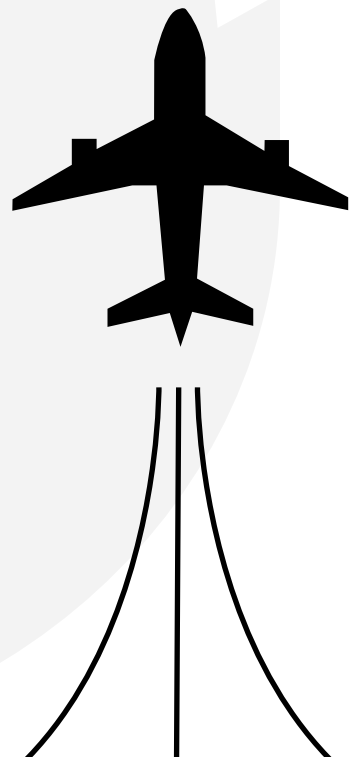


SITE ANALYSIS

TAB NO.4



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?

Response:

The Site - The Aerotropolis Logistics Center (ALC) consists of +/- 1,201.7 acres with a mixture of industrial, commercial, recreation, office, and oil and gas operations. The predominant land use will be industrial uses such as: warehousing, distribution, light manufacturing, data centers, and research and development and similar.

Existing Land Use - Current land uses include agricultural and natural prairies. A farmhouse and associated out buildings are located central to the site. In addition, there are oil and gas operations on site. Two sites are located along the eastern boundary, adjacent to Monaghan Road. The site is within Sub-Area C, zoned Airport District. The site is located south of 48th Avenue, north of 26th Avenue, east of Powhaton Road and west of Monaghan Road. The site is located three miles south of the Denver International Airport and one mile north of Interstate 70. Additional site context is shown under Tab 3 – Context Map.

Surrounding Land Use - To the north, east, and south land use is currently characterized by agriculture and natural prairies, and zoned Airport District (AD), which is intended for expanding commercial and industrial employment opportunities in close proximity to the airport. To the west, the Aurora Highlands Master Plan is zoned R-2 and will bring homes along with civic, commercial, and campus land uses to the area, further supporting the ALC.

Topography and Landform - The landform and topography consist of rolling hills, shallow drainages, grass-lined swales, and plowed fields. Existing elevations range from 5,495 ft to 5,670 ft above mean sea level for a total relief of +/- 175 ft, however, the site is intended to be regraded in preparation for future development. This grading effort will be conducted by the Aerotropolis Regional Transit Authority (ARTA).

For additional topographic, slopes, and view shed information, please reference Tab 14 – Appendix of other supporting documents.

Existing Vegetation and Black Forest Trees - The site contains midgrass prairie on the western portion and dryland agriculture on the eastern portion of the site. Limited trees are located along the site near swale areas as well as surrounding an existing farmhouse and associated out buildings. These trees include Cottonwood, Ash and Willow. There are virtually no understory plants and grasses are sparse. The site receives little moisture. No Ponderosa Pines, regulated by the Black Forest Ordinance are found on site.

Existing Utilities - An Alta Survey (prepared by Aztec Consultants, Inc., June 2022) has been prepared and is attached to this Master Plan which identifies existing easements on the site. Currently, there are multiple oil and gas easements within the site which include the following:

Along the eastern edge of Powhaton Road:

- AMOCO Production Co. (15')
- Multiple Non-Exclusive Easements (15')
- PSCo Easement (XYZ')
- Panhandle Eastern Pipeline Co. (66')

Crossing through the southern portion of the site:

- Front Range Pipeline LLC (30' and 50')
- Multiple Temporary Workspace Easements (10' and 25')
- Oneok NGL Gathering LLC (40')

See Tab 14 – Appendix of Other Supporting Documents. Currently there are multiple areas that are affected from both power and/or gas lines. These areas have been designed to be incorporated into adjacent open space and trail corridors.

In addition to the various easements listed above, there are a variety of out parcels sprinkled throughout the site. These parcels include a flag lot owned by Summit Investments Inc., located in the northern portion of the site and accessed by 48th Avenue, a small parcel owned by the Federal Aviation Administration, located central to the site, and a parcel owned by the City of Aurora located along 26th Avenue.

