



5675 DTC Boulevard, Suite 200
Greenwood Village, CO 80111
303.770.7201 fax 303.770.7132

November 8, 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 October 9, 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".

Julie Gamec
THK Associates, Inc. | Principal

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- See the comments from Planning. (Item 3 & 4) *Noted*.
- See the comments and redlines from Engineering regarding the PIP. (Item 5) *Noted*.
- See the comments and redlines from Traffic Engineering for the Traffic Impact Study and PIP. (Item 6) *Noted*.
- See the comments and redlines from Life Safety. Please update the fire station acreage and the location of the fire station (Item 7) *Noted*.
- Please contact the reviewer directly for any comments. No comments were provided during the time of this review. (Item 8) *Noted*.
- See all the comments from PROS (Item 9) *Noted*.
- Easement processes or License have not been started (Item 10). *Noted*.

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

1A. No comments were received from outside registered neighborhood organizations. *Noted*.

2. Completeness and Clarity of the Application

2A. Letter of Authorization – Please include a letterhead from the owner FISCHAHS LLC. *Updated*.

2B. The avigation easement needs to be executed and finalized during the MP stage. *Included*.

3. Zoning and Land Use Comments

TAB# 3: Context Map

3A. No comments *Noted.*

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

3B. No comments *Noted.*

TAB #7: Public Art Plan

3C. Comments are forthcoming when received from Public Art. *Email from Roberta Bloom dated 10/15 notes that the Public Art Plan has been forwarded to the Director of the Library and Cultural Services to sign. No additional correspondence has been received.*

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

3D. Repeat Comment: 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

3E. No comments *Noted.*

TAB #10 Urban Design Standards

3F. No comments *Noted.*

TAB #12 Architectural Standards

3G. No comments *Noted.*

TAB #13

3H. No comments *Noted.*

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

TAB 11

- 4A. While the language provided in the Master Plan does state that developments will comply with the street and non-street buffer requirements found within the UDO regardless of the mapping on this sheet, in accordance with Tab 12 or the PIP, there do appear to be some streets missing from this graphic that would require street frontage buffers. See the snippet provided above from the PIP. *Updated.*
- 4B. Under Parking Lot Landscape there is a statement provided regarding open space and tract landscaping that does not apply. *Updated.*
- 4C. 85% of the selected species (trees and/or shrubs) used in common open space / tract landscapes shall be coniferous. *Updated.*

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

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

TAB 13

-
- 5A. The full width of the street is required for this planning area. *Narrative and map updated to show full section.*
- 5B. Please ensure the exhibit matches the narrative. *Narrative and map now match.*
- 5C. Thank you for providing a raised median. Please remove the splash curb. *Splash curb removed in the typical section.*
- 5D. Remove the bike lane from the arterial and combine it with the sidewalk. *Section updated to match a typical City section combining bike lane and sidewalk.*
- 5E. A connection to 26th and the construction of 26th is required for this planning area. *Noted.*
- 5F. It is not clear how two points of access are provided if there is not a road connecting to an at-grade crossing. It's also not clear if UPRR would be amenable to an at-grade crossing in the interim for this location. *Noted.*
- 5G. Without access being determined as part of this master plan, what will prevent this area from being undevelopable? *Noted. Notes in the PIP narrative and map describe this.*

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

- 6A. Tab 13, PIP comments are basically repeat from the previous review, need access control and interior intersection control identified per each PA. *Updated.*
- 6B. Not ready for Tech Referral. *Noted.*

Traffic Impact Study

- 6C. Hudson Rd and other interchanges associated with access to site clarity are needed (per 6/14/24 discussion). *Acknowledged.*
- 6D. Provide clearer site distribution values and access locations from I-70 (Fig 6a). *Acknowledged*
- 6E. Recommendation tables, several intersections with only 'Others' recommended but high site volumes. *Acknowledged*
- 6F. See TIS for additional comments. *Acknowledged*

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

7A. Tab 8 / Sheet 2 of 4 / Map

- See note to update fire station acreage and the location of the fire station. *No change has been made. The owner/developer had an agreement with Mike Dean and the Fire Chief on location and size of the site as shown. Chris Fellows (developer) and Mike Dean had an additional conversation.*
- See comment for the 2nd point of access and fire station. *See attached exhibit. Multiple access points are being provided.*

7B. Tab 8 / Sheet 3 of 4 Matrix

- See note to update fire station acreage. *Updated.*
- See comment for the 2nd point of access and fire station. *See attached exhibit. Multiple access points are being provided.*

7C. Tab 13 / Sheet 1 of 7/ Overall Map

- See note to update fire station acreage and the location of the fire station. *Noted.*
- See comment for the 2nd point of access and fire station. *Noted.*

8. Aurora Water (Casey Ballard / 303-739-7382 / cballard@auroragov.org / Comments in red) Master Utility Report

8A. Please contact the reviewer directly for any comments. No comments were provided during the time of this review. *Meeting held with Casey Ballard in October to discuss MUS comments.*

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

TAB 4

9A. Rewrite as "...open space will be maintained until access is provided and industrial development can occur" 9B. Insert the following sentence: "If intended to double as a maintenance trail, the width shall be 10' minimum." *Updated.*

TAB 8

9C. Remove "OS" and replace with "IND." *Updated.*

9D. Add: "Open space will include 6' wide crusher fines trail, shade structure/public art, benches, picnic tables, and trash receptacles. If intended to double as a maintenance trail, the width shall be 10' minimum." *Updated.*

9E. Industrial (PA-2, PA-3, PA-6); Industrial/Municipal (PA-4). *Updated.*

9F. Rewrite as "Total Open Space Land." *Updated.*

TAB 9

9G. Remove "OS" and replace it with "IND." *Updated.*

9H. Rewrite as: "Open space will include 6' wide crusher fines trail, shade structure/public art, benches, picnic tables, and trash receptacles. If intended to double as a maintenance trail, the width shall be 10' minimum." *Updated.*

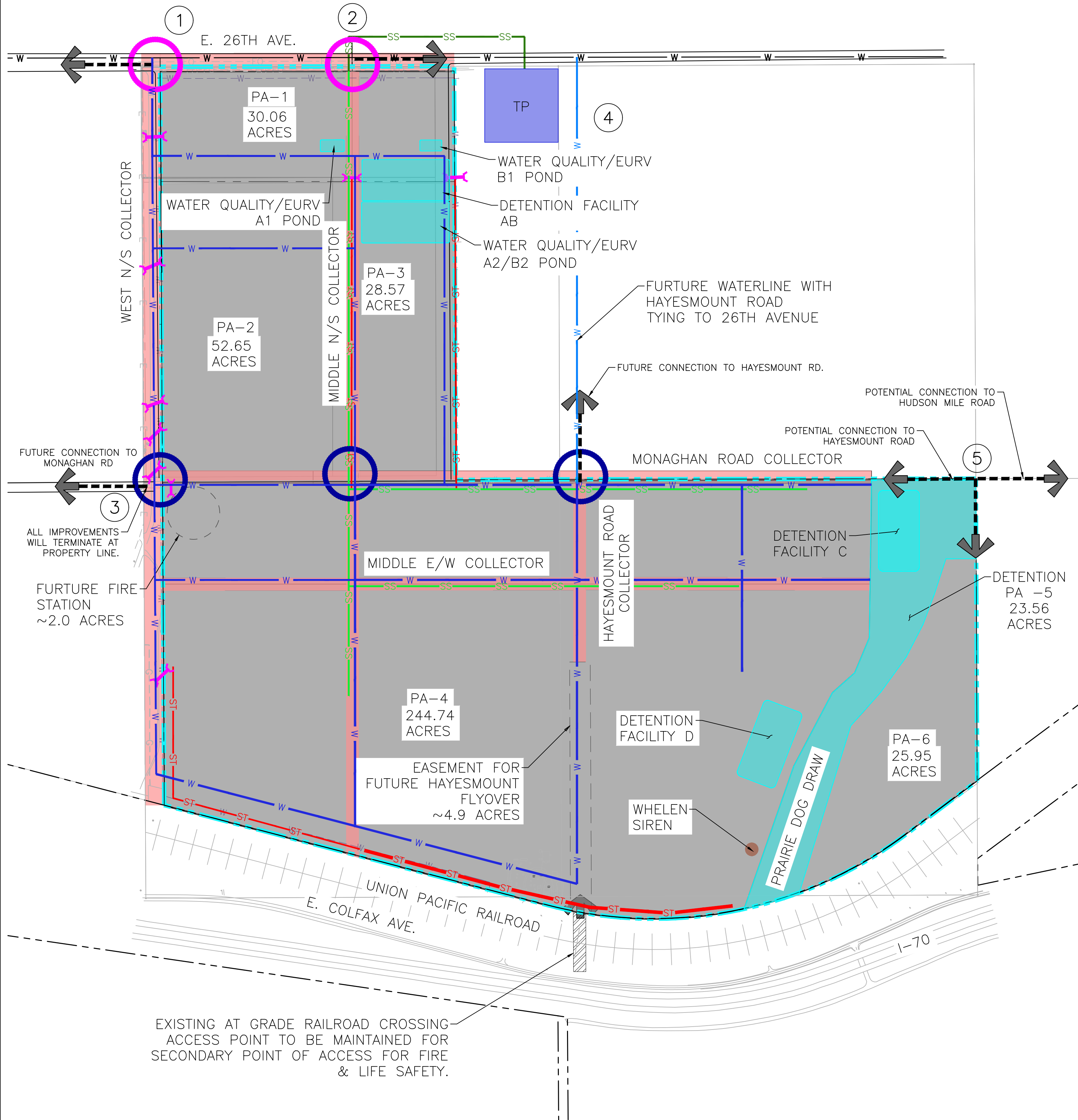
10. Easements (Grace Gray / 303-739-7277 / ggray@auroragov.org / Comments in magenta)

10A. EASEMENT PROCESSES OR LICENSE HAS NOT BEEN STARTED. *Noted.*

11. Colorado Department of Transportation (Steve Loeffler / 303-757-9891 / steven.loeffler@state.co.us) 11A. Please see attached letter.

