



Planning Division
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Aurora, Colorado 80012
303.739.7250

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February 5, 2024

Grant Polley
Northpoint Development
3315 N. Oak Trafficway
Kansas City, MO., 64116

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

Dear Grant Polley:

Thank you for your initial submission, which we started to process on January 08, 2024. We have reviewed your plans and attached our comments along with this cover letter. The first section of our review highlights our major comments. The following sections contain more specific comments, including those received from other city departments and community members.

Since several important issues remain, you will need to make another submission. Please revise your previous work and send us a new submission on or before February 27, 2024.

Note that all our comments are numbered. When you resubmit, include a cover letter specifically responding to each item. The Planning Department reserves the right to reject any resubmissions that fail to address these items. If you have made any other changes to your documents other than those requested, be sure to also specifically list them in your letter.

Your estimated administrative decision date is still set for May 8, 2024. Please remember that all abutter notices for decisions must be sent and the site notices must be posted at least 10 days prior to the decision date. These notifications are your responsibility and the lack of proper notification will cause the decision date to be postponed. It is important that you obtain an updated list of adjacent property owners from the county before the notices are sent out. Take all necessary steps to ensure an accurate list is obtained.

As always, if you have any comments or concerns, please let me know. I may be reached at 303-739-7121 or evigil@auroragov.org.

Sincerely,

Edward Vigil, Senior Planner
City of Aurora Planning Department

cc: Max Newstrom, Ware Malcomb
Justin Andrews, ODA
Filed: K:\SDA\2170-07rev1



Initial Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- Status of old Picadilly Road and Colfax Avenue
- Street network including private streets
- Open space (PROS)
- Timing of phased improvements/signal costs
- Fire lanes
- Public Art
- Traffic Study

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

- 1A. These applications do not require public notice.

2. Completeness and Clarity of the Application

- 2A. The invoice has been paid. No fees are due.
- 2B. The project narrative should be revised to be more detailed. Why is the Master Plan being amended? What applications are you requesting? Please explain what changes are being made, the circulation and access for the project, any required street improvements, describe pedestrian connections/pathways, landscaping, how will each commercial lot have access, etc.
- 2C. Please make sure information is correct in the PIP narrative. It appears the PA-13 and PA-14 labels are incorrect?
- 2D. Please make sure documents are labeled correctly- it appears Tab 9 should be Tab 8 and titled land use Matrix?

3. Zoning and Subdivision Use Comments

- 3A. Advisory comment: Multifamily uses within MU-C zone districts will be reviewed under R-3 dimensional standards for Subarea C in Table 4.2-2.
- 3B. Please update all master plan documents to include multifamily. Please carefully review each page and submit additional amended tabs as needed.
- 3C. Advisory comment: Auto-oriented uses, as defined in the UDO, are limited to two of four quadrants of any intersection. Auto oriented uses include fueling station, vehicle wash, vehicle repair/service, vehicle rental/sales Refer to Section 3.3.5/MM/5.
- 3D. With the proposed new residential use in this master plan, a neighborhood park/open space dedication will be required that complies with Section 146-4.3.18.B. The general location and size of the required park should be identified in the master plan amendment so that construction and timing of the park can be coordinated with future development of individual pad sites.

4. Streets and Pedestrian Comments

- 4A. The expectation is that old Picadilly Road along the east boundary of the project will be developed to a city standard and accommodate vehicular and pedestrian access to the site. This expectation should be appropriately included in the PIP and represented on Tabs 8 and 9.
- 4B. Multifamily development requires a local street network to achieve building frontage requirements. While exact layout and design of local streets is not required at the master plan stage, local street access and block standards should be generally identified at the master plan stage. Update tabs 9, and 13 to clarify how a planned street network will provide increased access to the new residential planning area.
- 4C. Please show the street improvement requirements for Colfax Avenue, Picadilly Road, and 13th Avenue on both the ISP and Plat documents.
- 4D. The ISP and Plat should show final street networks (widths), pedestrian paths (widths) (include ADA), curbside landscaping, all required easements (Plat).



- 4E. Driveways along new Picadilly Road are restricted. Individual pad sites along Picadilly should rely on access from the proposed Tract A and B.
- 4F. Show access for lot 1 in phase 1 and 2 on page 7 exhibit of the ISP documents.
- 4G. All internal streets must be built to city standards with sidewalks, trees, and landscaping to create a walkable street plaza network that connects to the multifamily site.
- 4H. All proposed streets should be aligned.