Airport Overlay District - The ALC falls within the Denver International Airport and Front Range Airport shared Airport Influence District areas. In addition, the site is affected by Noise Impact Boundary Areas established for the Denver International Airport by the City of Aurora. The eastern

section of the site is within the 65+ LDN and the central third is in the 60-65 LDN designation area. These areas of impact are limited to industrial land uses and rights of way. The western portion of the site is within the 55-60 LDN designation area. An avigation easement will be recorded for the property, as requested by the City of Aurora.

Significant Views – There are currently significant and expansive views toward the west, which showcase the mountains, foothills and the downtown Denver skyline. There are also significant views to the north-northeast of Denver International Airport. Eastern views, although there are no significant landmarks, are expansive and currently include unobstructed farmland and open skies. Areas that look onto the minor depressions and drainage ways offer subtle views of rolling hills and variable vegetation.

Wildlife – The site has been farmed and grazed so there is limited habitat for wildlife; however, the following generalized wildlife habitat information was obtained from the Colorado Division of Wildlife. The following animal species could be found on site:

Birds:

- Canada Geese Overall Range
- Foraging Area
- Winter Range

Mammals:

- Brazilian Free-tailed Bat Overall Range
- Black-tailed Prairie Dog Overall Range
- Swift Fox Overall Range
- Mule Deer Overall Range
- White-tailed Deer Overall Range
- Pronghorn Overall Range
- Winter Range
- Perennial Water
- Preble's Mouse Overall Range

Reptiles:

- Common Gartersnake Overall Range
- Common Lesser Earless Lizard Overall Range
- Bullsnae Overall Range
- Hernandez's Short Horned Lizard Overall Range
- Lined Snake Overall Range
- Many Lined Skink Overall Range
- Milksnake Overall Range
- North American Racer Overall Range
- Plains Hog Nosed Snake Overall Range
- Prairie Lizard and Plateau Fence Lizard Overall Range
- Six Lined Racerunner Overall Range
- Prairie Rattlesnake and Western Rattlesnake Overall Range
- Terrestrial Gartersnake Overall Range
- Plains Gartersnake Overall Range
- Painted Turtle Overall Range

Ensure that these expansive views are referenced in the urban design tab

Response: Text has been added to Tab 10 outlining building siting and window placement.

2. Site Assets

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

Response:

Site Assets of The Aerotropolis Logistics Center include:

- Location – The ALC is located in proximity to the existing Aerotropolis development areas, as well as the planned Aurora Highlands mixed-use development.
- Site Relationships – The ALC is in close proximity to two major transportation corridors; Interstate I-70 and E-470 as well as the major transportation hub, Denver International Airport (DEN). I-70 and E-470 offer businesses and commuters easy access into the Denver Metro

Area. In addition, regional, national, and international travel can easily be accessed via DEN.

- Limited topography restraints allow maximum development creativity.

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.

Response:

Site Restrictions of the ALC site include:

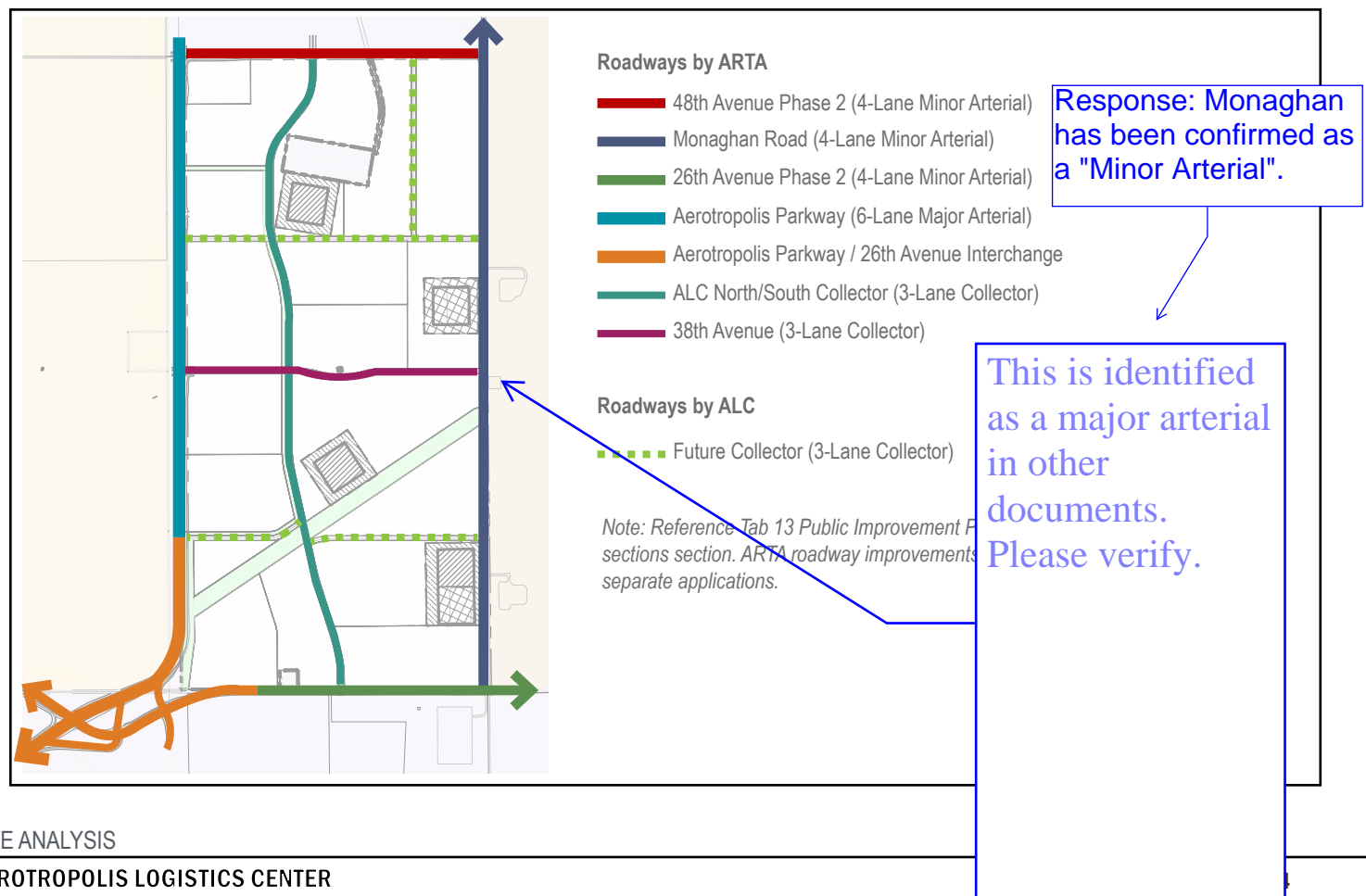
- Current infrastructure surrounding the site and providing access are under construction as part of the ARTA initiative. Please reference Exhibit 4.1 below which outlines the roadways proposed through the ARTA initiative and roadways proposed through ALC.
- Lack of existing infrastructure such as water and sewer on site will need to be developed to accommodate proposed land uses. Many of these infrastructure improvements will be provided through ARTA and the City.
- Current easements within the site create out parcels with limited development potential. Easements shall remain on site, and will provide view corridors.
- There are currently two (2) oil and gas operations areas located along the eastern edge of the site. Two (2) additional sites are planned and would be present prior to any vertical development. Often times oil and gas operations areas may cause certain blights such as noise, light, odor, or dust. These areas shall be screened and buffered in accordance with the City of Aurora UDO and/or surface use agreements in place until as such time as they are no longer in use.

4. Design Response to Site Assets

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

Response:

The ALC utilizes the proximity to major transportation corridors to promote, commercial and business development areas, and industrial centers. Proximity to major thoroughfares allows for large numbers of users easy access into and out of the corridor without generating heavy traffic within adjacent neighborhoods or the ALC itself. The extension of roadways, interchanges, and infrastructure help to better serve the ALC and the region.



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?

Response:

The ALC plans to utilize and enhance existing land conditions. Road orientation is designed to facilitate direct transportation in around the site, minimizing conflict potential for heavy vehicles associated with commercial and industrial land uses.

There are a number of locations on site that are currently dedication easements. This includes an easement that cuts diagonally across the southern half of the site, which will remain unprogrammed, but provide view corridors across the site.

6. Development Impacts on 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.

Response:

Proposed development will alter the existing character of the site. Because the site is currently vacant and agricultural land with minor oil and gas operations and the proposed land uses consist of commercial, industrial, data centers, and oil and gas developments, site disturbances related to construction will occur. However, with careful and smart planning impacts can be reduced. Due to the nature of proposed land uses, buffers will be utilized to minimize visual and auditory impacts on the surroundings.