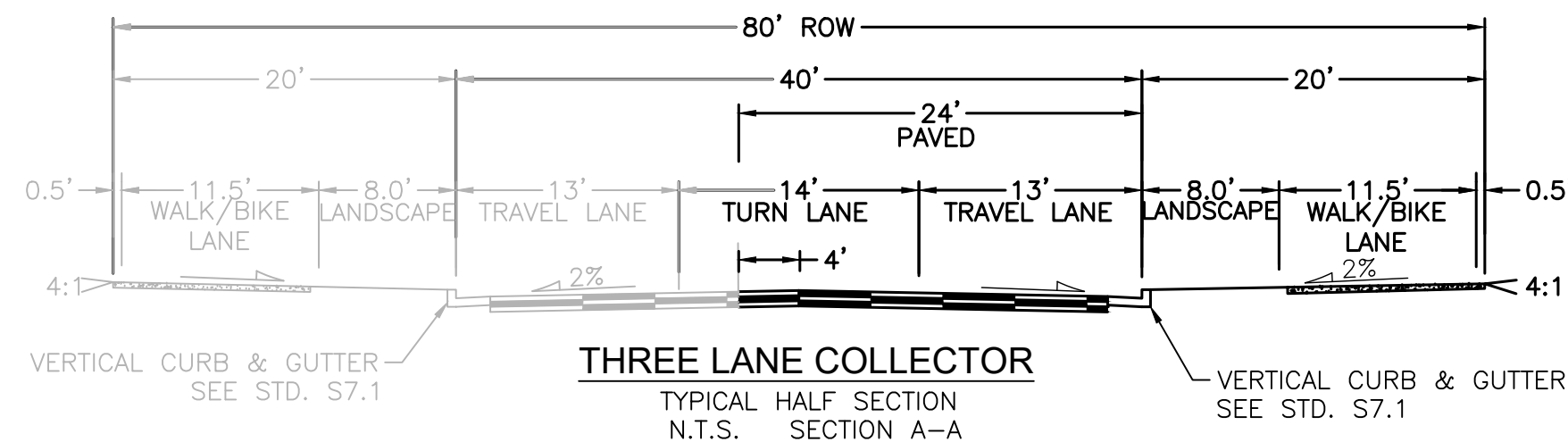
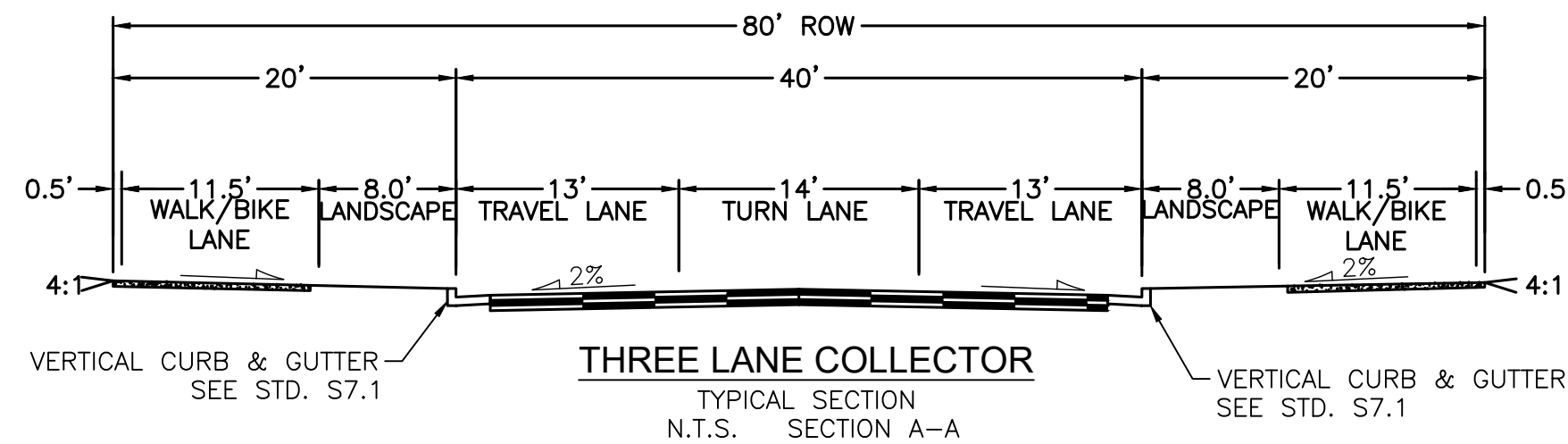
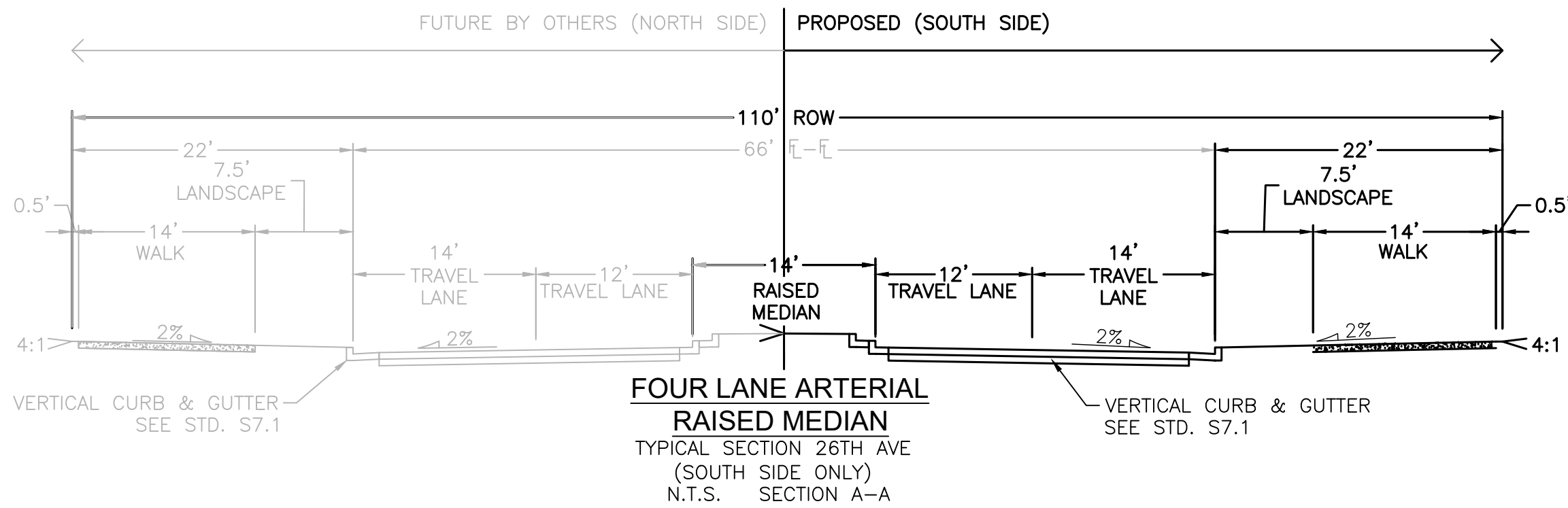
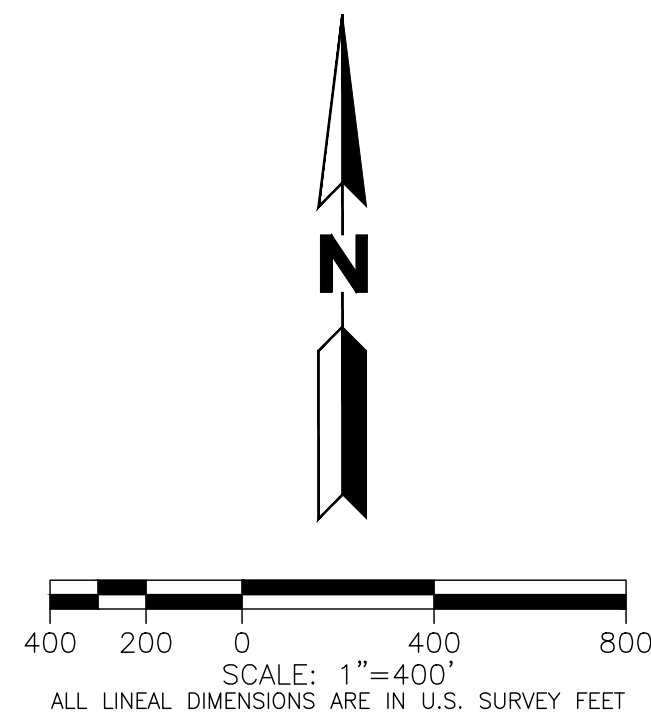
Letter acknowledged. As that guidance is in relation to disturbance or final conditions these items will be taken into consideration at the time of site plan(s) and plat.

PLOT DATE: Wednesday, November 6, 2024 9:34 AM LAST SAVED BY: JWLCOX
DRAWING LOCATION: G:\LE\22.1654-Blue Eagle - Master Planning\PLANS\PI\OVERALL SITE.dwg



LEGEND

- PROPERTY LINE
- PROPOSED SANITARY SEWER
- FUTURE OFF-SITE SANITARY SEWER
- PROPOSED ONSITE WATERLINE
- FUTURE OFF-SITE 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
- EXISTING AT GRADE RAILROAD CROSSING TO BE PAVED AND IMPROVED
- PROPOSED PLANNING AREA
- PLANNING AREA BEING DESCRIBED
- PROPOSED WQ/EURV POND
- DETENTION / OPEN SPACE
- WHELEN WARNING SYSTEM SIREN
- SIGNALIZED INTERSECTION
- POTENTIAL ACCESS POINT
- CULVERT
- WASTEWATER TREATMENT PLANT
- SIGNAL FULL MOVEMENT
- TWO WAY STOP
- EXIT ACCESS POINT



BLUE EAGLE - MASTER PLANNING OVERALL ACCESS MAP

Name	M/M
Date	11/08/24
Description of Revisions	
No.	1

Job Number 23.1060	Project Manager G. PROULX	Design By BAW/TJS	Drawn By JWR/DJB	Principal in Charge DLE
THIS DRAWING IS A PRELIMINARY DESIGN. IT IS NOT TO BE USED FOR CONSTRUCTION. ANY INFORMATION EXTRACTED FROM THIS SHEET IS FOR INFORMATION ONLY AND DOES NOT REPRESENT A FINAL DESIGN. THE USER ASSUMES ALL RISK OF THE USER AND NOT MARTIN/MARTIN, INC.				

Sheet Number:

EX-1

NOT FOR CONSTRUCTION

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.

Rewrite as "...open space will be maintained until access is provided and industrial development can occur"

Changed.

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.



Site Analysis Narrative (FORM A)

6. Development Impacts and Existing Site Conditions

What are the impacts of your project on the existing character of the site and its immediate surroundings? What improvements will your development make? How have any impacts been mitigated? Consider impacts on environmental quality, aesthetic appearance, existing open space and natural features, physical infrastructure, etc.

Infrastructural Impacts

The planned industrial development is anticipated to provide significant infrastructural improvements to reduce the existing traffic burden and poor stormwater drainage currently impacting the site and neighboring parcels. These small county roads, while planned for heavy traffic, do not currently possess the capacity to accommodate the substantial increase in traffic volume projected in the next 20 years by the NEATS plan. There is a current demand for road widening and structural improvement to meet current and projected demands. This development proposes to meet and exceed the necessary improvements to the transportation network integral and contiguous with the site.

The current site doesn't have any means to move ground water to the floodplain and into Prairie Dog Draw, the proposed stormwater and drainage infrastructure that this development will provide a solution by building adequate stormwater.

Economic Impacts

This development presents economic growth opportunities through job creation and increased municipal revenues. Situated at the core of the logistics and transportation region, the site boasts vital arterial access from I-70 to the south, I-76 to the north, and efficient links to Buckley Airfield, major industrial hubs between Piccadilly Road and Watkins Road, and DIA. The project will not only create numerous jobs and tax revenue but also pave the way for smart growth to meet the rising infrastructure demands of the new BNSF Multimodal Facility near Hudson, Colorado.

Environmental Impacts

This strategic approach ensures that economic benefits from development do not compromise ecological integrity or overall quality of life. Striking a harmonious balance between development and conservation practices is essential for long-term economic sustainability.

This development project will greatly enhance community access to its natural amenities along Prairie Dog Draw by integrating a 6-foot wide pedestrian trail into the site's layout, ensure safe access for all while strengthening the community's bond with this beloved local landscape. This project highlights our commitment to balancing industrial progress with ecological conservation, fostering a harmonious environment where nature and humanity can flourish together.

