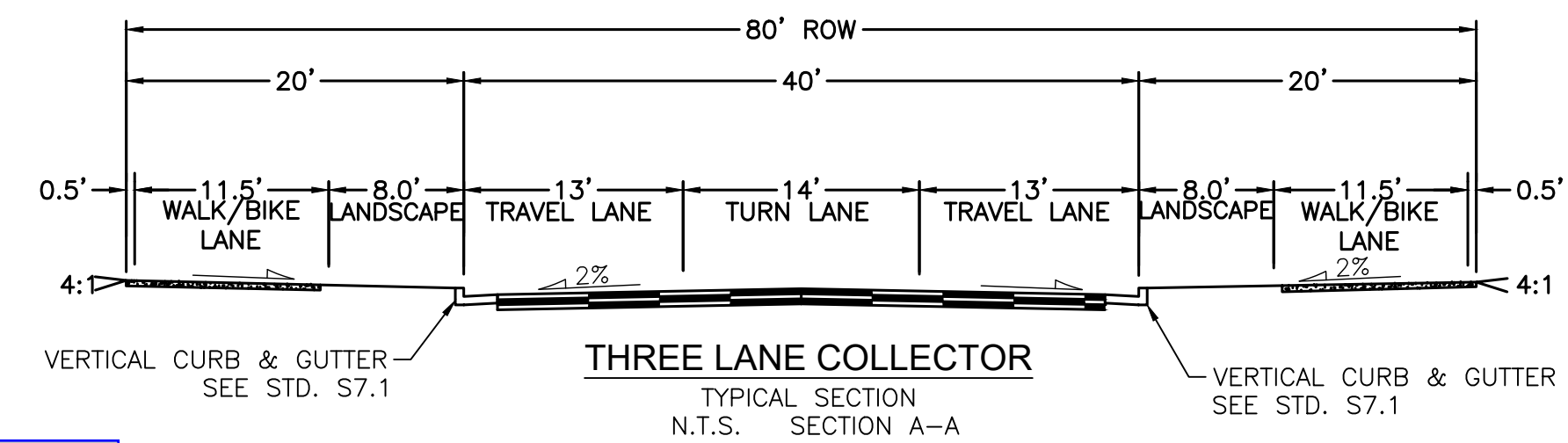
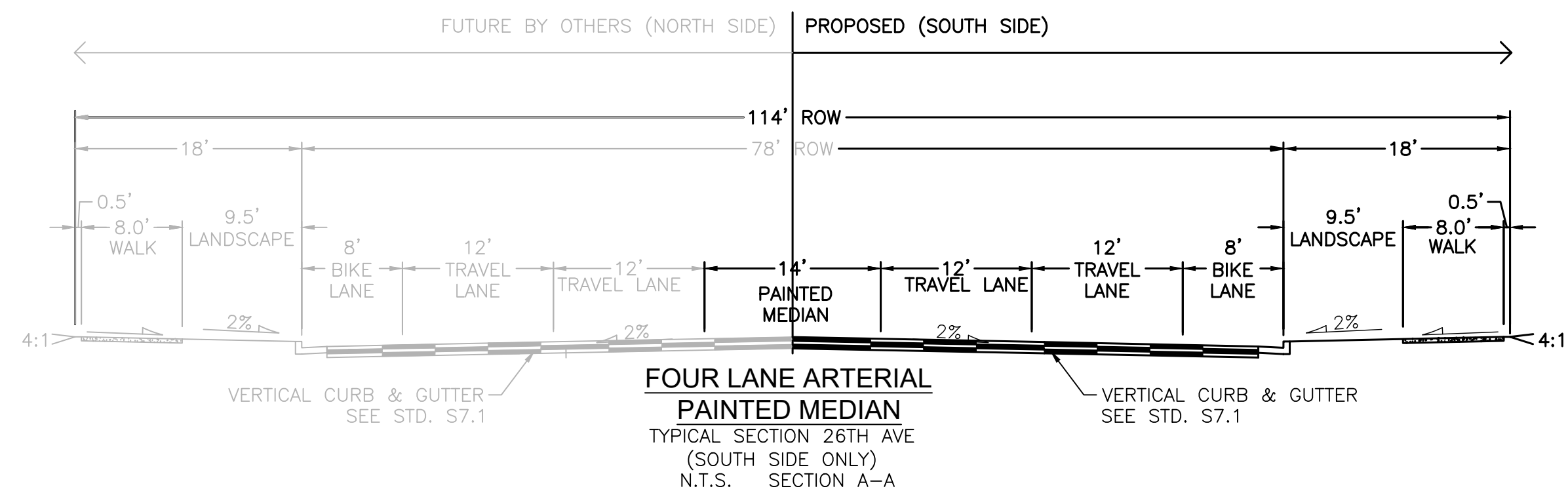
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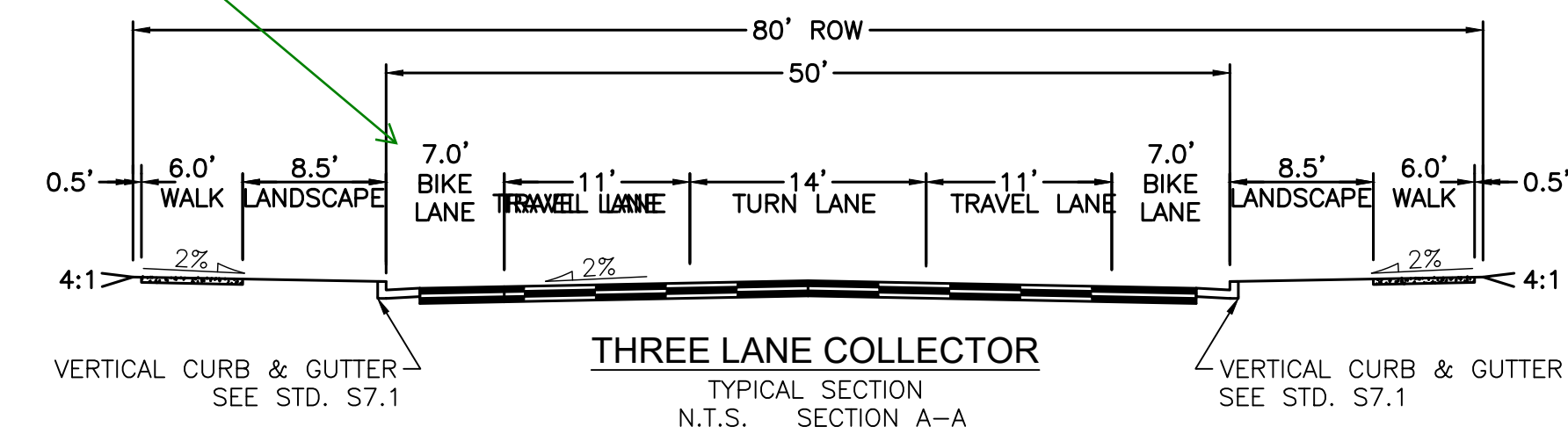
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- FUTURE OFF-SITE SANITARY SEWER
- PROPOSED ONSITE WATERLINE
- EXISTING WATERLINE
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PROPOSED RIGHT OF WAY
- PROPOSED ROAD CENTER LINE
- POTENTIAL INTERIOR ROAD OR ROAD-LIKE CONNECTIONS
- FLOODPLAIN
- PROPOSED ROADWAY
- PROPOSED PLANNING AREA
- PLANNING AREA BEING DESCRIBED
- PROPOSED WQ/EURV POND
- DETENTION / OPEN SPACE
- WHELEN WARNING SYSTEM SIREN
- SIGNALIZED INTERSECTION
- WASTEWATER TREATMENT FACILITY