With one of the fastest growing economies in the nation and an exploding housing market, Colorado has become a major hub for expanding businesses and industry growth. The proposed development within the Aerotropolis Logistics Center Master Plan can help meet the growing demand in the region with well located and desirable employment opportunities.

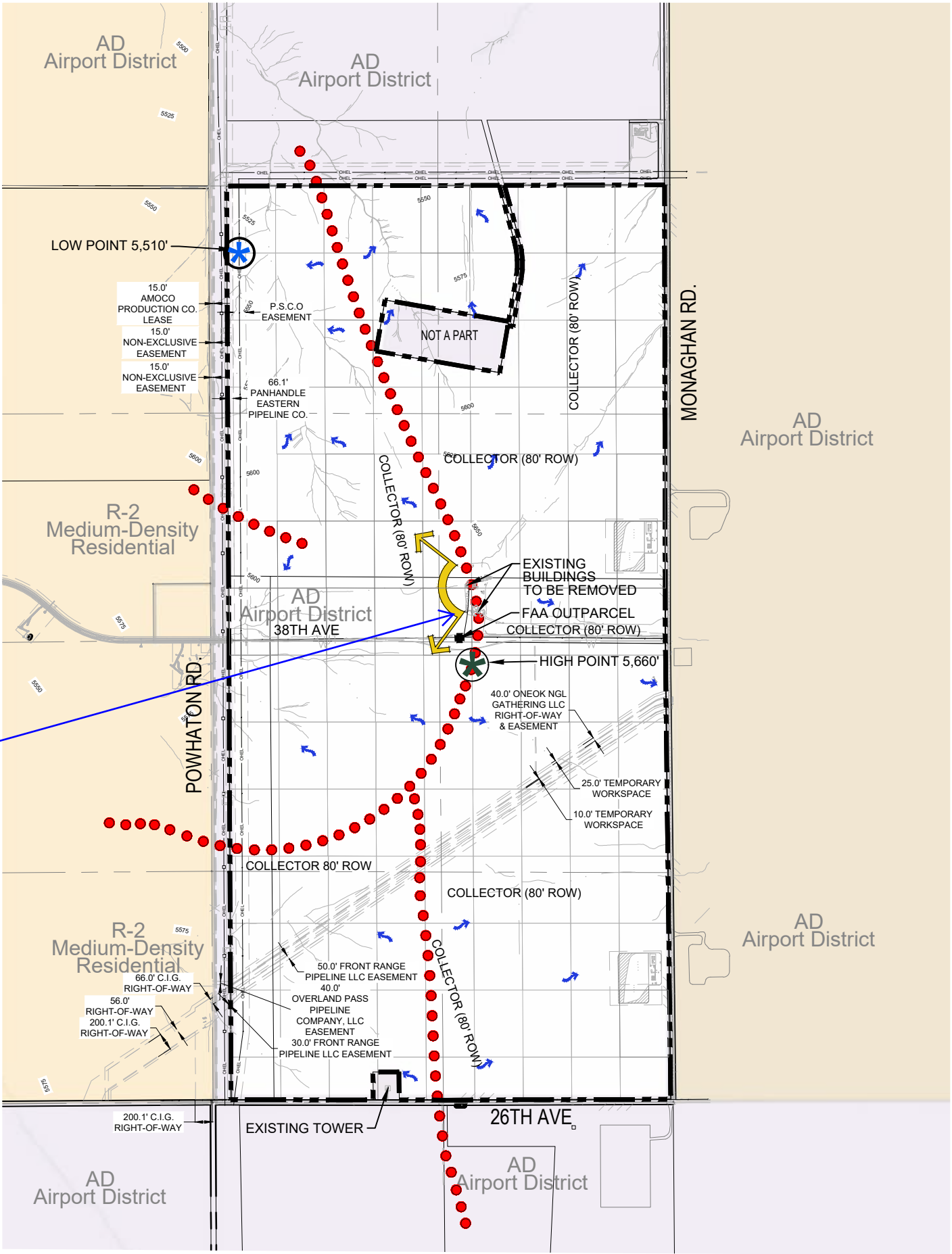
Included in Tab 4 are the Natural Features Map and Existing Conditions Map which illustraties:

- 100 year flood plain areas
- Streams, waterways and wetlands
- Topography
- High point / Low point
- Airport Overlay District boundary
- Oil and gas operations areas (existing and proposed)
- Existing roadways and structures
- Existing easements, power lines, and rights of way
- Jurisdictional boundaries
- Ridges and drainageways
- Significant views
- ALC site boundary

EXHIBIT 4.2: NATURAL FEATURES & EXISTING CONDITIONS MAP

Response: The farmhouse is in very poor condition and serves no historical significance. This building will be removed at time of development.