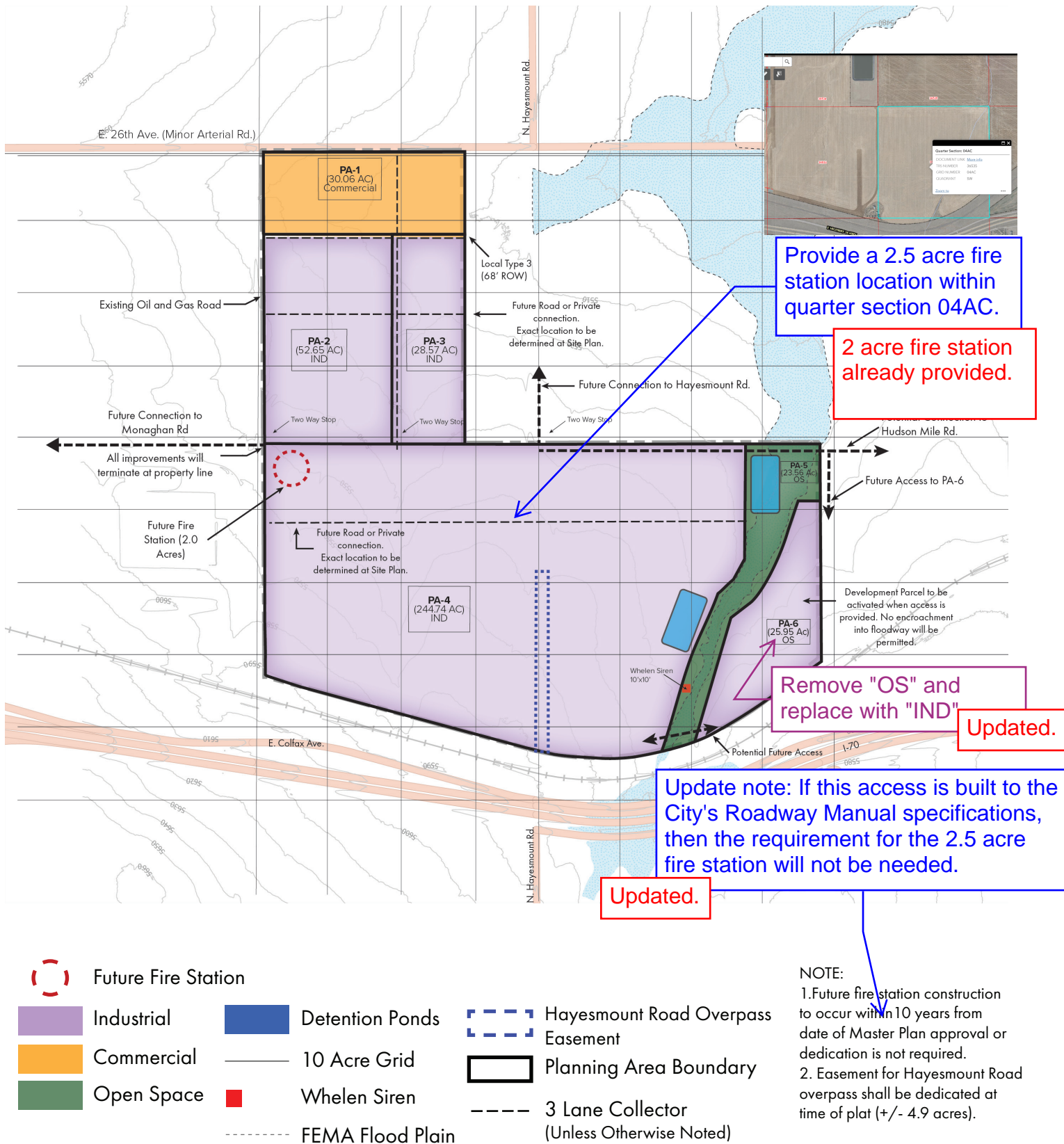
Added.

Insert the following sentence: "If intended to double as a maintenance trail, the width shall be 10' minimum."

While development offers economic growth opportunities through job creation and increased municipal revenues, careful planning and mitigation measures are crucial in the proposal. This ensures that economic benefits do not harm ecological integrity and quality of life. Striking a balance between development and conservation is essential for the sustainability of the region's natural resources for current and future generations.



Land Use Map



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
1. Flood Plain Areas	PA-5	FLOODPL	13.75				
Stations, Police Stations, Libraries	PA-5	MUNICIPAL Open Space	2 0.0023	N/A N/A	N/A N/A	N/A N/A	Fire station construction to occur within 10 years from date of Master Plan approval or dedication is not required. 10'x10' Wheel Sire Location
3. Development Areas							
Subzone:	PA-1	Commercial	30.06	N/A	N/A	N/A	
	PA-2	Industrial	52.65	N/A	N/A	N/A	
	PA-3	Industrial	28.57	N/A	N/A	N/A	
	PA-4	Industrial	244.74	N/A	N/A	N/A	
	PA-5	Open Space	23.56	N/A	N/A	N/A	Amenities required.
	PA-6	Industrial	25.95	N/A	N/A	N/A	
4. Total Map Acreage			405.53				
5. Less 1/2 of Perimeter Streets Not Owned by Applicant			0				
6. Applicant's Acreage Listed in Application (Line 4 minus Line 5)			405.53				
7. Total Flood Plain Acreage			13.75				
8. Total Adjusted Gross MP Acreage (Line 4 minus Line 7)			391.78				
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	30.06				Commercial
16. Total Office Planning Areas			0				
17. Total Industrial Planning Areas	PA-2 PA-3 PA-4 PA-6	Industrial	351.91				Industrial/Municipal
18. Total mixed commercial planning areas			N/A				Commercial / Retail / Office
19. Total Commercial	PA-1	Commercial	30.06				Commercial
20. Total Neighborhood Park Land			N/A				
21. Total Community Park Land			N/A				
22. Total Park and Open Space Land	PA-5		9.81				PA-5 consists of 13.75 acres of floodplain area. This area was subtracted from the gross parcel area of 23.56, for a net open space area of 9.81 acres. Annexation Agreement specifies a minimum of 2% of the non-residential land shall be dedicated for public use purposes.

Add: "Open space will include 6' wide crusher fines trail, shade structure/public art, benches, picnic tables, and trash receptacles. If intended to double as a maintenance trail, the width shall be 10' minimum."

Added.

Update to 2.5 acres.

Updated.

If the southern 2nd point of access is built to the City's Roadway Manual specifications, then the requirement for the 2.5 acre fire station will not be needed.

See access exhibit.

Industrial (PA-2, PA-3, PA-6) ; Industrial/Municipal (PA-4)

Updated.

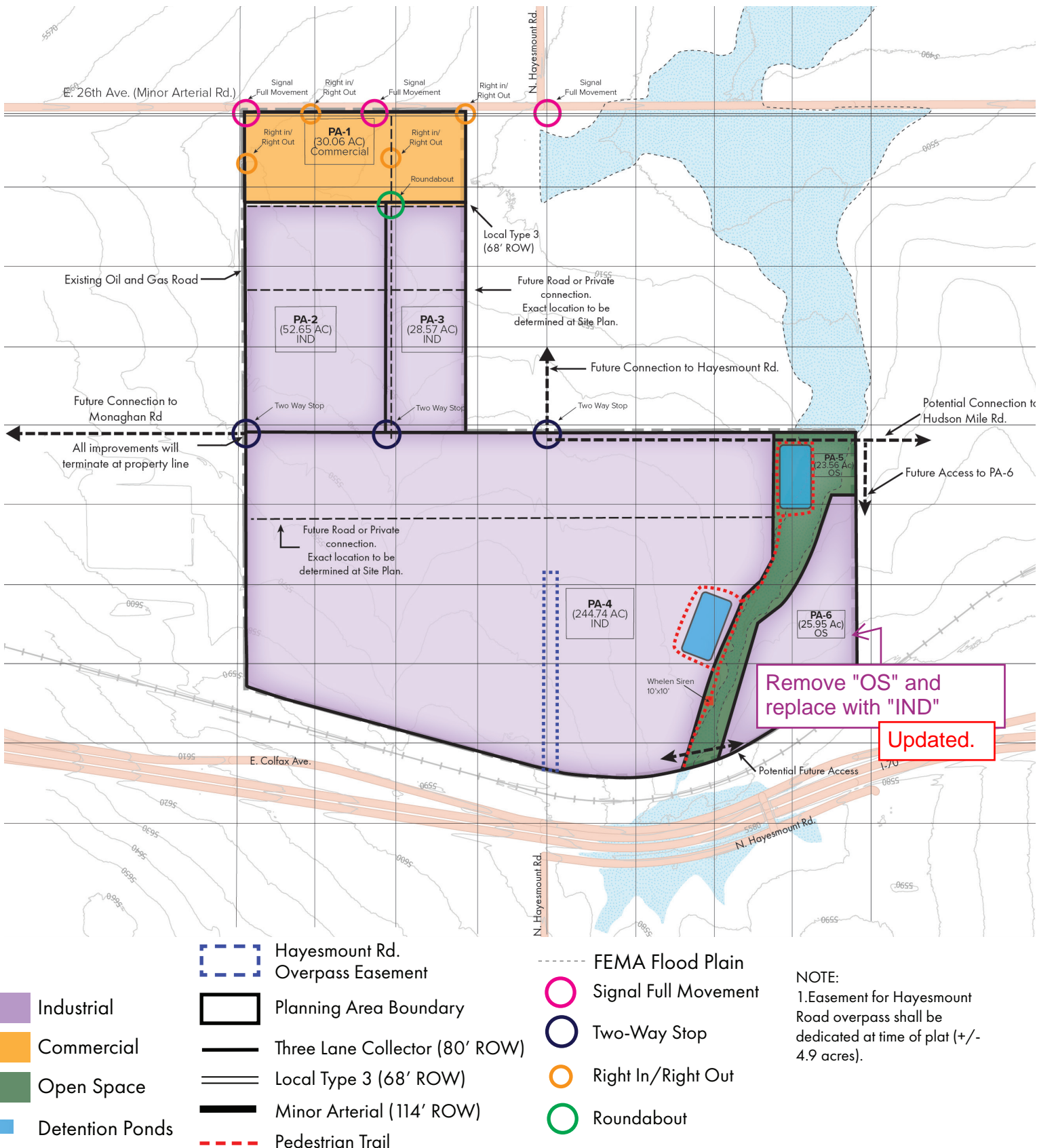
Rewrite as "Total Open Space Land"

Updated.

TAB 8 - LAND USE MAP, MATRIX & STANDARD NOTES



Open Space and Circulation Plan



TAB 9 - OPEN SPACE, CIRCULATION, AND NEIGHBORHOOD PLAN



PROS Matrix (Form J)

A	B	C	D	E	F	G	H
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-5	Open Space	23.56	9.81	Metro District	Metro District	Will be constructed concurrent with detention and drainage in this planning area.	PA-5 consists of 13.75 acres of floodplain area. This area was subtracted from the gross parcel area. One detention pond at 3.05 acres exists within the open space and has a drain time of under 24 hours. Open space will include 6' wide crusher fines trail, shade structure/public art, benches, picnic tables, and trash receptacles.
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Total Open Space Acreage			9.81				
Grand Total		23.56	9.81				

Rewrite as: "Open space will include 6' wide crusher fines trail, shade structure/public art, benches, picnic tables, and trash receptacles. If intended to double as a maintenance trail, the width shall be 10' minimum."

Changed.

Director of Park, Recreation and Open Space

Date



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.



STREETSCAPES

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 a variety of colors, sizes and drought tolerant shrubs and trees to create year-round interest and aesthetic appeal through color, material and textural variations. Grasses, broadleaf evergreen and evergreen species shall be the prevalent shrub choice. 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.