5. Parking Comments

- 5A. Parking comments for the Commercial lots will be provided during the Site Plan review.

6. Architectural and Urban Design Comments

- 6A. The Master Plan is being amended to include multifamily. Currently, the architectural design standards in the master plan do not include urban design or architectural design standards. Tabs 10 and 12 should be amended to include these standards. If you are electing to defer the design standards until site plan, clearly note that in the letter of introduction so that we can inform prospective site developers of this additional requirement.

7. Signage & Lighting Comments

- 7A. Note: All monument signage for the Stafford Logistics Master Planned Area should be consistent throughout in color, materials, and design.
- 7B. Note: All lighting shall comply with the Master Plan lighting criteria and shall be uniform in design..

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

Sheet L-0100

- 8A. Have consistent sheet numbering that matches the rest of the plan set.
- 8B. Sheet L-0200
- 8C. Either adjust the trees and shrubs or adjust the location if possible of the proposed storm inlets.
- 8D. Include the stop signs as street trees shall be setback 50' from the face of stop signs. Quantities may need adjusted.
- 8E. Include the proposed locations of the street lights.

Sheet L-0300

- 8F. Please enlarge the font of the Plant Schedule. The Curbside Landscape Table font is more ideal.
- 8G. Please have a separate category for the ornamental grasses.
- 8H. Ornamental grasses are required to be five-gallon at the time of installation.
- 8I. Ornamental grasses are permitted to be used within the curbside landscape per code but update the table to include a column for the quantities of grasses being provided in lieu of shrubs. Grasses are required to be five-gallon, the same size as shrubs. No more than 40% of the shrub total for each curbside area can be ornamental grasses. The current design appears to be exceeding this.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

9. Addressing (Phil Turner / 303-739-7357 / pturner@auroragov.org)

- 9A. Please provide a digital .shp or .dwg file for addressing and other GIS mapping purposes. Include the parcel, street line, easement and building footprint layers at a minimum. Please ensure that the digital file provided in a NAD 83 feet, Stateplane, Central Colorado projection so it will display correctly within our GIS system. Please eliminate any line work outside of the target area. Please contact me if you need additional information about this digital file.

**10. Traffic Engineering** (Steven Gomez / 303-739-7336 / sgomez@auroragov.org / (Comments in green))

Commercial Infrastructure Site Plan Comments:

- 10A. Add note: Applicant shall provide 3" conduit for future fiber with pull boxes @ max 750' spacing along all arterial streets. Locate pull boxes at minimum at proposed conduit ends, and at one corner of each intersection.
- 10B. Required Traffic Impact Study (TIS) not provided with this submittal. This ISP will not be approved until TIS approved.
- 10C. N-S add ped ramps as redlined.
- 10D. Move ped ramps and crosswalk closer to intersection as redlined.
- 10E. Intersection needs to be perpendicular +/- 5 degrees.
- 10F. Add street name sign as redlined.
- 10G. TIS not provided. TIS needs to support 3/4 movement access. Add porkchop islands.
- 10H. TIS needs to support ri/ro movement access. label all accesses.
- 10I. Show entire intersection and ultimate section for Colfax Ave, including signing/stripping.
- 10J. Site access locations/control, etc will not be approved until TIS is approved.
- 10K. Add note: All sign posts and sign supports shall comply with COA Standard Detail TE-11
- 10L. Verify ALL mature plant height within sight triangles don't exceed COA 4.04.2.10 requirements. remove replace as necessary.
- 10M. 50' min spacing from STOP sign to tree. remove tree, typ.
- 10N. Remove tree as redlined.
- 10O. Move tree away from intersection.
- 10P. Verify mature plant height doesn't exceed COA 4.04.2.10 requirements. remove replace as necessary.
- 10Q. 50' min spacing from STOP sign to tree. remove tree, typ.
- 10R. Sight distance easement required.
- 10S. Verify light poles will not obstruct view of STOP signs, typ.

Public Infrastructure Plan Narrative Comments:

- 10T. Required Traffic Impact Study (TIS) not provided with this submittal. This PIP will not be approved until TIS approved.
- 10U. classification and laneage needs to be confirmed when TIS is completed.
- 10V. 4-lane
- 10W. Verfy %, 100%?
- 10X. 25 % signal escrow shall apply for the signal at realigned Picadilly and Colfax
- 10Y. Intersection improvements and possible signal is required.
- 10Z. Open Space, Circulation, and Neighborhood Plan Comments:
- 10AA. Required Traffic Impact Study (TIS) not provided with this submittal. TAB 9 will not be approved until TIS approved.