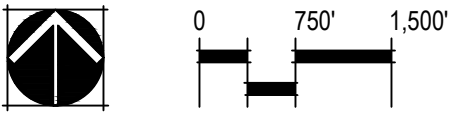
The existing farmhouse along E. 38th Avenue- is this structure historically significant at all? ADCO records date it from the early 20th century? Can any of it remain or be incorporated into the site? Please add some information about historical context of the farm.



LEGEND

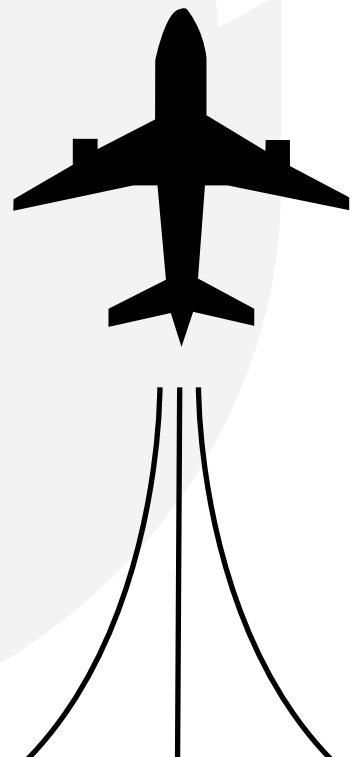
- PROPERTY BOUNDARY
- EXISTING ROAD
- POWERLINES
- RIDGELINES
- SLOPE DIRECTION
- EASEMENT
- SIGNIFICANT VIEWS
- FLOODPLAIN - AE
- FLOODWAY
- DRAINAGE WAYS
- EXISTING OIL/GAS SITE
- HIGH POINT 5,660'
- LOW POINT 5,510'

NOTES:
1.) CONTOURS SHOWN REPRESENT 5' INTERVAL SPACING.
2.) REFERENCE NARRATIVE FOR USE OF WILDLIFE HABITAT AS IDENTIFIED BY THE COLORADO DIVISION OF WILDLIFE



MASTER PLAN NARRATIVE

TAB NO.6



FORM B:

Response: Text has been corrected.

1. General Description of the Master Plan

Briefly describe the general character of your proposed Master Plan. What will be the predominant land uses of the proposed development designed to serve?

Response:

The Site -The Aerotropolis Logistics Center (ALC) centers, commercial, recreation, and oil and gas of as 48th Avenue, Monaghan Road, 26th Avenue, and

Please place E in front of all Numbered Streets (throughout document) and correct typo of Monaghan

mixture of proposed land uses that include: industrial, data of access from nearby highways and major roadways such

The predominant land use will be industrial development. This key land use supports the needs of the nearby residents as well as the larger Aerotropolis vision for job growth. Opening up the corridor for airport and industry uses; while locating near a mix of land uses, fosters the larger vision for a sustainable community.

Existing Land Use – Current land uses include agricultural and natural prairies. The site is currently zoned Airport District (AD) zone district within Sub Area C. There are multiple out parcels included within the larger boundary of the site. These parcels are owned by the Federal Aviation Administration and the City of Aurora. Both parcels will remain. The site is located south of 48th Avenue, north of 26th Avenue, east of Powhaston Road / Aerotropolis Parkway and west of Monaghan Road. The site is located three miles south of the Denver International Airport and one mile north of Interstate 70. Additional site context is shown under Tab 3 – Context Map.

Surrounding Land Use – To the north, east, and south land use is currently characterized by agriculture and natural prairies with existing oil and gas operations areas (2 locations) located along Monaghan Road. The property is zoned Airport District (AD), which has the intention of expanding commercial and industrial employment opportunities in close proximity to the airport. To the west, the Aurora Highlands Master Plan is zoned R-2 and will bring homes along with civic, commercial, and campus land uses to the area, further supporting the ALC.