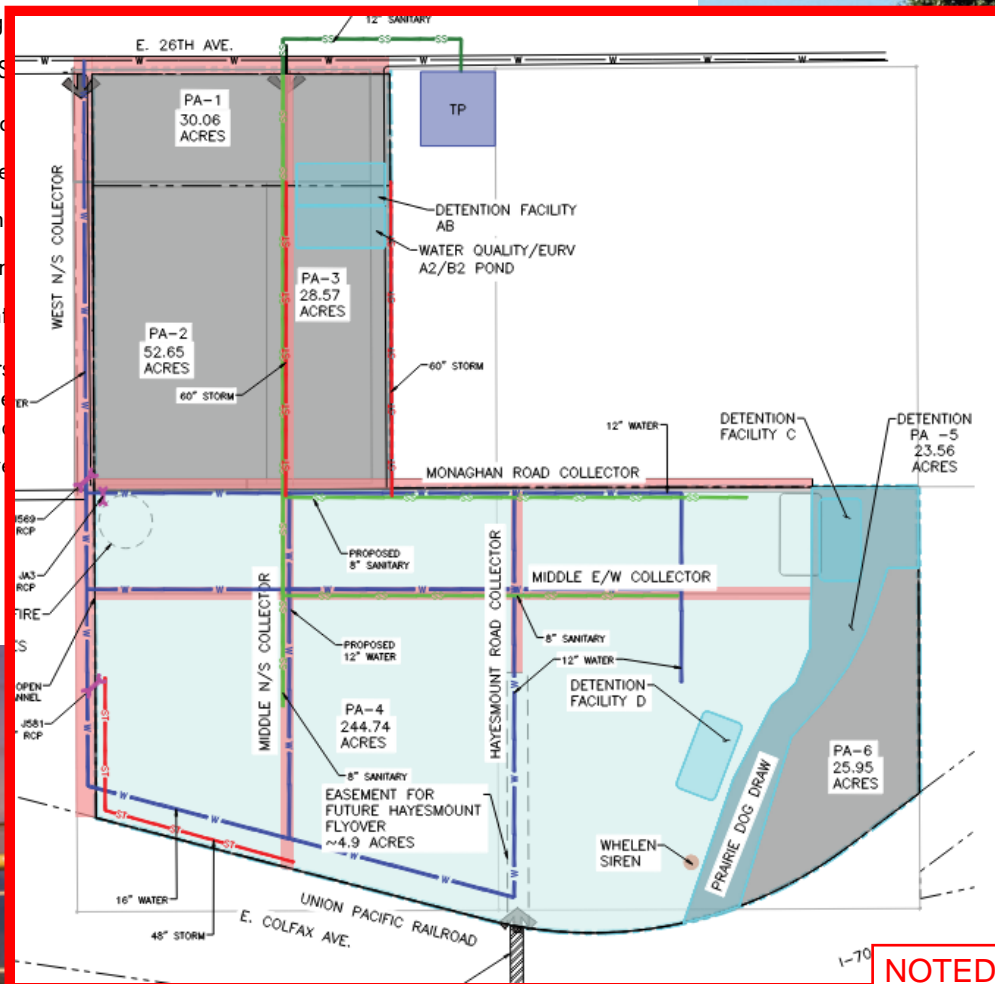
LANDSCAPE BUFFERS

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:

- Along
- Non-S
- Specia
- Private
- Parking
- Site En
- Deten
- Buffer
- and he
- Ordine
- Allow



NOTED.



ing area.



Example Only

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

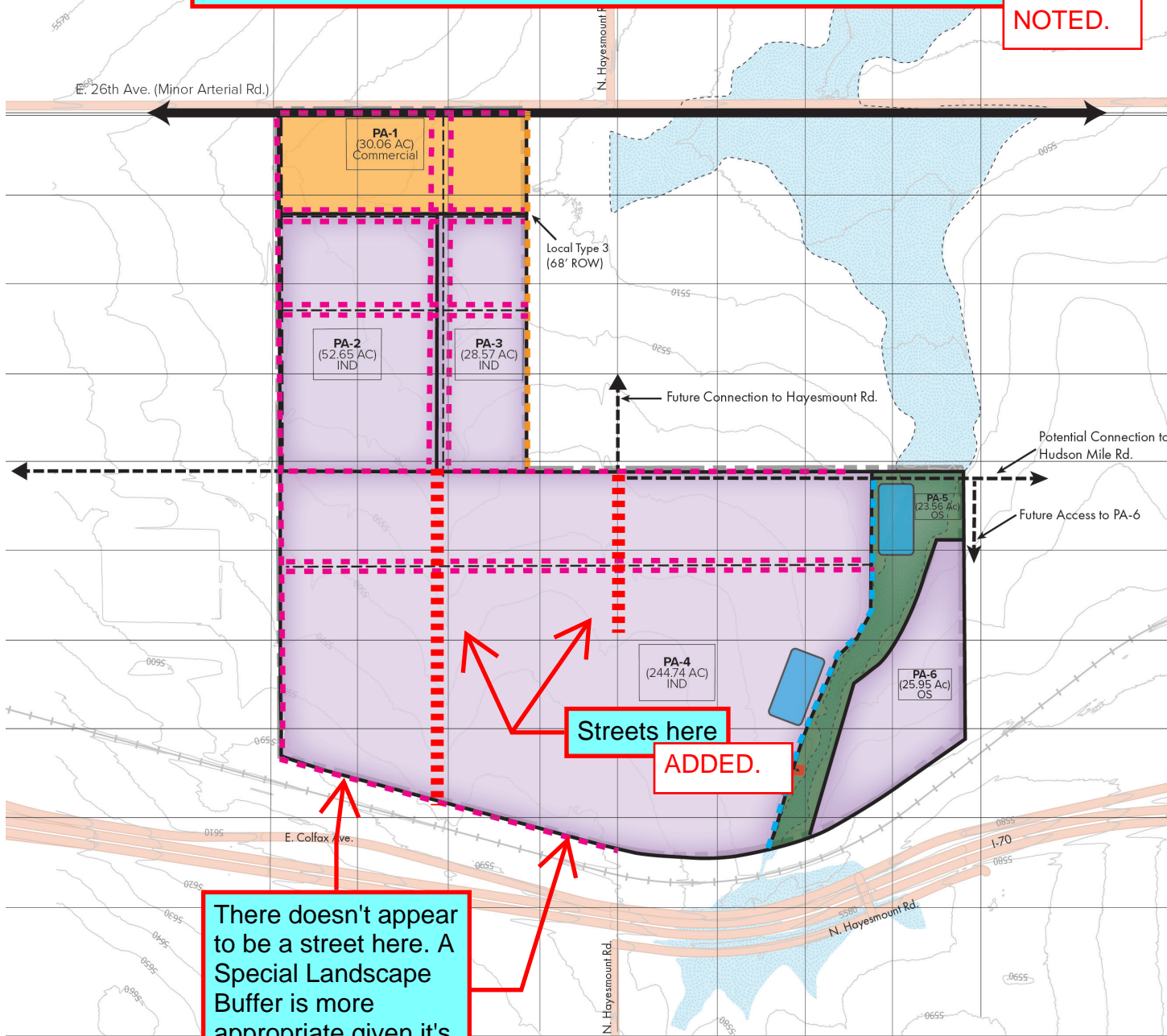
TAB 11 - LANDSCAPE STANDARDS



LANDSCAPE

While the language provided in the Master Plan does state that developments will comply with the street and non-street buffer requirements found within the UDO regardless of the mapping on this sheet, in accordance with Tab 12 or the PIP, there do appear to be some streets missing from this graphic that would require street frontage buffers. See snippet provided above from the PIP.

NOTED.



- Street Frontage Landscape Buffer
- Non Street Perimeter Buffer
- 25' Special Landscape Buffer

TAB 11 - LANDSCAPE STANDARDS



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.
- 85% of the selected species (trees and/or shrubs) used in common open space / tract landscape shall be coniferous.
- 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.

This statement doesn't fit under the Parking Lot Landscape Requirements

UPDATED.



Example Only

Parking lot screening



Example Only

Parking lot designed to accommodate a bioswale





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 MERIDIAN, COUNTY OF ADAMS
CITY OF AURORA, COLORADO

Martin/Martin, Inc. Project No.: 23.1654

September 18, 2024

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

TABLE OF CONTENTS

I. PROJECT LOCATION AND DESCRIPTION.....1

II. REFERENCES2

III. PUBLIC IMPROVEMENTS.....2

 A. Final Build Out.....2

 B. Planning Area 15

 C. Planning Area 28

 D. Planning Area 3 12

 E. Planning Area 4 15

 F. Planning Area 5 18

 G. Planning Area 6 19

IV. CONCLUSIONS..... 20

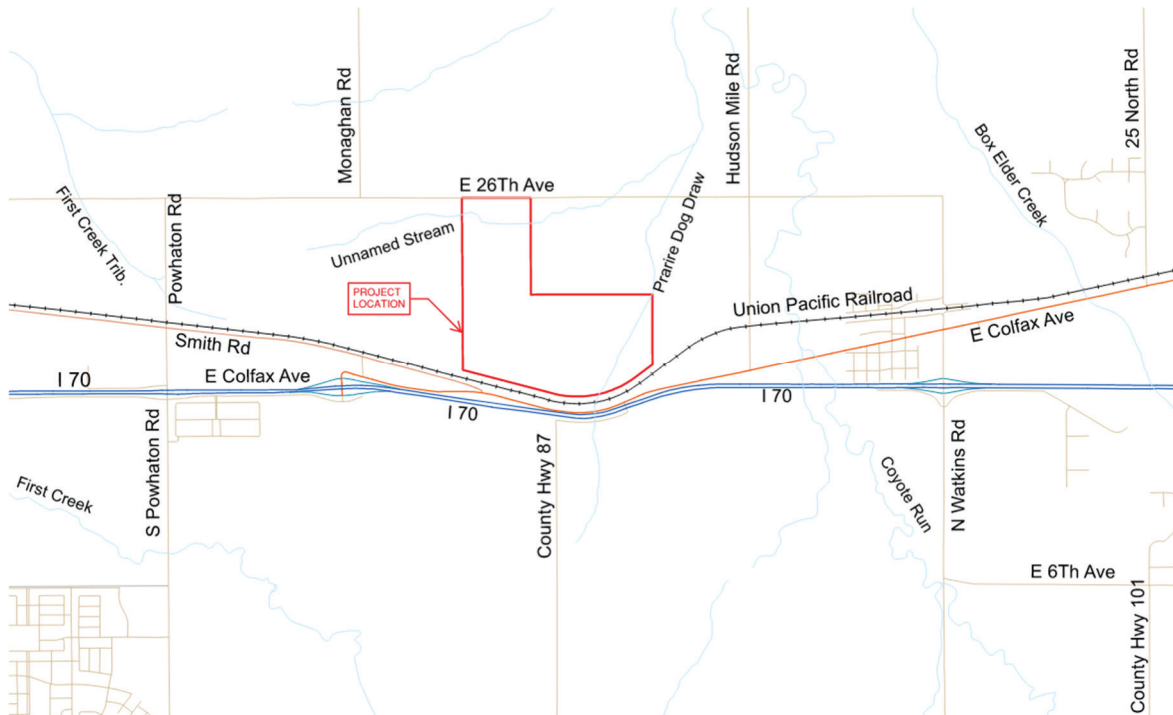
APPENDIX A

- 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 3 South, Range 65 West of the Sixth Principal Meridian, in the City of Aurora, County of Adams, State of Colorado. The property is generally L-shaped.



*Figure 1.1
Vicinity Map*



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 7)

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 demands. Furthermore, dependent upon market needs and associated infrastructure improvement costs, identified planning areas may be combined or partially skipped as needed.

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

Major roadways that fall at a quarter section line surrounding the Blue Eagle Development are required to be constructed as each planning area is developed.

The final condition of these roadways are as follows:

- 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.
- 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.
- Hayesmount 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. South of the Middle E/W Collector road is an easement that will be dedicated for the potential future Hayesmount Flyover. The traffic impact study associated with this Master Plan describes obligations and triggers for this potential future Hayesmount Flyover.
- 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.

- Hayesmount Flyover Easement – 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 needed 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 for this planned flyover. The traffic impact study associated with this Master Plan also discusses the Hayesmount Flyover.

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 transitions and striping beyond the end of the constructed section, 2) proposed utility alignments identified within unpaved road sections shall be graded to final subgrade elevations to ensure adequate soil cover and depths, 3) proposed roadway sections, either half (two lane) or full, will require wet utilities 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, which includes approximately 1.5 miles of looped off-site water supply near the intersection of 26th and Hudson Road as it connects to 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. 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 7)

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 30.06 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 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 (80-foot ROW). The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area equipped with a vertical curb and gutter, and 2 13-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 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.

acknowledged. this has been adjusted to be full width

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 11.5-foot walk/bike lane, 8-foot landscape area equipped with a vertical curb and gutter, and 2 13-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 (24' 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 full width of the street is required for this planning area.

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 three ponds associated with this planning area depending on the ultimate geometry and grading of the site. There are two on-site water quality and EURV ponds: Pond A1 and B1. There is also a detention pond that straddles Planning Areas 1 and 3: Pond 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.

There is one culvert associated with this planning area denoted as Culvert J449. This culvert 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).