Land Use Matrix Comments:

- 10BB. TAB 8 will not be approved until TIS approved.

11. Civil Engineering (Christopher Eravelly / 303-739- 7457 / ceravelly@auroragov.org / (Comments in amber))

- 11A. Prior to final acceptance of public improvements, if the adjacent site is not under construction, the curb cut/curb returns and cross pan must be removed and replaced with sidewalk, landscaping and curb and gutter at the developer's expense. The developer acknowledges the risk of constructing the curb cut without approved civil plans for the adjacent site showing the curb cut.
- 11B. Please add this standard note for future curb return shown on sheet 4 of 28
- 11C. Remove copyright notes restricting reproduction of the approved plans and reports. (2.03.5.10 of the 2023 COA Roadway Manual)
- 11D. Proposed site lights not shown on Site Plans
- 11E. Please add street classification per section 4.04.2 of the COA Roadway Design & Construction Specifications(TYP.)



- 11F. Please do not show cross pans in the Site Plan submittal. Cross pans will be shown, reviewed and approved with the Civil Plan submittal. If you would like to show the cross pans in the Site Plans, please add a note that the cross pans are shown but not reviewed or approved with Site Plan approval. Cross pans will be reviewed and approved with the Civil Plan submittal.(TYP.)
- 11G. Please add street classification per section 4.04.2 of the COA Roadway Design & Construction Specifications(TYP.)
- 11H. Please add the below standard note to the list of Site Plan notes on the cover sheet, for this future access.
- 11I. ******(This note is required only when applicable) Prior to final acceptance of public improvements, if the adjacent site is not under construction, the curb cut/curb returns and cross pan must be removed and replaced with sidewalk, landscaping and curb and gutter at the developer's expense. The developer acknowledges the risk of constructing the curb cut without approved civil plans for the adjacent site showing the curb cut.
- 11J. Please remove R.O.W. labels from this typical section. Private streets should not have Public R.O.W.Should be Public Access Easement width.
- 11K. Show and dimension Fire Lane and Utility easements.
- 11L. Please add these standard notes to the Grading Plan sheets.
- 11M. Minimum slopes note: "Add a note: "Minimum slope on unpaved areas is 2%, minimum slope on asphalt is 1%, and minimum slope on concrete is 0.5%." •Maximum slopes note: "Add a note: "The maximum slope within ROW is 4:1, the maximum slope for property outside of the ROW is 3:1." •Fire lane slopes: "Add a note: "The maximum permissible longitudinal grade for fire lanes is 10%. The maximum transverse grade for a fire lane is four percent with a resultant maximum slope of ten percent.
- 11N. Please show longitudinal slopes on all proposed private streets and intersection approaches per section 4.05.1 and 4.05.4 of the COA Roadway Design & Construction Specifications.(TYP.)
- 11O. Is this cross slope? Typical section on sheet 6 shows cross slope of 2%. If these are longitudinal slopes, please align slope arrows parallel to the proposed streets. (TYP.)

12. Fire / Life Safety (Erick Bumpass / 303-739-7627 / ebumpass@auroragov.org / Comments in blue)

- 12A. Correct to 2021 IBC
- 12B. ACCESSIBLE EXTERIOR ROUTES" SHALL BE PROVIDED FROM PUBLIC TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO 60% OF THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. THE ACCESSIBLE ROUTE BETWEEN ACCESSIBLE PARKING AND ACCESSIBLE BUILDING ENTRANCES SHALL BE THE MOST PRACTICAL DIRECT ROUTE. THE ACCESSIBLE ROUTE MUST BE LOCATED WITHIN A SIDEWALK. NO SLOPE ALONG THIS ROUTE MAY EXCEED 1:20 WITHOUT PROVIDING A RAMP WITH A MAXIMUM SLOPE OF 1:12 AND HANDRAILS. CROSSWALKS ALONG THIS ROUTE SHALL BE WIDE ENOUGH TO WHOLLY CONTAIN THE CURB RAMP WITH A MINIMUM WIDTH OF 36" AND SHALL BE PAINTED WITH WHITE STRIPES. THE CITY OF AURORA ENFORCES HANDICAPPED ACCESSIBILITY REQUIREMENTS BASED ON THE 2021 INTERNATIONAL BUILDING CODE, CHAPTER 11, AND THE AMERICAN NATIONAL STANDARDS INSTITUTE (ICC/ANSI) A117-2017. THE DEVELOPER, OWNER AND ASSIGNS ARE RESPONSIBLE FOR COMPLYING WITH THE FEDERALLY MANDATED REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA), AND AS SUCH, THE CITY OF AURORA DOES NOT ENFORCE THESE LAWS.
- 12C. Please correct note number 4 to read as shown. The IBC should be referenced and the current note is incomplete.
- 12D. Please show all Hydrant locations on the Site Plan, Utility Plan and Landscaping Plans. Hydrant Spacing within the site should be every 500 feet on alternating sides of the road.
- 12E. Please show Fire Hydrants in Roadway Details
- 12F. Advisory Note