Topography and Landform – The landform and topography consist of rolling hills, shallow drainages, grass-lined swales, and plowed fields. Elevations range from 5,495 ft to 5,670 ft above mean sea level for a total relief of +/- 175 ft, however overlot grading efforts are planned for future development. These overall grading efforts will be conducted by the Aerotropolis Regional Transit Authority (ARTA).

For additional topographic, slopes, and view shed information, please reference Tab 14 – Appendix of other supporting documents.

Existing Vegetation and Black Forest Trees – The site contains Midgrass Prairie on the western portion and Dryland Agriculture on the eastern portion of the site. Trees are few along the site near swale areas. These trees include Cottonwood, Ash and Willow. There are virtually no understory plants and grasses are sparse. The site receives little moisture. No Ponderosa Pines, regulated by the Black Forest Ordinance are found on site.

Existing Utilities – An Alta Survey has been prepared and is attached to this Master Plan which identifies existing easements on the site. See Tab 14 – Appendix of Other Supporting Documents. Currently there are multiple areas that are effected from both power and/or gas lines. Specific affected areas include a power transmission line which runs along Powhaston Road / Aerotropolis Parkway and various gas easements located throughout the corridor. These easements will remain providing view corridors across the site, but will largely be unprogrammed.

Airport Overlay District – The ALC falls within the Denver International Airport and Front Range Airport shared Airport Influence District areas. In addition, the site is effected by Noise Impact Boundary Areas established for the Denver International Airport by the City of Aurora. The eastern section of the site is within the 65+ LDN and the central third is in the 60-65 LDN designation area. These areas of impact are limited to industrial land uses and rights of way. The western portion of the site is within the 55-60 LDN designation area. An avigation easement will be recorded for the property.

Significant Views – There are currently significant and expansive views toward the west, which showcase the mountains, foothills and the downtown Denver skyline. There are also significant views to the north-northeast of Denver International Airport. Eastern views, although there are no significant landmarks, are expansive and currently include unobstructed farmland and open skies. Areas that look onto the minor depressions and drainage ways offer subtle views of rolling hills and variable vegetation.

Wildlife – The site has been farmed and grazed so there is limited habitat for wildlife; however, this area is known to inhabit many small mammals, birds and reptiles. For a more detailed list of the potential species on the site refer to Tab 4, Site Analysis Narrative.

2. Defining Character of the Master Plan

Describe how your proposed Master Plan will create a unique community with a definable character and special “sense of place”. What facilities, amenities and special design features will set it apart in the marketplace from similar developments in your area?

Response:

The Aerotropolis Logistics Center (ALC) will be located on the high plains prairie, approximately three miles south of Denver International Airport (DEN). Surrounding this new Class A Business Park is the Colorado Aerotropolis, an urban plan in which the layout, infrastructure and economy are centered around DEN and the infrastructure associated with the airport. In 2015, Denver and Adams County approved 1,500 acres for new development in the DEN Transit Corridor, creating upwards of 12,000 new jobs in the immediate vicinity and opening up a new economic front line for the Aerotropolis and the City of Aurora.

The design for the ALC fully embraces the Aerotropolis Study and the City of Aurora's NEATS Refresh. Implementation of the infrastructure requirements in and around the airport as proposed in this development will create a new frontier in the City of Aurora. The ALC will be a catalyst enabling a new opportunity for growth, commerce, and connectivity. The ALC will be planned, designed, and built with a uniquely focused vision that prioritizes the potential of connectivity and continuity—linking the past and future, the urban and the frontier, and embracing the Aerotropolis visions of easy access to transportation, commerce, and new community enthusiasm.

Central to the character and feel of the ALC will be an emphasis on consistent continuity and style. As a new Class A Business Park in the high plains prairie of North East Aurora, The ALC will embrace its geographical roots with stylized versions of its agricultural and prairie lineage. This "Prairie Influence" combined with modern versions of the classic and sophisticated design of the Front Range of Colorado will unify square miles of development into a cohesive community.

The ALC is designed as a collection of industrial and commercial uses, of desired products and services for the region and local community. W Road, 26th Avenue, and Aerotropolis Parkway, the ALC will allow ease its success.