400 200 0 400 800
SCALE: 1"=400'
ALL LINEAL DIMENSIONS ARE IN U.S. SURVEY FEET



ROAD CROSS SECTION UPDATED

Which collector is proposed and where?



The narrative indicates that only half sections of the collectors are required for these planning areas. Please show that requirement on the proposed sections or revise the narrative to require full sections of the collectors. (typical all exhibits)

NARRATIVE AND PLANS UPDATED FOR CLARITY

BLUE EAGLE - MASTER PLANNING PUBLIC IMPROVEMENT PLAN

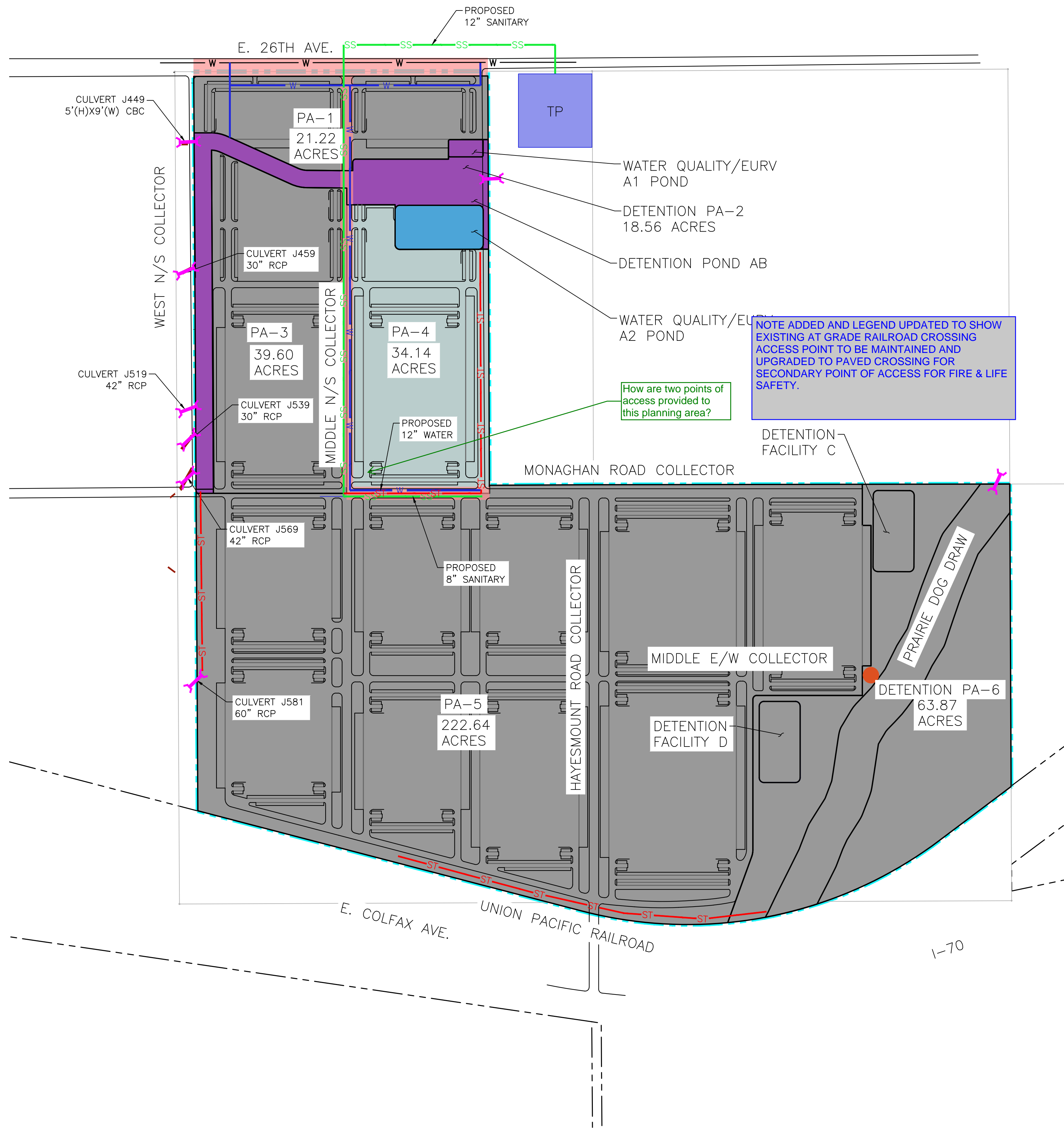
PLANNING AREA 3

Name	Date	Description of Revisions
M/M	12/20/23	1ST MDP SUBMITTAL