- 12G. Does the proposed 34-Foot-Wide Fire Lane & Utility Easement meet the Roadway Standards? If so, it does not need to be dedicated as a Fire Lane Easement. Please verify with Engineering and Traffic whether it meets the standards.
- 12H. Please provide more details for the “6” DIP FIRE LINE SERVICE STUB-OUTS”. Are they private?
- 12I. Please add note.

13. Aurora Water (Daniel Pershing / 303-739-7646 / dpershing@auroragov.org / Comments in red)

- 13A. The site plan will not be approved by Aurora Water until the preliminary drainage report is approved.
- 13B. TYP Label easement based on the utility it is covering (i.e. sanitary and water easement)
- 13C. Please verify with the drainage engineer that a drainage easement is not required for this section of piping
- 13D. Will this manhole also have a stub serving the PA to the north?
- 13E. Advisory, if a fireline is required to serve either of these lots, the connection will need to be made to a looped system. Currently, this is a dead end supplying the site. Also, no more than 1 hydrant can be supplied from a dead end.
- 13F. Please dimension 5 ft separation between WL and C&G
- 13G. This connection creates an acute angle and is not allowed. Please revise alignment to a 90 degree minimum angle for sanitary flows.
- 13H. TYP. Manholes are not required for a 4" service connecting to 8" main. This can be accomplished with a TEE.
- 13I. Easement dedication required for mains outside of ROW. Please dedicate, label, and dimension appropriately.

Utility Plan Comments:

- 13J. Please relocate text box to clearly show the alignment and POC to the 24" for this area. As a reminder, Picadilly is paved in this area if the waterline is to be installed within Picadilly.
- 13K. Past communications have discussed both waterline connections being made to the east. Please verify this amendment would like to pursue the second point of connection to the south.
- 13L. Please remove the City Engineer from all Signature blocks on this report as they no longer review and approve the MUS.
- 13M. Please include how sanitary is providing service to this site.
- 13N. 2501?
- 13O. Please revise industrial fire flow values to 4500gpm based on updated MUS criteria in the current edition of Aurora Water standards. Verify with the model that this will not affect existing pipe sizes.
- 13P. Please ensure these velocities do not exceed the max velocities stated in 5.02.2 of the Specifications.

14. PROS (Curtis Bish / 303-739-7131 / cbish@auroragov.org / Comments in mauve)

Commercial Infrastructure Site Plan Comments:

The following redlines pertain to the need to accommodate the regional High Plains Trail:

- 14A. Refer to the redline comments in Tab 8.
- 14B. Refer to the redline comments in Tab 9.
- 14C. Refer to the redline comments on pages 4, 12, 13, 17 and 18 of the PIP.
- 14D. Refer to the redline comments on sheet 2 of the ISP.

Public Improvement Plan Narrative Comments:

- 14E. Acknowledge the requirement to extend the regional High Plains Trail from Horizon Uptown to Picadilly Road.
- 14F. Acknowledge the requirement to extend the regional High Plains Trail from Horizon Uptown to Picadilly Road. Should this public improvement be done by the master developer at the same time as roadway infrastructure serving PA-10 is constructed?
- 14G. Acknowledge the requirement to extend the regional High Plains Trail from Horizon Uptown to Picadilly Road. Should this public improvement be done by the master developer at the same time as roadway infrastructure serving PA-13 is constructed?



- 14H. A 70' wide open space corridor for the regional High Plains Trail should be programmed as a public improvement. Refer to PROS comments in Tab 9 (Open Space, Circulation & Neighborhood Plan).