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 16-inch water line will be constructed along the western edge of Planning Area 1 with the remaining waterline being 12-inches. 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 7)

As previously noted, Planning Area 2 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-2 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 2 is approximately 52.65 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 2. 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 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. 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 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. 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 Road Collector, ultimately will be a three-lane collector. 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. 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 West N/S Collector to Middle N/S Collector.

Development of Planning Area 2 will be responsible to construct portions of West N/S Collector and Middle N/S Collector and 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, 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 2 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. There are two on-site ponds associated with this planning area; both are to the east of the planning area in planning area 3 denoted as A2/B2 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.

There are four culverts associated with this planning area denoted as Culvert J569, J539, J519, J459. These culverts 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).



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 1, a 16-inch water line will be constructed along the western edge of Planning Area 2 with the remaining waterline being 12-inches. 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.

D. Planning Area 3

(Exhibit 4 of 7)

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 28 acres, located on the eastern portion of the Blue Eagle Development. Land use of the area is as light manufacturing, storage, distribution, warehousing, and retail.

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

Acknowledged. the 26th avenue narrative now matches the map to remove bike lane and widen sidewalk

Please ensure the exhibit matches the narrative.

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, Middle N/S Collector, ultimately will be a three-lane collector. 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. 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 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. 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 the eastern edge of this planning area.

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.

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

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 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 within Planning Area 3. 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 west of 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

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.



E. Planning Area 4

(Exhibit 5 of 7)

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 244.74 acres located in the south portion of the Blue Eagle Development. The Planning Area is east of proposed West N/S Collector, south of the Managhan Road 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.

The development supports providing up to 2 acres of land to be dedicated to the City for the construction of a fire station. The location of this fire station is anticipated to be within this planning area.

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, West N/S Collector, ultimately will be a three-lane collector. 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. 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 N/S Collector, ultimately will be a three-lane collector. 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. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the full roadway width will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to the southern property boundary.

The roadway through the site, Hayesmount Road Collector, ultimately will be a three-lane collector. 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. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the full roadway width will be constructed. The proposed roadway for this planning area will span from Monaghan Road Collector to the location of the Future Hayesmount Flyover. 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 needed 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 for this planned flyover. The traffic impact study associated with this Master Plan also discusses the Hayesmount Flyover.

The roadway to the north, Monaghan Road Collector, ultimately will be a three-lane collector. 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. 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 the western limits of Planning Area 5.

The roadway in the center, Middle E/W Collector, ultimately will be a three-lane collector. 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. For this planning area, the full roadway width will be constructed. The proposed roadway for this planning area will span from Middle N/S Collector to approximately 1000 feet east of Hayesmount Road Collector.

Anticipated internal roads area also shown on this exhibit. These roads split the planning area in to 5 distinct areas. These internal roads are ‘place-holders’ as their alignments will be driven by a specific future development.



Cul-de-sacs will also be evaluated to end roadways as a possible option to this phased roadway approach at the south end of the Middle N/S Collector, the east end of the Middle E/W Collector, and the east end of the Monaghan Road Collector. Completion of the remaining roadway section will be constructed as adjacent planning areas are developed or as 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 two distinct access points for this planning area (West N/S Collector, Middle N/S 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 four ponds associated with this planning area. Two of these ponds are east 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 5. The other two ponds are north of the planning area and are denoted as AB and A2/B2. There are two culverts that route offsite flows through the site: Culvert J581 and J569. This culvert creates a water crossing for an unnamed stream. 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 4, a 16-inch water line will be constructed along the western edge of Planning Area 4 with the remaining waterline being 12-inches. 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.

F. Planning Area 5

(Exhibit 6 of 7)

Planning Area 5 is not being considered at this time for land development of commercial, industrial, residential, etc. Planning Areas 2 and 3 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 5 is approximately 23.56 acres located in the eastern portion of the Blue Eagle Development. 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 10-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 pond associated with this area is denoted as Detention D and is 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. 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.

G. Planning Area 6

(Exhibit 7 of 7)

As previously noted, Planning Area 6 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.

This site will be activated once access has been determined for this site. Currently there are future plans to potentially connection this planning area to Hayesmount Road or Hudson Mile Road.

1. Land Development

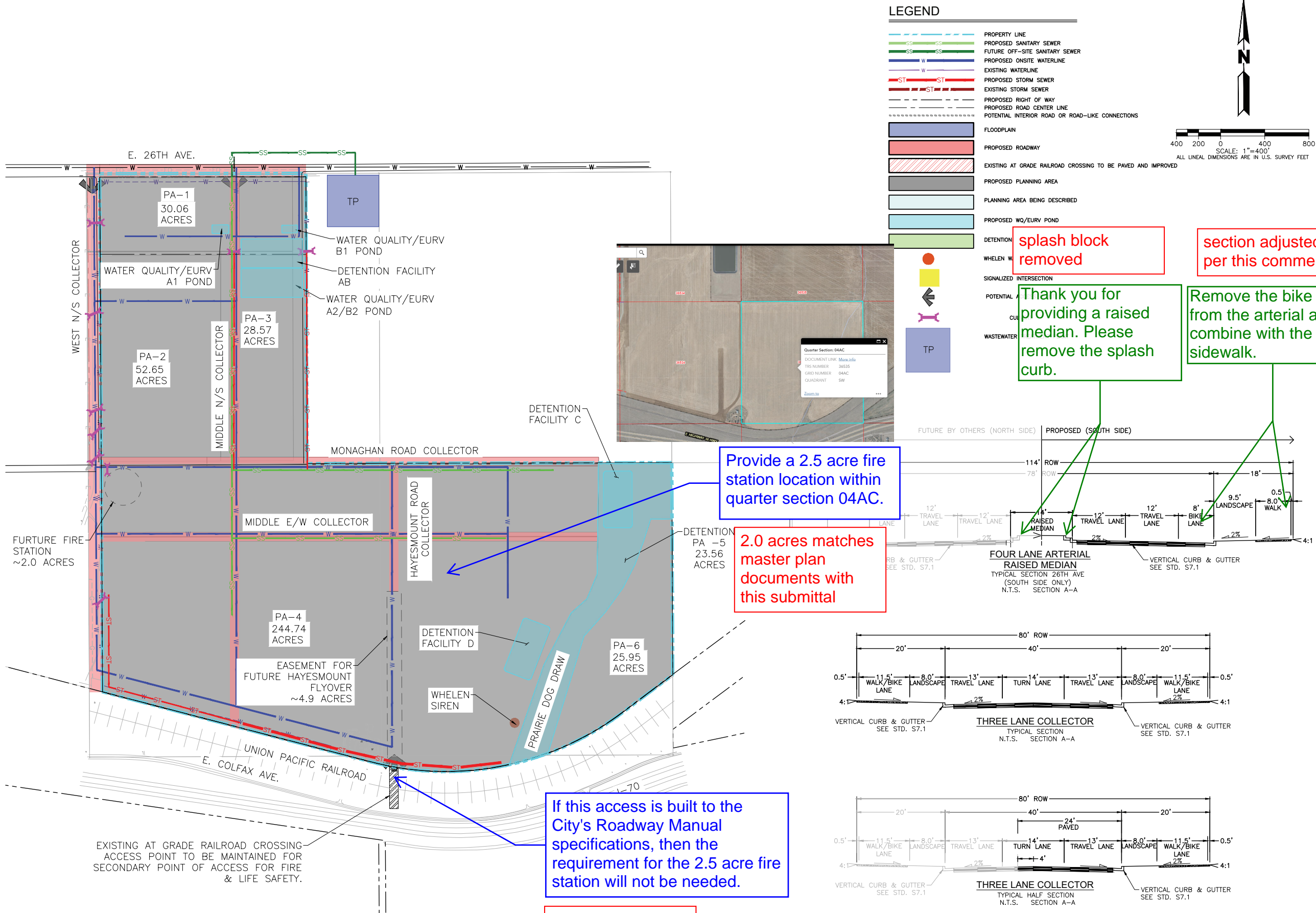
The land development in Planning Area 5 is approximately 25.95 acres located in the eastern portion of the Blue Eagle Development. Utilities and storm infrastructure will be determined once this planning area is activated by access.



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



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BLUE EAGLE
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OVERALL MAP