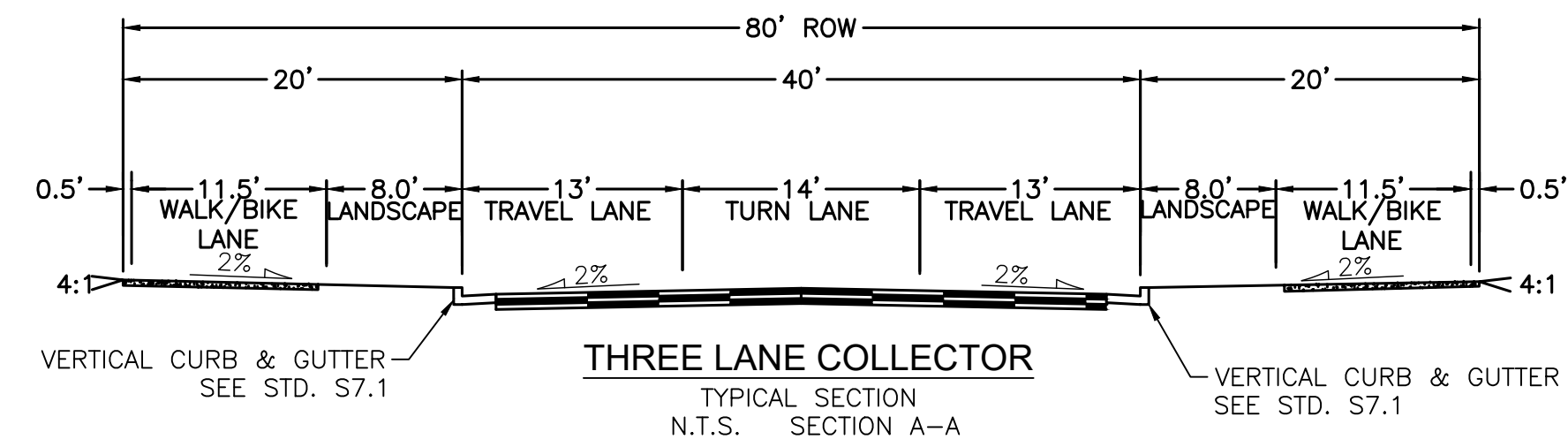
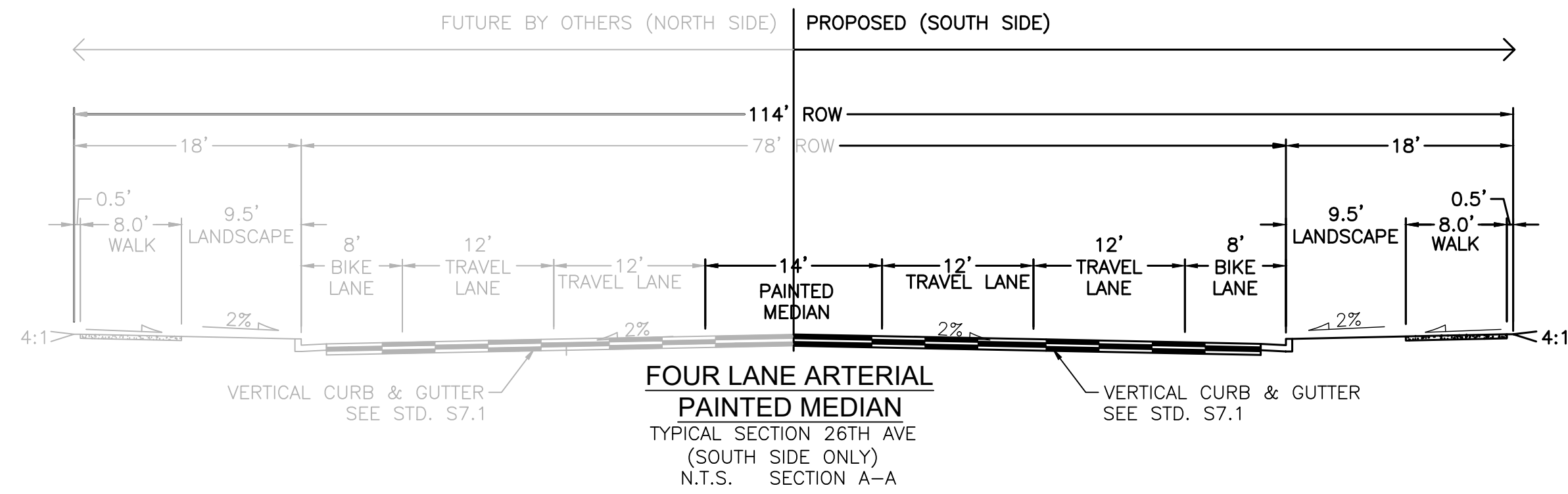
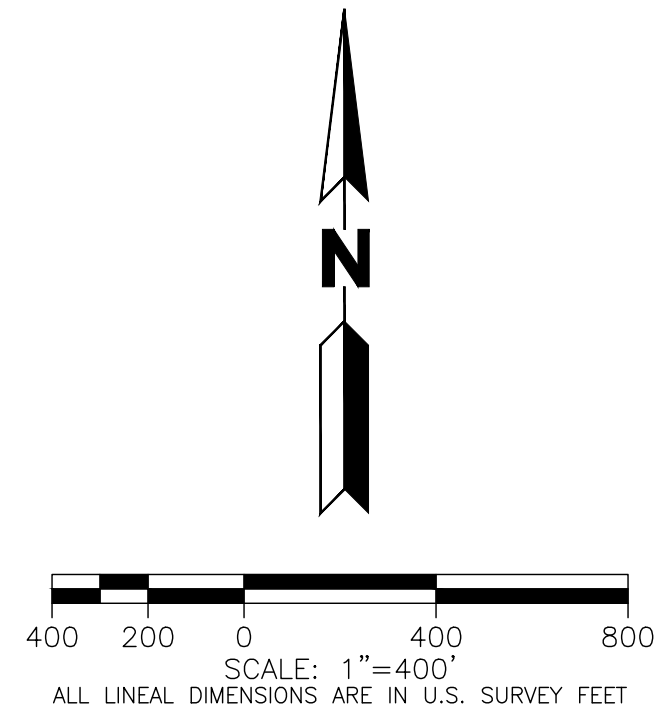
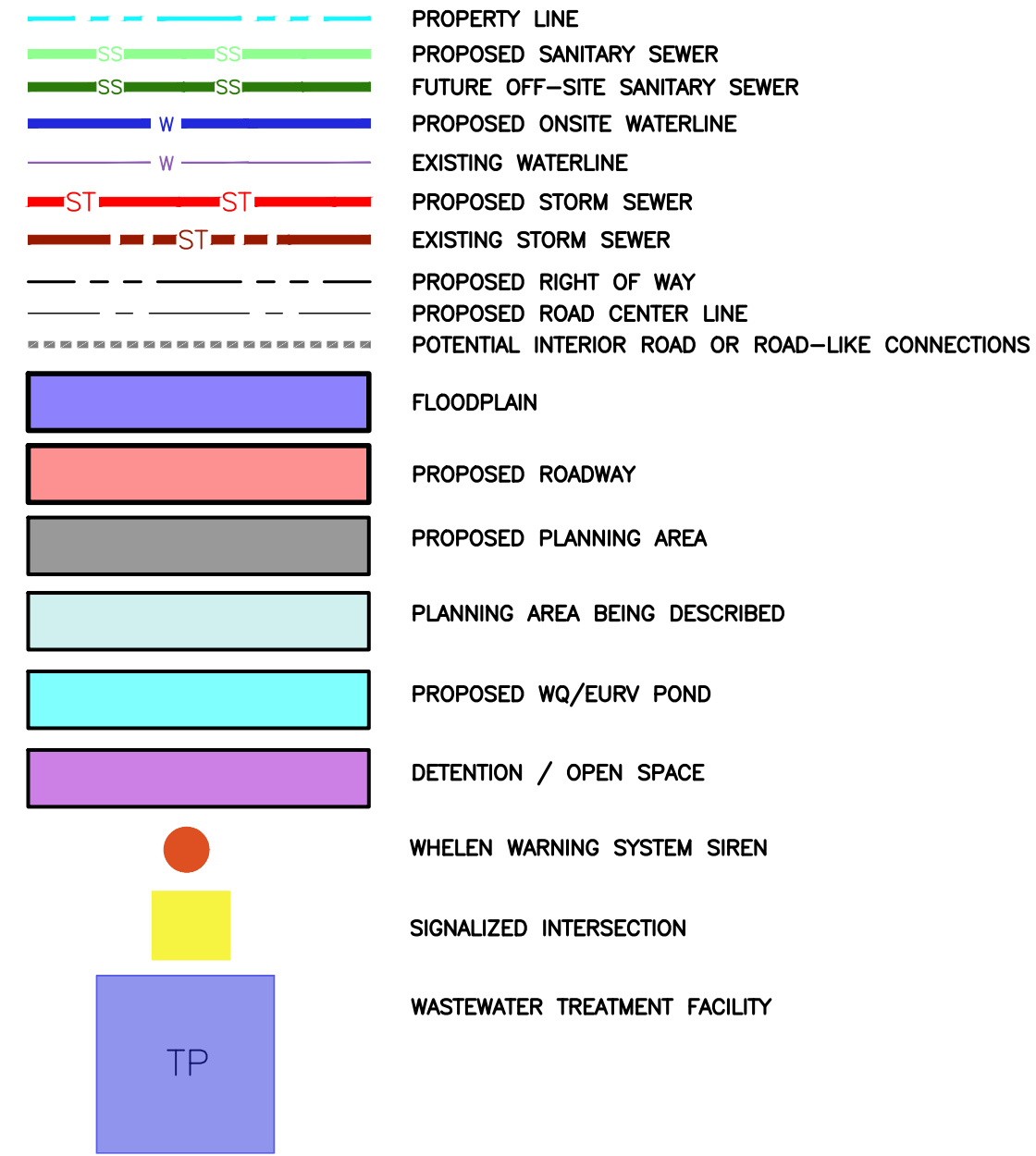
No.	Job Number	Project Manager	Design By	Drawn By	Principal in Charge
1	23.1060	G. PROULX	J. RODRIGUEZ	J. RODRIGUEZ	J. RODRIGUEZ