Open Space, Circulation & Neighborhood Plan #3 Comments:

- 14I. Provide a 70' wide open space corridor along the northern edge of PA-10 & PA-13 for pedestrian and bicycle connectivity and to accommodate extension of the High Plains Trail between Horizon Uptown and Picadilly Road. Designate this as a new, separate Planning Area categorized as Open Space.
- 14J. The endpoint of the regional trail in Horizon Uptown is misrepresented here, as it will actually be located further south in alignment with the new Open Space Planning Area (i.e., corridor) noted above.
- 14K. Use the Proposed Trail symbology to show the future regional trail as noted above.

Land Use Matrix Comments:

- 14L. PROS staff recommends that this Master Plan Amendment #3 incorporate multi-family residential as a proposed land use in PA-9 & PA-13, including revisions to the Land Use Matrix (Form D). Doing so will eliminate the need for another future amendment. The City has already entertained two pre-application meetings with prospective multi-family developers for these areas. Since the master developer seems to be marketing this use, it makes sense that the Master Plan be amended now to facilitate such development. Setting a maximum density (MF unit count) will establish the multi-family as a potential developed use and provide a basis for calculating the park and open space land dedication requirements to be outlined in the matrix at this time. New Planning Areas for a regional trail corridor and public plaza (SUP) should be added to this map and the matrix as well as into Tab 9. The acreage of those areas will receive land dedication credit toward the mixed use residential impact.

15. Land Development Services (Maurice Brooks / 303-739-7294 / mbrooks@auroragov.org / Comments in magenta)

Plat Comments:

See the Advisory Comments on the first page of the plat. Move the text down on the first page to give room for the Recorders information. See the changes for the Notes – match the plat checklist. Add the bearings and distances to tie out the corners of the subdivision to independent Section Corners. Remove the Logo from the north arrows throughout the plat pages. Change the U.E. to a Water type Easement name (i.e.: Water, Sanitary Sewer, Storm Sewer, or any combination thereof. It should cover that water facility - confirm name with Aurora Water Dept. In the Legend, add W.E. for Water easement.

On the Site Plan: Some of the bearings, distances and curve data do not match the plat information. Change the thickness of the plat boundary lines to emphasize the difference between these line types. Change the easement names to match the Plat. There are some missing curve data and bearings and distances to match the Plat info.

- 15A. Please add the size and type of monument found and stampings thereon or Tract
- 15C. Please add the Tract Note: per public or private ownership.
- 15D. This is different from the illustration.
- 15E. This is different from the Tracts.
- 15F. Please add tie bearing and distance.
- 15G. Please add tie bearing and distance.
- 15H. Please delete the Logo in the North Arrow (typ.)
- 15I. Please change this to a Water type Easement name (i.e.: Water, Sanitary Sewer, Storm Sewer, or any combination thereof. It should cover that water facility - confirm name with Aurora Water Dept.
- 15J. Please delete the Logo in the North Arrow (typ.)
- 15K. Please delete the Logo in the North Arrow (typ.)
- 15L. Please correct this line thickness.
- 15M. Please delete the Logo in the North Arrow (typ.)



- 15N. Change this to a Water type Easement name (i.e.: Water, Sanitary Sewer, Storm Sewer, or any combination thereof. It should cover that water facility - confirm name with Aurora Water Dept.
- 15O. Delete the Logo in the North Arrow (typ.)
- 15P. Change this to a Water type Easement name (i.e.: Water, Sanitary Sewer, Storm Sewer, or any combination thereof. It should cover that water facility - confirm name with Aurora Water Dept.
- 15Q. Please add: W.E.
- 15R. Call out the Water Easement.
- 15S. Change this to a Water type Easement name (i.e.: Water, Sanitary Sewer, Storm Sewer, or any combination thereof. It should cover that water facility - confirm name with Aurora Water Dept.
- 15T. Please match the description information.

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

- 16A. The Public Art Plan for the Stafford Logistics Center calls for potential public art components in PA-10, PA-7, and the area indicated as an open space buffer to the east of PA-3. The Master Plan amendment should address these potential public art sites and any impact to the public art plan. Please ensure that these elements are included in the Master Plan Amendment.

17. Arapahoe County (Joseph Boateng/ Engineering Services Division / Jboateng@arapahoegov.com)

- 17A. No comments.