+/- 1,201.7 acres of industrial and commercial uses are planned for the area, encouraging job growth. These uses encourage the economic growth of the E-470 corridor while fostering the larger vision of Aerotropolis.

How will this logistics park be different than others in the area?

businesses that provide a variety such as 48th Avenue, Monaghan as well as passerby to ensure

3. Zoning Conformance

Does the Master Plan accurately reflect adopted Airport District Zoning boundaries?

Response:

The ALC is a planned development with proposed land uses congruent with the standard land uses permitted under the Airport District Zoning Ordinance. Additional, specialty land uses may be proposed as part of future land development applications. These uses may require adjustments and shall be carefully coordinated with the City of Aurora prior to approval.

Response: Text has been added to further elaborate on the character of the development.

4. Potential Regulatory Conflicts

Are there any existing or potential conflicts between Master Plan design ordinance requirements and the terms of any existing annexation agreements or agreements with other jurisdictions or interest groups? If so what are they and how do you propose to resolve them?

Response:

No regulatory conflicts are known at this time.

5. Adjustments

Does your current design require any ordinance adjustments in order to be approved? If so, list each proposed adjustment and answer the following questions for each. (If no Master Plan adjustments are listed and approved, we will always interpret the final Master Plan document to mean that all city code requirements will be met or exceeded.)

- What are the specific site-related characteristics of your site that have led to the adjustment request? (Do not include self-imposed hardships or constraints as a justification. Financial constraints may be considered, but only as they relate to unusual site conditions. Do not simply respond that meeting all development standards would be too costly.)
- What design alternatives have you considered to avoid the adjustment? Why weren't these alternatives chosen?
- What measures have been taken to reduce the severity or extent of the proposed adjustment?
- What compensating increases in design standards have you proposed to mitigate the adjustment's impact?
- What compensating increases in design standards have you proposed to mitigate the adjustment's impact?

Response:

No adjustments are being requested at this time.

6. Required City Facilities

What additional city facilities or services will the City of Aurora have to provide in order for your Master Plan to be implemented? What police, fire, and recreation facilities are required and where are they located (inside or outside your Master Plan boundary.) To what extent will your development plan help to fund or construct these facilities?

Response:

Two (2) Whelen Warning Systems will be required to support the development. The proposed locations of these systems are reflected in the Land Use Map within Tab 8, but are subject to change with future site plan applications. The Applicant will continue to work with the City to address any other requirements for public facilities.

7. Vehicular Circulation

Do your proposed arterial and collector roadways align with the arterials and collectors of adjacent properties? Do your roadway cross sections match adjacent cross sections? If not, explain why.

Response:

Many of the proposed arterial roadways align with the arterials roadways of adjacent properties. Currently 48th Avenue, 26th Avenue, Powhaton Road / Aerotropolis Parkway and Monaghan Road are adjacent to the site. These roadways are existing or are currently in design and will be approved with different applications through the ARTA development initiative (reference exhibit 4.1 under Tab 4).

The planned Aerotropolis Parkway / 26th Avenue Interchange on the western edge of the site will provide good through-connectivity between the airport and I-70 and will be designed to direct heavy traffic around the residential development adjacent to ALC. Collector roads are identified in the Master Plan for internal connectivity. Internal collector roadways are proposed to generally facilitate through traffic north/south and east-west through the development. Collectors are proposed to align with designed or existing interchanges. Ultimate locations are subject to change with future Site Plan applications.

8. Pedestrian Circulation

Do off-street trails on your site connect with those on adjacent properties? Do your cross sections match adjacent cross sections? If not, explain why?

Response:

The only known trails that exist are to the west of the property along the Powhaton Road / Aerotropolis Parkway right of way, approved with The Aurora Highlands FDP. Within the ALC the Second Creek Trail (14' Regional Trail) is proposed to run along E. 48th Avenue west to Powhaton Road / Aerotropolis Parkway, then jogs internal to the site to run parallel along the proposed north/south collector before reconnecting with Powhaton Road / Aerotropolis Parkway south of the 38th Avenue intersection. This trail will be within a 70' wide open space corridor. Refer to the Open Space and Circulation Map within Tab 9 for more information.