Sheet Number: PA-3
4 OF 7

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LEGEND



BLUE EAGLE - MASTER PLANNING PUBLIC IMPROVEMENT PLAN PLANNING AREA 4

Name	Date	Description of Revisions	No.	Job Number 23.1060	Project Manager G. PROULX	Design By J. RODRIGUEZ	Drawn By J. RODRIGUEZ	Principal in Charge D. LE
M/M	12/20/23	1ST MDP SUBMITTAL	1					

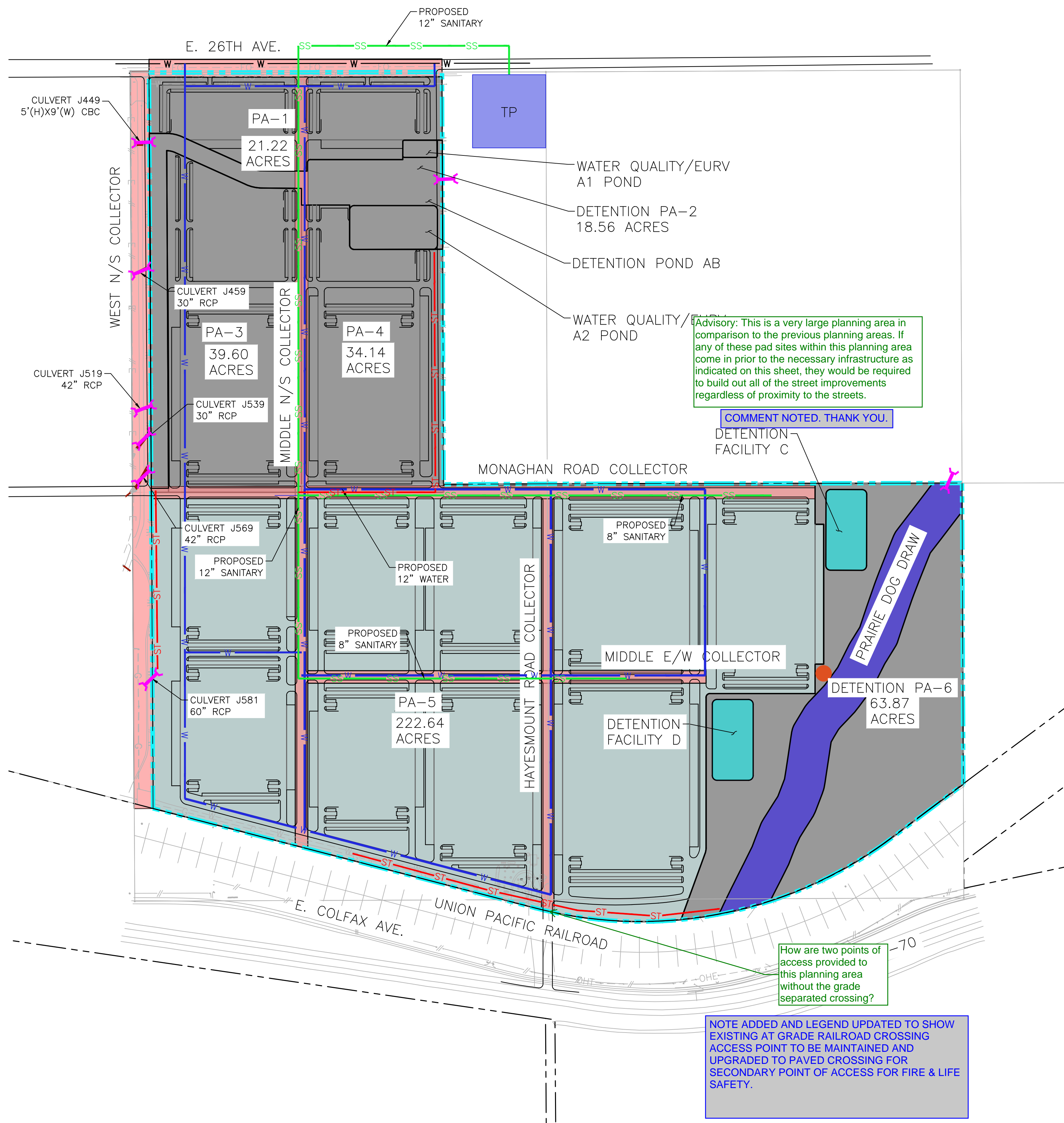
Sheet Number:

PA-4
5 OF 7

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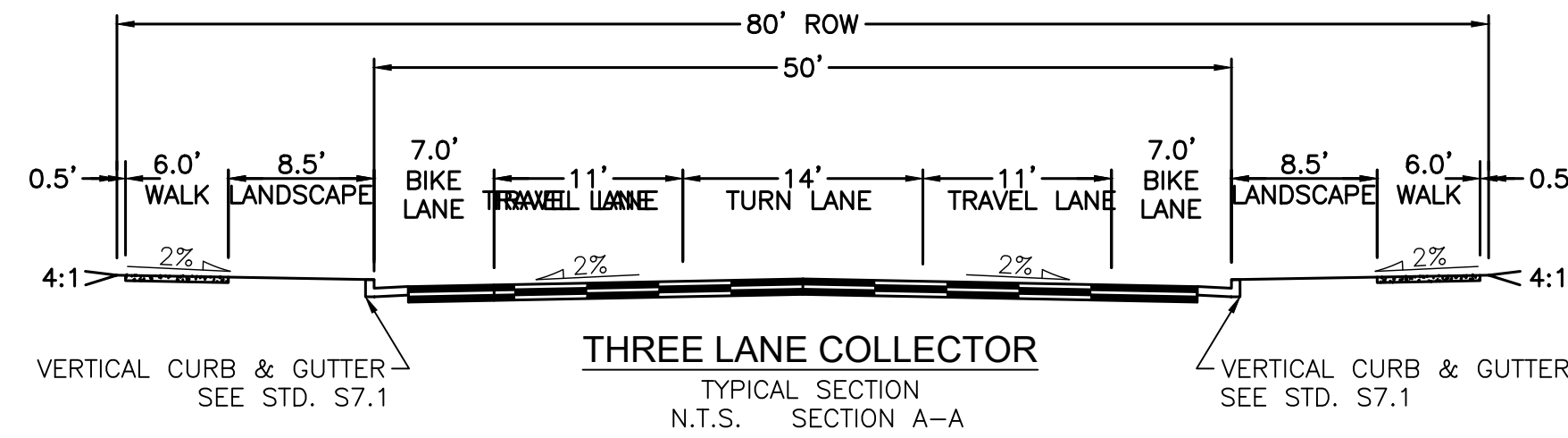
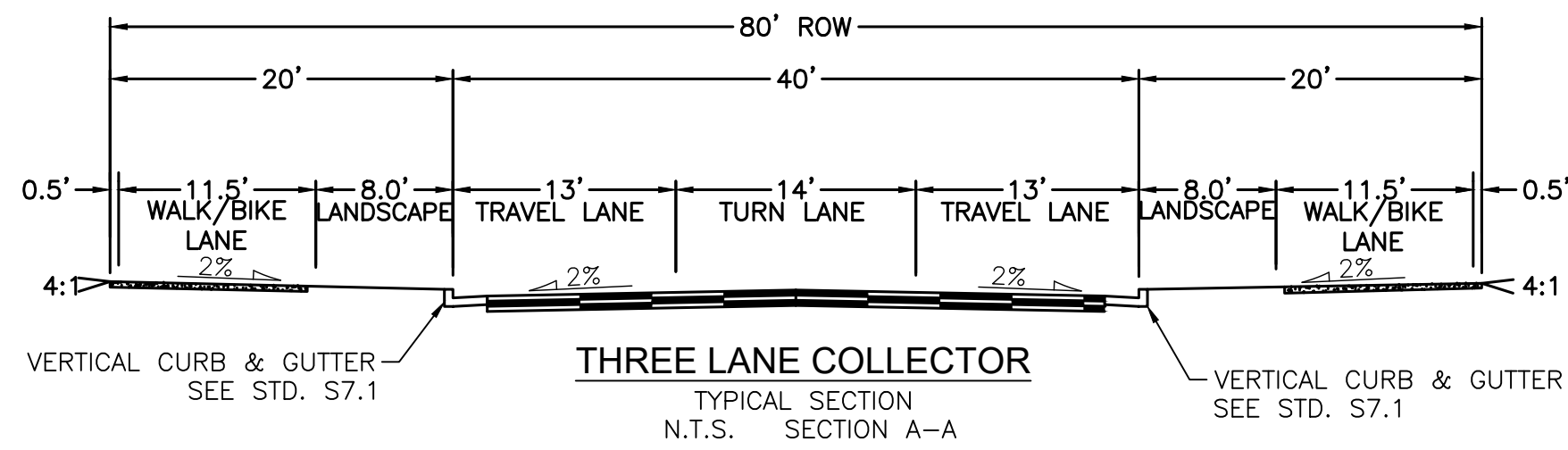
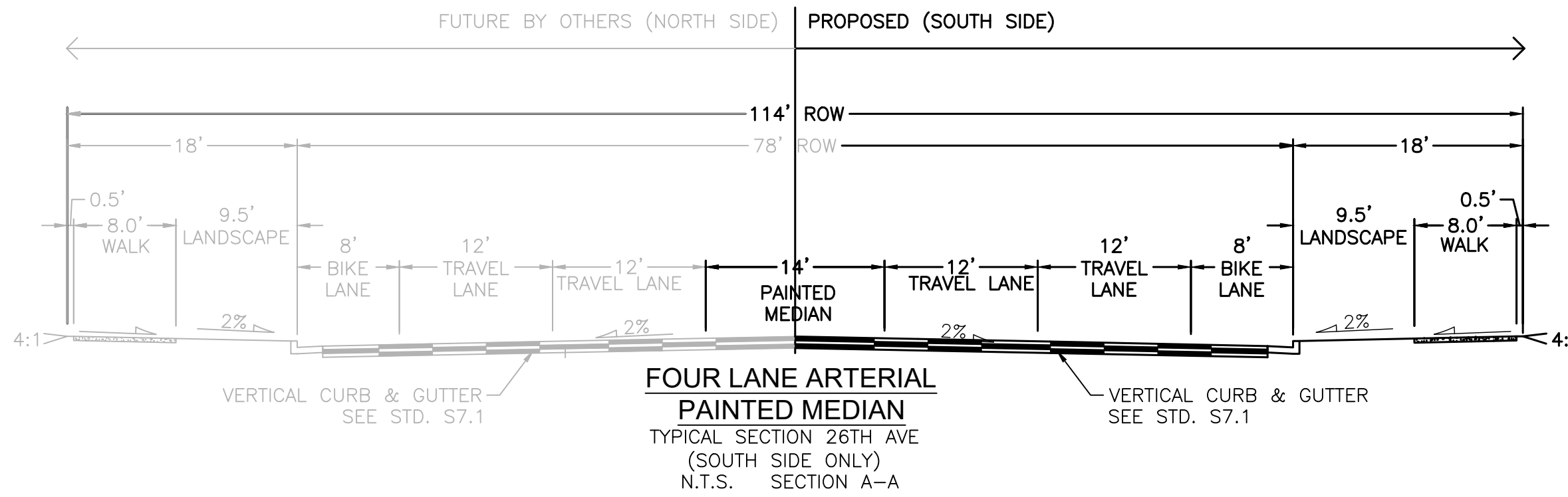
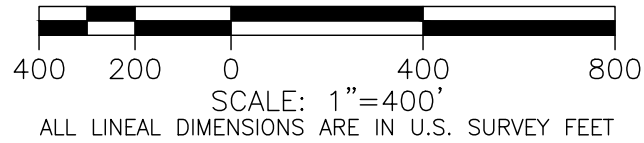
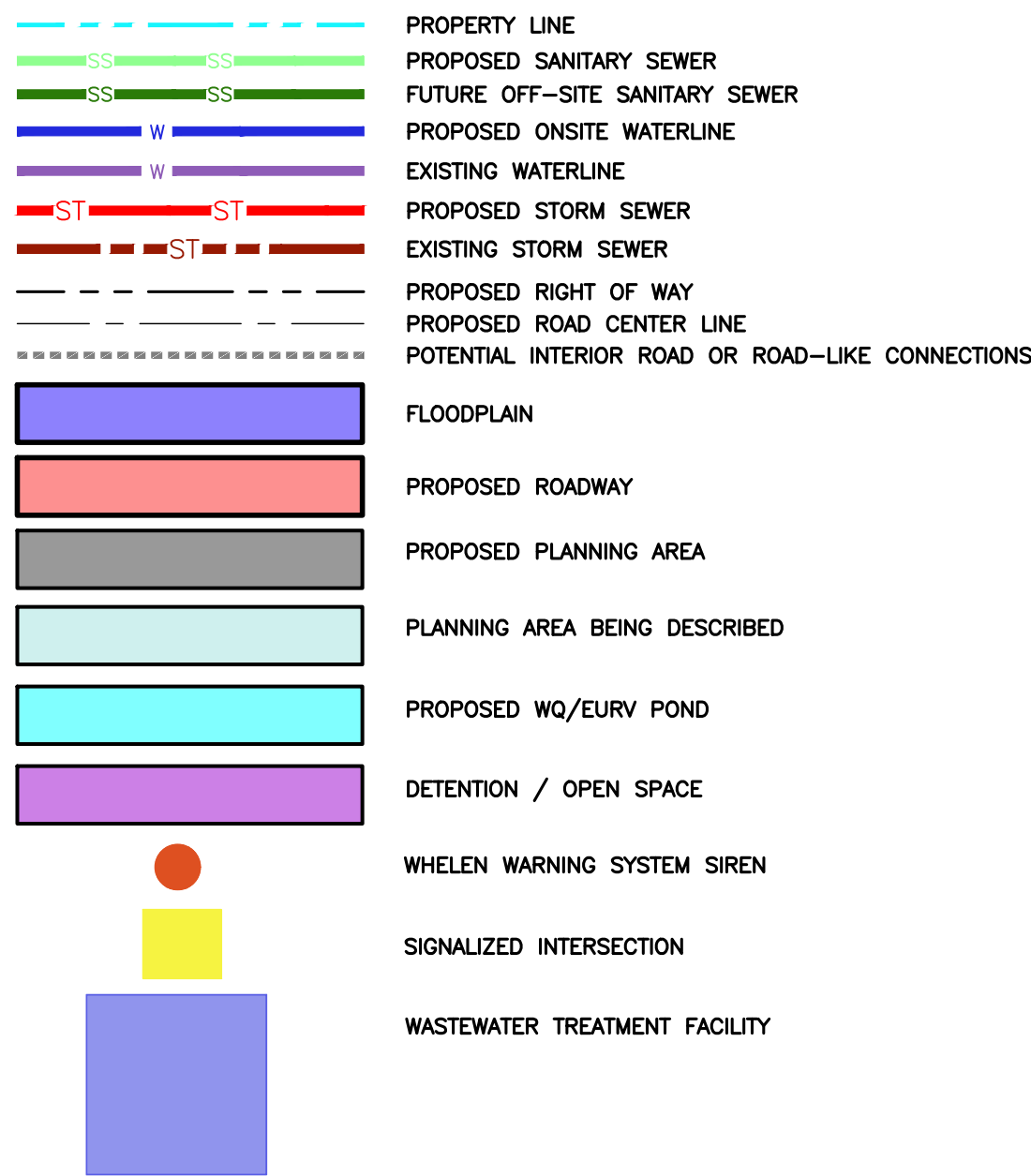
Advisory: This is a very large planning area in comparison to the previous planning areas. If any of these pad sites within this planning area come in prior to the necessary infrastructure as indicated on this sheet, they would be required to build out all of the street improvements regardless of proximity to the streets.