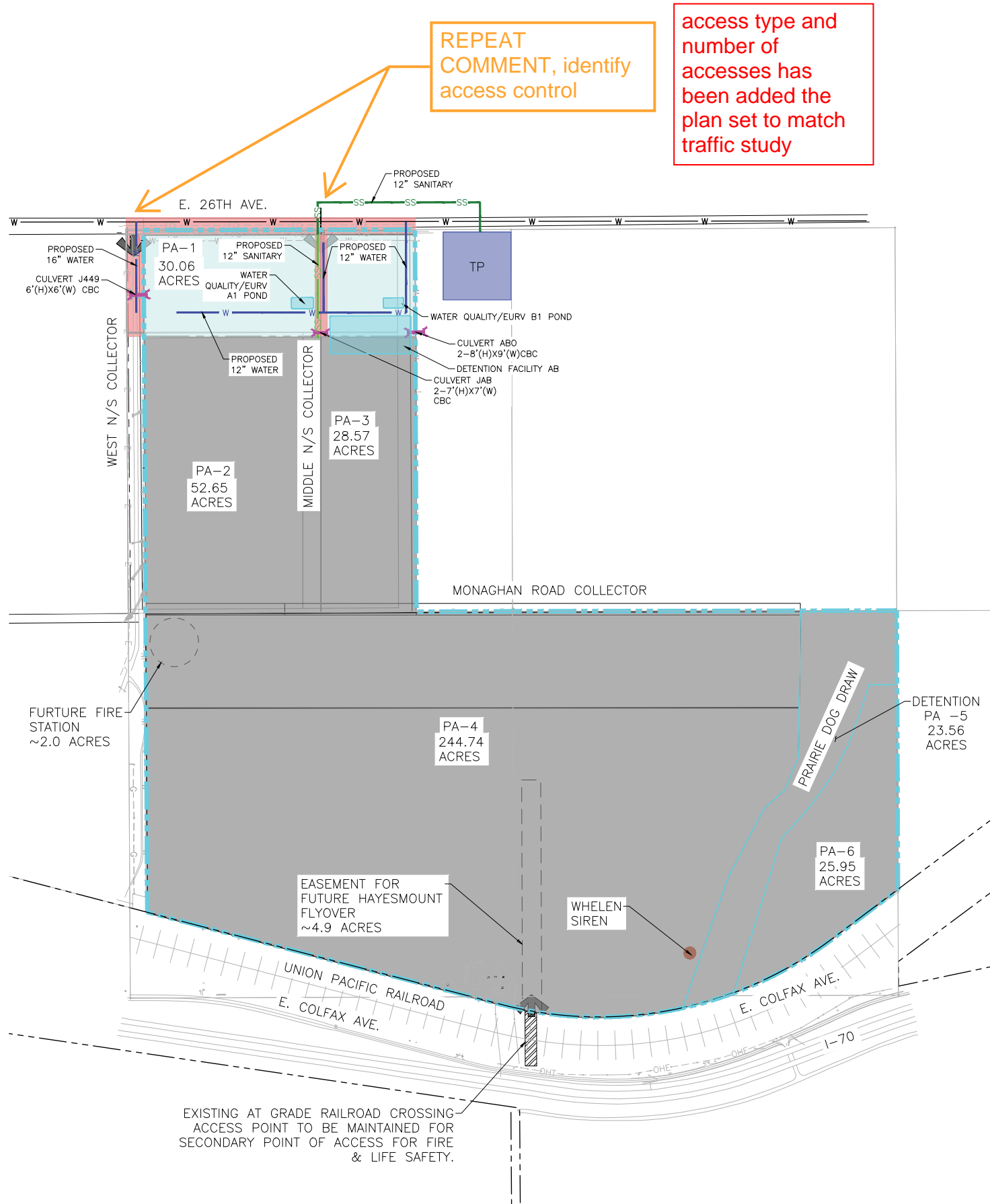
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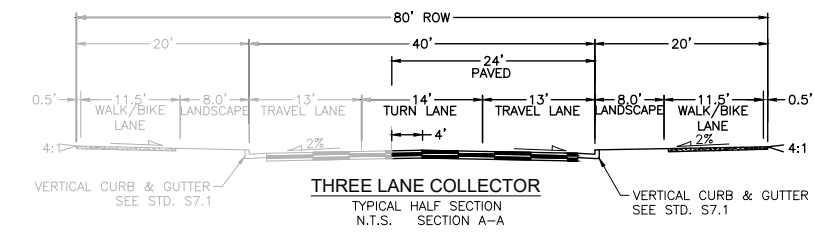
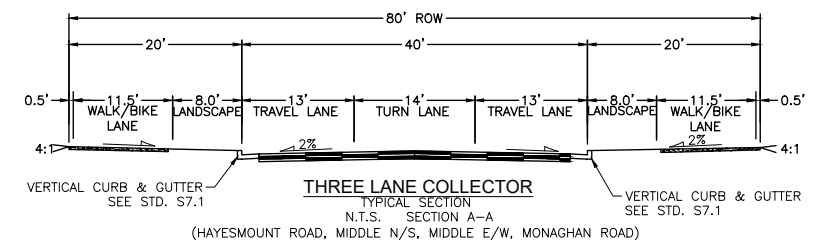
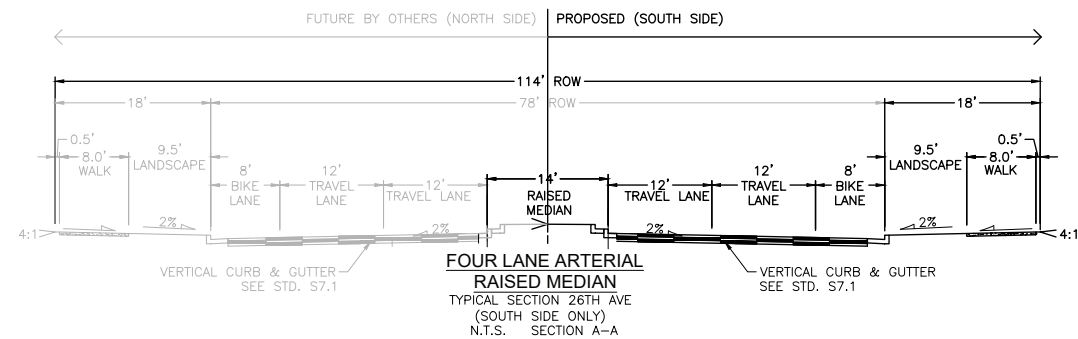
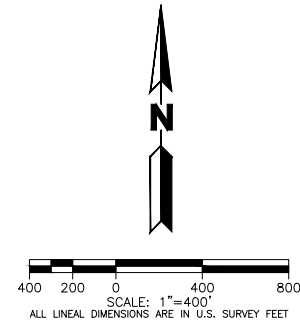
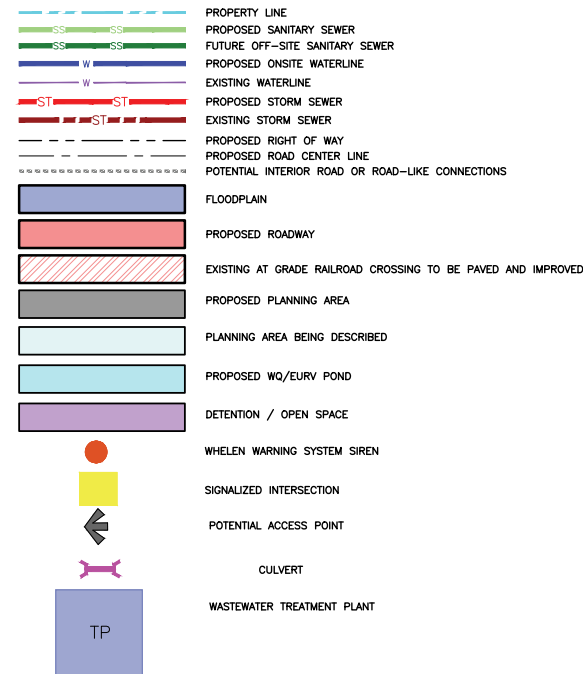
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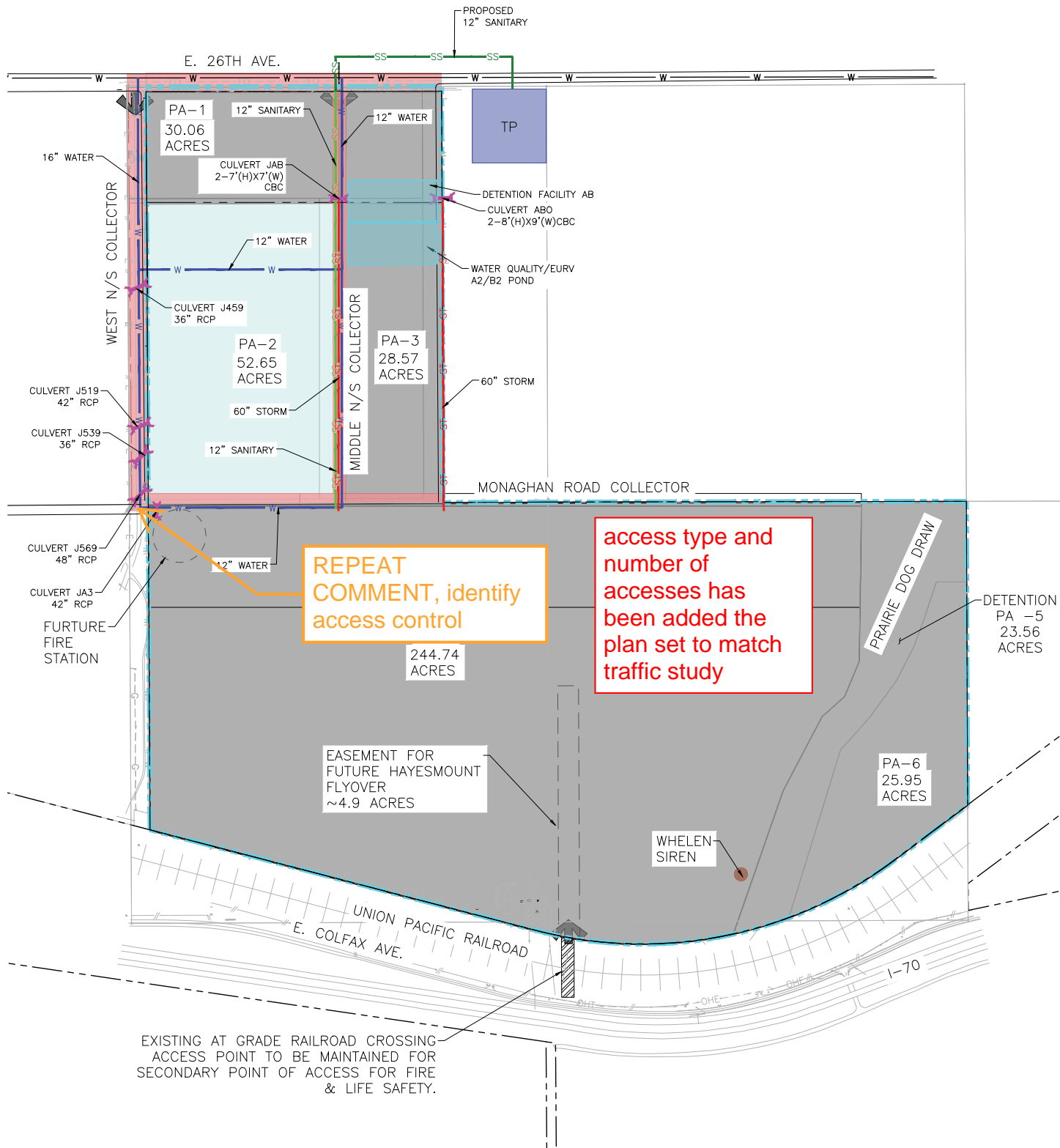
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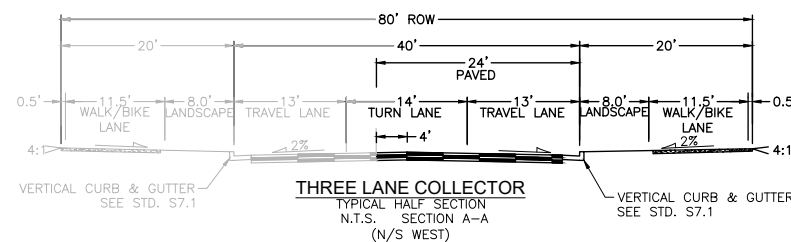
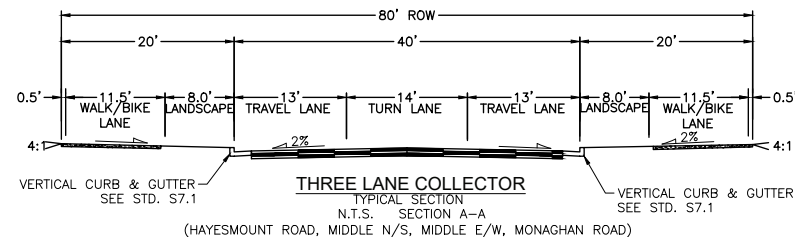
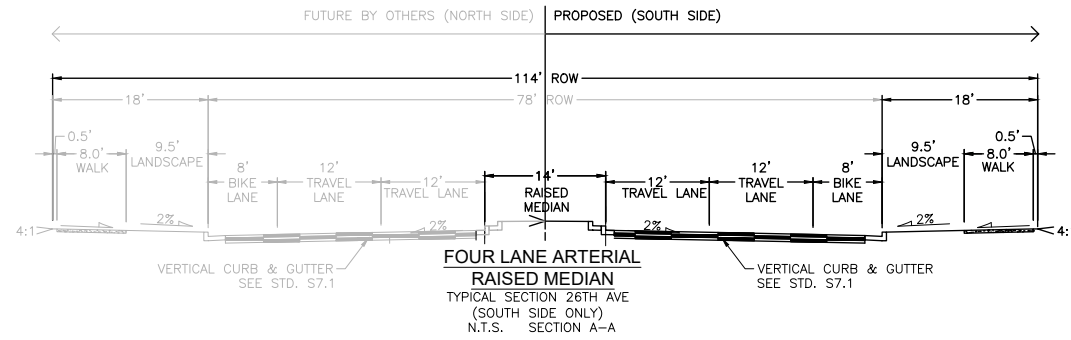
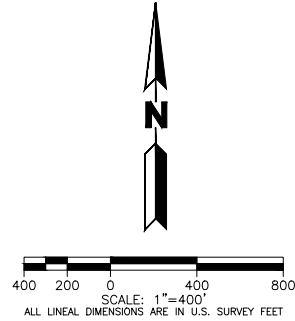
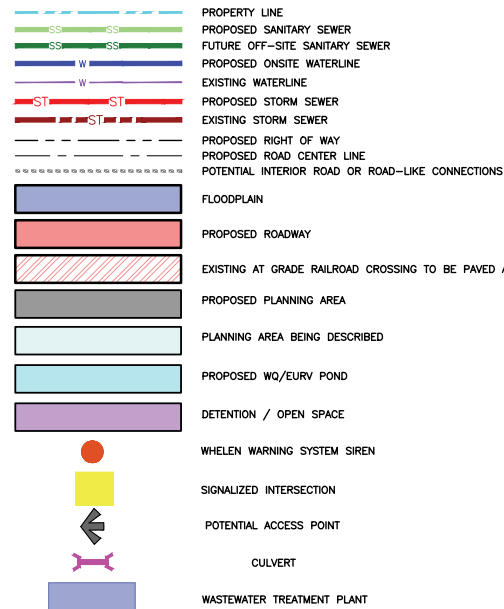