18. Colorado Department of Transportation (Steve Loeffler /303-757-9891 / steven.loeffler@state.co.us)

- 18A. Right of Way Comments: John Olson - 1/11/2024 - This does not appear to include any dedications to City which would end up with CDOT. There does not appear to be any a-Line restrictions in this area. No Further Comments at this time for me.
- 18B. 1/11/2024 - SDH - I agree with the comments from John Olson - no issues related to ROW at this time. Permits Comments: 1-18-24 No objection to the Master Plan Amendment. The new intersection of Picadilly Road and Colfax Avenue (SH 40) has been permitted, access permit #121101.
- 18C. Will the existing/old intersection of Picadilly Road and Colfax Avenue Frontage Road eventually be closed? If the intersection will be closed an access permit will be required as it is in CDOT ROW.
- 18D. Will the existing/old intersection of Colfax Avenue Frontage Road and Colfax Avenue SH 40 eventually be closed? If the intersection will be closed an access permit will be required as it is in CDOT ROW.
- 18E. Working from or within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, or utility work.
- 18F. Application is made online at the following link:
<https://cdotpermits.force.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F>
- 18G. Any signing must be on premise and cannot be either partly or wholly in CDOT Right-of-Way. Signing must be compliant with CDOT rules governing outdoor advertising per 2 CCR 601-3. Due to the proximity of this development to the State Highway ROW, please provide the drainage study for our review. -- Aaron Eyl 1-18-24.

19. Aurora Public School District (Nicholas Leach / 651-470-3889) njleach@aurorak12.org

- 19A. In accordance with Section 4.3.18 of the Unified Development Ordinance, Aurora Public Schools will assess development applications containing residential uses and will decide to accept school land or cash-in-lieu of school land depending on the development.

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

- 20A. Denote sidewalk width for roads in circulation plan, plat and indicate attached or unattached.



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303.571.3284
donna.l.george@xcelenergy.com

January 18, 2024

City of Aurora Planning and Development Services
15151 E. Alameda Parkway, 2nd Floor
Aurora, CO 80012

Attn: Edward Vigil

Re: Stafford Logistics Center Commercial Infrastructure Site Plan and Stafford Logistics Center Subdivision Filing No. 6, Case # DA-2170-07

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the infrastructure site plan and plat for **Stafford Logistics Center** and requests a plat note indicating that: *Permanent structures, improvements, objects, buildings, wells, water meters and other objects that may interfere with the utility facilities or use thereof (Interfering Objects) shall not be permitted within said utility easements and the utility providers, as grantees, may remove any Interfering Objects at no cost to such grantees, including, without limitation, vegetation. Public Service Company of Colorado (PSCo) and its successors reserve the right to require additional easements and to require the property owner to grant PSCo an easement on its standard form.*

Please be aware PSCo owns and operates existing underground electric distribution facilities and a transformer in the north corner of the intersection of Picadilly Road and East 13th Avenue (please show on the plan); and, intermediate pressure natural gas distribution and overhead electric distribution facilities along the north property line.

The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to any of the existing facilities via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.

If additional easements need to be acquired by separate PSCo document, a Right-of-Way Agent will need to be contacted by the Designer.

As a safety precaution, PSCo would like to remind the developer to contact Colorado 811 for utility locates prior to construction.

Donna George - Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com

STATE OF COLORADO

Traffic & Safety

Region 1

2829 W. Howard Place
Denver, Colorado 80204



COLORADO
Department of Transportation

Project Name: **Stafford Logistics Center Commercial**

Print Date:

Highway:

Mile Marker:

Right of Way Comments:

John Olson - 1/11/2024 - This does not appear to include any dedications to City which would end up with CDOT. There does not appear to be any a-Line restrictions in this area. No Further Comments at this time for me.

1/11/2024 - SDH - I agree with the comments from John Olson - no issues related to ROW at this time.

Permits Comments:

1-18-24 No objection to the Master Plan Amendment. The new intersection of Picadilly Road and Colfax Avenue (SH 40) has been permitted, access permit #121101.

Will the existing/old intersection of Picadilly Road and Colfax Avenue Frontage Road eventually be closed? If the intersection will be closed an access permit will be required as it is in CDOT ROW.

Will the existing/old intersection of Colfax Avenue Frontage Road and Colfax Avenue SH 40 eventually be closed? If the intersection will be closed an access permit will be required as it is in CDOT ROW.

Working from or within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, or utility work. Application is made online at the following link:

<https://cdotpermits.force.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F>

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

Due to the proximity of this development to the State Highway ROW, please provide the drainage study for our review. -- Aaron Eyl 1-18-24