COMMENT NOTED. THANK YOU.

How are two points of access provided to this planning area without the grade separated crossing?

NOTE ADDED AND LEGEND UPDATED TO SHOW EXISTING AT GRADE RAILROAD CROSSING ACCESS POINT TO BE MAINTAINED AND UPGRADED TO PAVED CROSSING FOR SECONDARY POINT OF ACCESS FOR FIRE & LIFE SAFETY.

LEGEND



BLUE EAGLE - MASTER PLANNING PUBLIC IMPROVEMENT PLAN PLANNING AREA 5

Name	M/M
Date	12/20/23
Description of Revisions	
1ST MDP SUBMITTAL	

No.	1
Job Number	23.1060
Project Manager	G. PROULX
Design By	J. RODRIGUEZ
Drawn By	J. RODRIGUEZ
Principal in Charge	D. LE

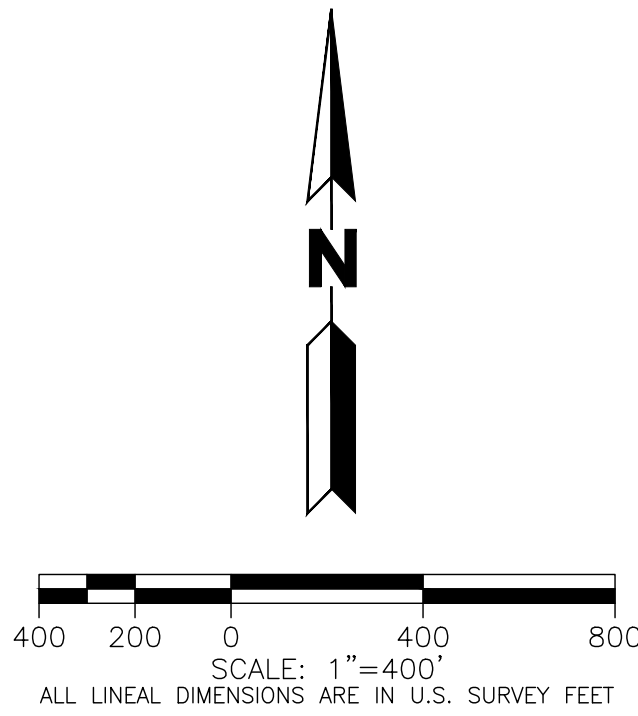
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6 OF 7

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LEGEND

- PROPERTY LINE
- PROPOSED SANITARY SEWER
- FUTURE OFF-SITE SANITARY SEWER
- PROPOSED ONSITE WATERLINE
- EXISTING WATERLINE
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PROPOSED RIGHT OF WAY
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- POTENTIAL INTERIOR ROAD OR ROAD-LIKE CONNECTIONS
- FLOODPLAIN
- PROPOSED ROADWAY
- PROPOSED PLANNING AREA
- PLANNING AREA BEING DESCRIBED
- PROPOSED WQ/EURV POND
- DETENTION / OPEN SPACE
- WHELEN WARNING SYSTEM SIREN
- SIGNALIZED INTERSECTION
- WASTEWATER TREATMENT FACILITY



BLUE EAGLE -
MASTER PLANNING
PUBLIC IMPROVEMENT PLAN
PLANNING AREA 6

No.	Description of Revisions	Date	Name
1	1ST MDP SUBMITTAL	12/20/23	M/M

Job Number 23.1060	Project Manager G. PROULX
Design By J. RODRIGUEZ	Drawn By J. RODRIGUEZ
Principal in Charge D. LE	

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