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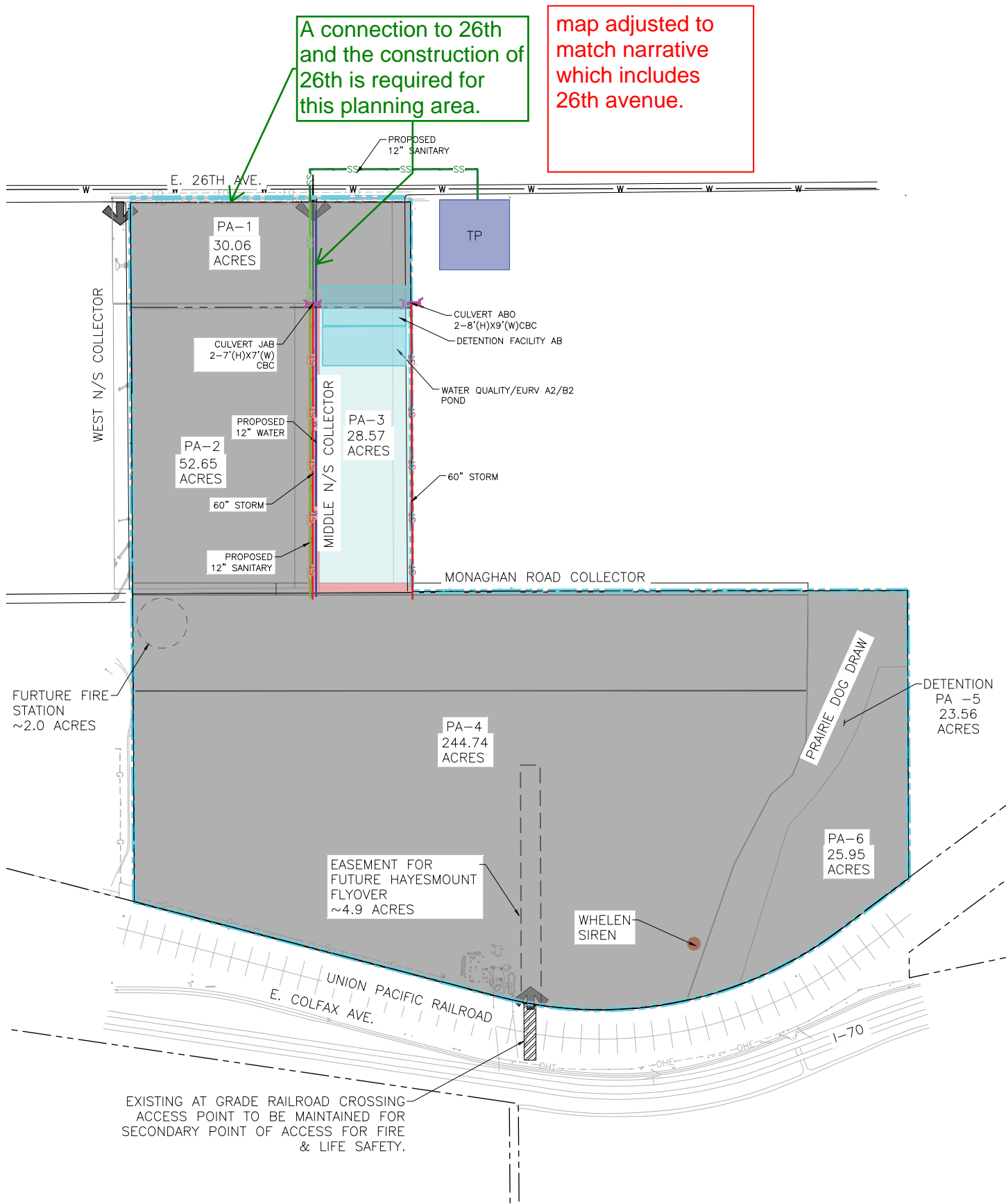
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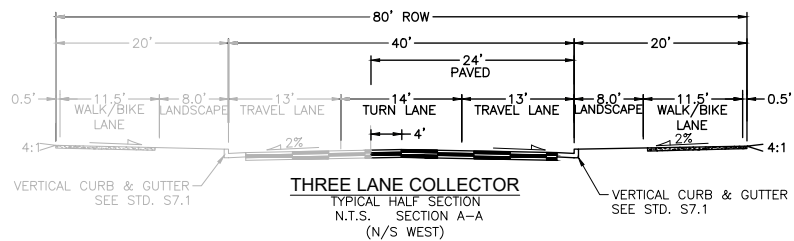
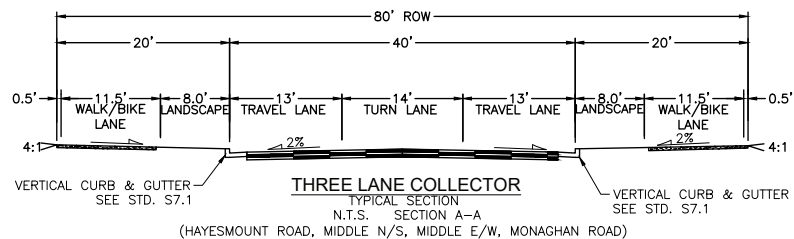
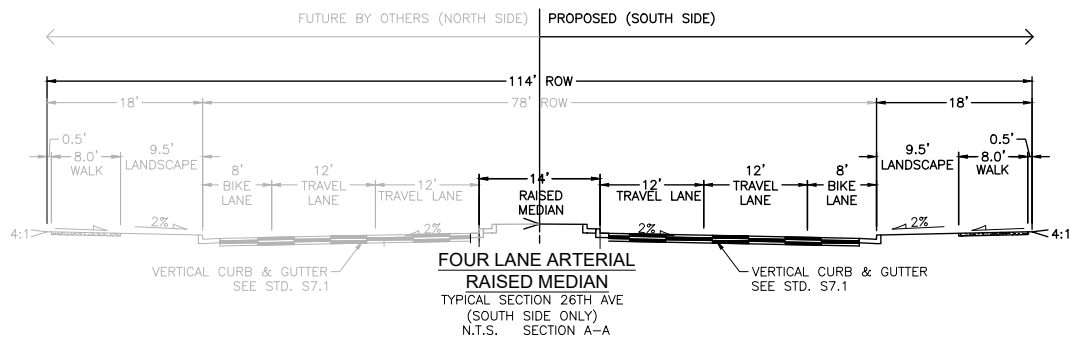
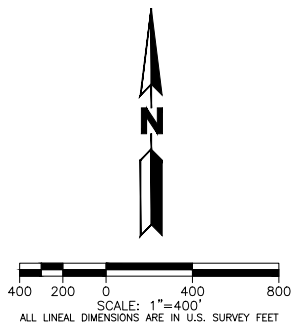
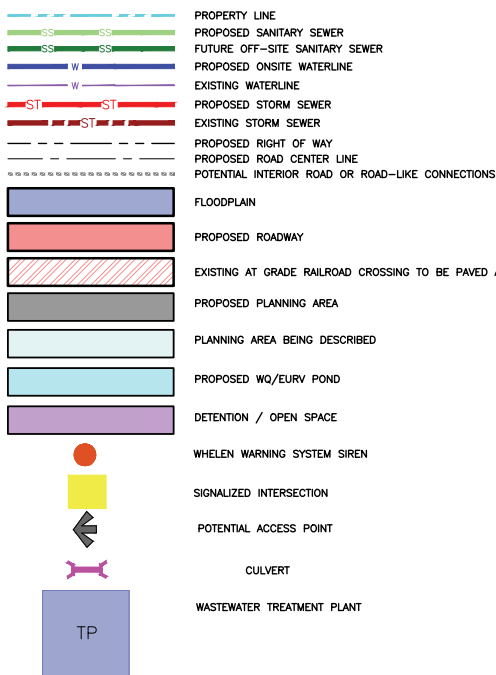
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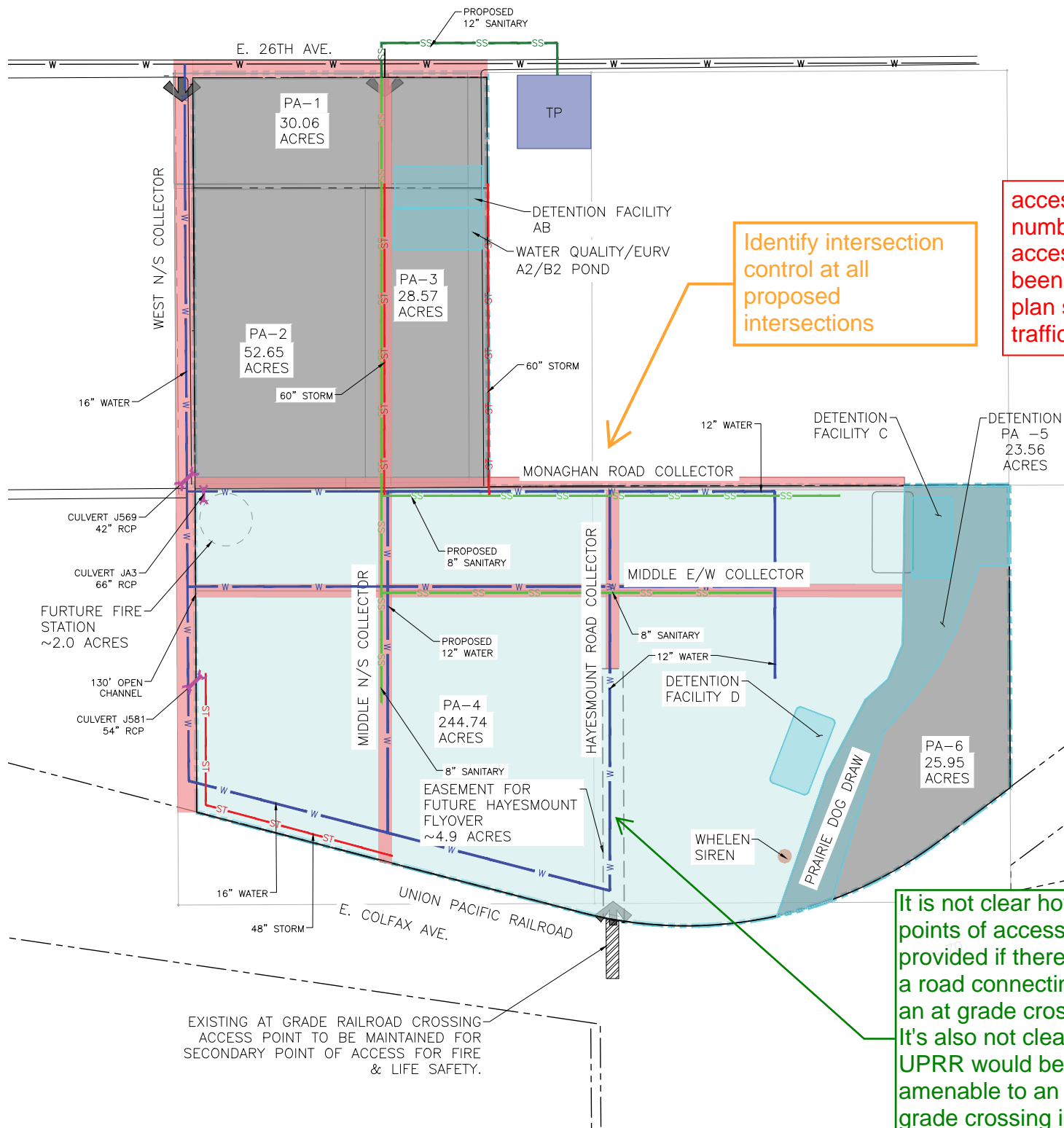
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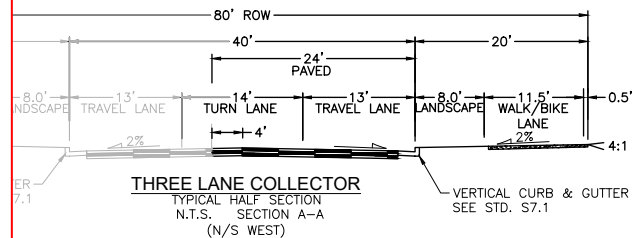
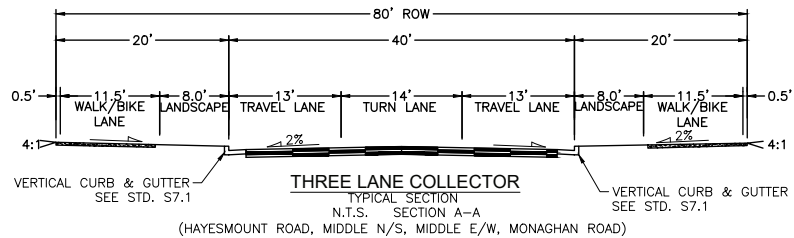
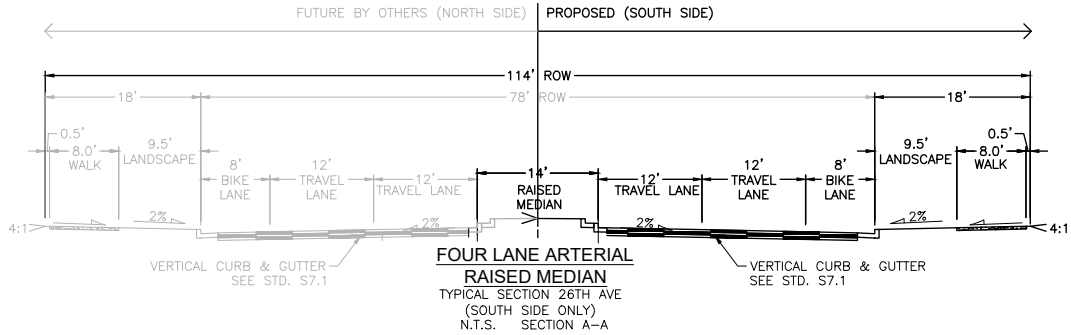
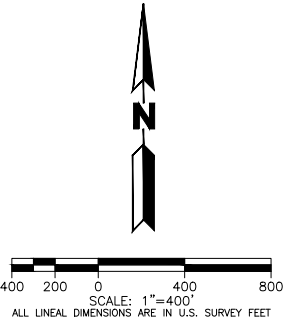
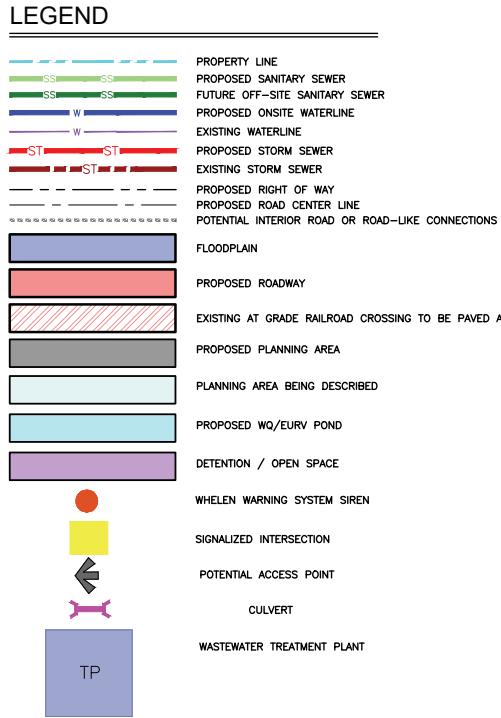


Identify intersection control at all proposed intersections

access type and number of accesses has been added the plan set to match traffic study

It is not clear how two points of access are provided if there is not a road connecting to an at grade crossing. It's also not clear if UPRR would be amenable to an at grade crossing in the interim for this location.

the at grade crossing is an existing crossing for life safety access. Plan shows 4 distinct access points to the site.



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PLANNING AREA 4

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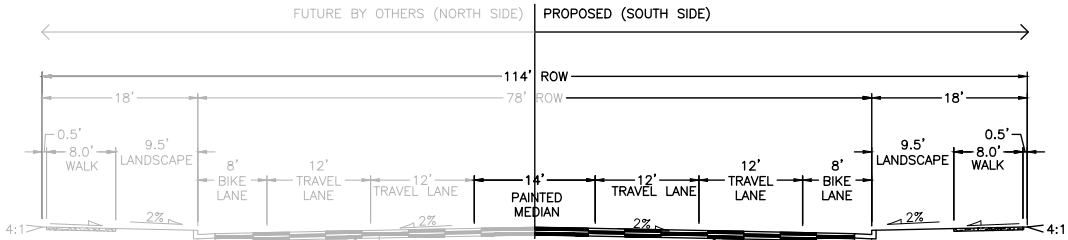
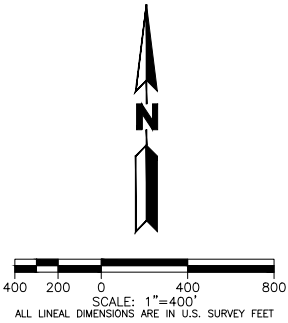
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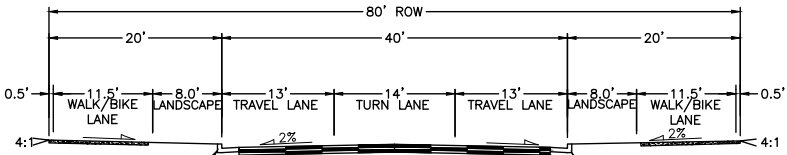


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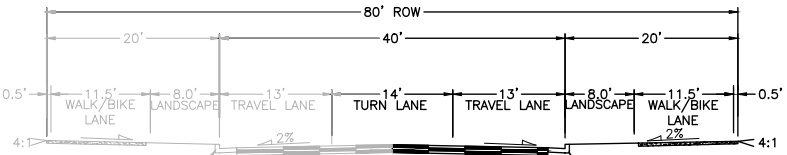
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- FUTURE OFF-SITE SANITARY SEWER
- PROPOSED ONSITE WATERLINE
- EXISTING WATERLINE
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PROPOSED RIGHT OF WAY
- PROPOSED ROAD CENTER LINE
- POTENTIAL INTERIOR ROAD OR ROAD-LIKE CONNECTIONS
- FLOODPLAIN
- PROPOSED ROADWAY
- EXISTING AT GRADE RAILROAD CROSSING TO BE PAVED AND IMPROVED
- PROPOSED PLANNING AREA
- PLANNING AREA BEING DESCRIBED
- PROPOSED WQ/EURY POND
- DETENTION / OPEN SPACE
- WHELEN WARNING SYSTEM SIREN
- SIGNALIZED INTERSECTION
- POTENTIAL ACCESS POINT
- WASTEWATER TREATMENT PLANT



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
(HAYESMOUNT ROAD, MIDDLE N/S, MIDDLE E/W, MONAGHAN ROAD)



THREE LANE COLLECTOR
TYPICAL SECTION
N.T.S. SECTION A-A
(N/S WEST)

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PLANNING AREA 5

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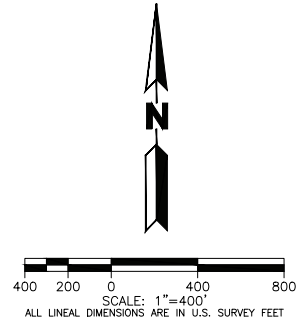
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- | | |
|---|--|
|  | PROPERTY LINE |
|  | PROPOSED SANITARY SEWER |
|  | FUTURE OFF-SITE SANITARY SEWER |
|  | PROPOSED ONSITE WATERLINE |
|  | EXISTING WATERLINE |
|  | PROPOSED STORM SEWER |
|  | EXISTING STORM SEWER |
|  | PROPOSED RIGHT OF WAY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



BLUE EAGLE -

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COLORADO
Department of Transportation
Region 1

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Print Date: 10/8/2024

Highway: 036

Mile Marker: 77.651

A comment response letter is REQUIRED along with the next submittal.

Review POC: Loeffler, Steven

Environmental Comments:

No Planning concerns

No WQ concerns

If there will be a permit in the future: For ANY ground disturbance/work within CDOT ROW---

Required:

Arch/History/Paleo:

Since this is a permit, a file search for Arch, Paleo and History is required. If the file search identifies anything, a more extensive report will be required. If nothing is identified, then the file search should be sufficient. For the file search contact:

Cultural/History File Search: <https://www.historycolorado.org/file-access> Email: hc_filesearch@state.co.us

Paleo File Search: Colorado University Museum of Natural History - <https://www.colorado.edu/cumuseum/research-collections/paleontology/policies-procedure>) Email: jacob.vanveldhuizen@colorado.edu and from the Denver Museum of Nature and Science – Email: kristen.mackenzie@dmns.org <https://www.dmns.org/science/earth-sciences/earth-sciences-collections/>

If there is NO ground disturbance within CDOT ROW, the applicant shall submit an email/memo to the R1 Environmental Permit Review Specialist stating this.

The ECIS will be used to support HazMat requirements.

Non-historic 4f does not apply.

If any non-historic 6f properties will be impacted or disturbed applicant shall coordinate with Veronica McCall veronica.mccall@state.co.us

Info for Applicant/Contractor:

The Permittee shall complete a stormwater management plan (SWMP) which must be prepared with good engineering, hydrologic, and pollution control practices and include at a minimum the following components:

qualified stormwater manager; spill prevention and response plan; materials handling; potential sources of pollution; implementation of control measures; site description; and site map.

In addition, the Permittee shall comply with all local/state/federal regulations and obtain all necessary permits. Permittee shall comply with CDOT's MS4 Permit. When working within a local MS4 jurisdictional boundary, the permittee shall obtain concurrence from the local MS4 that the local MS4 will provide construction stormwater oversight. The local MS4 concurrence documentation shall be retained with the SWMP.

Permits Comments:

10.3.24

- Will the existing farm access to the west be closed? According to the Traffic Study - "The existing at-grade rail road crossing just west of the Hayesmount Road alignment provides

access to an existing home that will be removed - the existing access is not planned to be used as either a public or emergency access for the site."

- Please keep in mind that if any work is taking place in CDOT ROW a permit is required.

- With the work being adjacent to the State Highway and within CDOT Right-of-Way we request to review a Drainage Report.

- Any signing must be on premise and cannot be either partly or wholly in CDOT ROW. Signing must be compliant with CDOT rules governing outdoor advertising per 2 CCR 601-3.-- Aaron Eyl 10.3.24

Right Of Way Comments:

Jim Daley Comment 10/01/2024: There are no survey related documents to review beyond the unstamped ALTA survey. This does not show any ROW dedications or proposed designs/parcels. I will review as necessary as the process progresses and new submittals are made.

Traffic Comments:

CB on 10/3/2024:

Regarding the Blue Eagle Technology Park Traffic Impact Analysis prepared by LSC Transportation Consultants, dated August 30, 2024, please accept the following comments:

(1) Since Hudson Road is identified as a major roadway in the development site vicinity and given the Figure 7 E 26th Avenue and Hudson Road (intersection #8) site-generated traffic that is originating south of the intersection, with a majority of this traffic presumably utilizing the US 36 (Colfax Avenue) and Hudson Road intersection, was the US 36 (Colfax Avenue) and Hudson Road intersection considered as part of the intersection analyses?

(2) Similarly, given the Hudson Road via US 36 (Colfax Avenue) access to multiple I-70 interchanges, there appears to be merit for including the US 36 (Colfax Avenue) and Hudson Road intersection as part of the site development intersection analyses.

LSC Response: The updated TIS includes analysis at Hudson/Colfax as requested

Other Comments:

10-4-2024 Agree with Chris Bland's comments above regarding needing to know the impact of this development to Colfax and Interstate 70.

--Steve Loeffler, 10-4-2024