9. Protection of Natural Features, Resources and Sensitive Areas

Describe how the development will be designed to protect, use or enhance natural resources and features. In particular, describe how the design of the development will respond to:

- Water features, such as floodplains, streams, and arroyos.
- Adjacent parks and public open space
- Historic or archaeological sites
- Significant views of the Front Range and views from public parks and I-70 and E-470 and other collector and arterial streets
- Riparian wildlife habitat
- The approximate topographic form of major ridge-lines and swales
- Natural or geologic hazard areas, including unstable slopes and expansive soils
- Other natural features such as bluffs, ridges, steep slopes, stands of mature trees, rock outcroppings, or wetlands.

Response:

The ALC Master Plan is designed to protect and enhance natural resources and features found on site, where related to the above areas are described as follows:

- Historic and Archaeological Site – There are no known historic or archaeological significant sites located on site.
- Significant Views – There are expansive views to both the east and west from the ALC. Views will be protected through building placement and open space corridors.

Response: Language has been added to Tab 10 regarding building siting and window placement.

Also find ways to utilize the views through building placement and design

- Riparian Wildlife Habitat – There are no known major riparian wildlife habitats on site, however similar areas will be protected from development by being located within an open space and park corridor area, where possible.
- Topography – The general intent of the roadway network on site is to align with existing topography, where applicable. In addition, existing swales and drainage corridors are generally protected by being located within open space, park and trail areas.
- Natural or Geologic Hazard Areas – Outside of known oil and gas operations areas, there are no known natural or geologic hazards area located within the ALC site boundary. The current oil and gas operations areas shall meet the requirements of the UDO for operations, buffering, and screening.

10. Village Concept

Briefly describe the location of your individual neighborhood. How have you defined the boundaries for each neighborhood? How are the architectural styles and other design features distributed among the neighborhoods? Are there any styles or other design standards that are restricted to specific areas? Also fill out Urban Design Form F-2 to more fully describe the special standards and character of each neighborhood.

Response:

Village(s) will consist of a mix of industrial and commercial type uses with adequate parking, structured around individual developments within ALC. Landscape character will correlate with the overarching theming expressed in the landscape standards. Specific landscape elements will be further defined at the time of Site Plan.

11. Black Forest Ordinance

Is the Black Forest Ordinance applicable to your site? If so where do the impacted areas show on your exhibits, and how will the requirements of the ordinance be carried out?

Response:

The Black Forest Ordinance is not applicable to this Master Plan site.

12. Steep Slope Standards

Does your development plan include building on areas with an existing slope of 6% or greater? If so, what standards and design strategies have you adopted to deal with drainage and aesthetic issues? Have you reviewed and considered our recommended steep slope design guidelines? If not, why?

Response:

The ALC Master Plan has existing areas categorized as slopes of 6% or greater. Generally, the slopes in these areas will be reduced as part of an overlot grading effort conducted by ARTA. If areas of steep slopes remain the ALC will conform to all applicable steep slope design guidelines required by the UDO. Locations of these existing conditions can be found under Tab 14, Slopes Analysis Map.

13. Consultations with Outside Jurisdictions and Agencies

Have you consulted with representatives of your local school district, the Colorado Division of Wildlife, the Colorado Department of Public Health and Environment, or other applicable local, state or federal agencies? If so, list the dates, contact person, and results of your discussions. Include any letters you've received from these agencies as an appendix to your application.

Response:

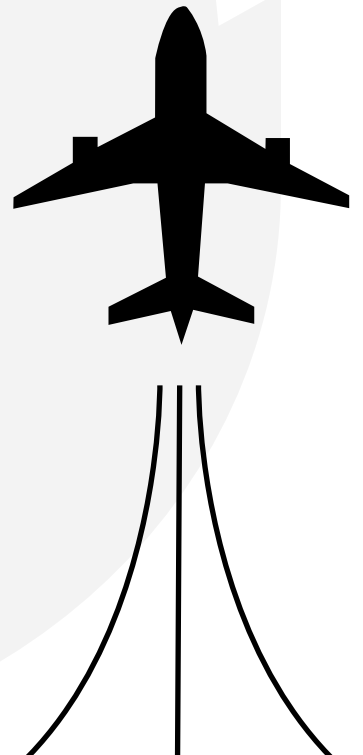
The design team has consulted with many jurisdictions and agencies throughout the course of the ALC design review. Correspondence with the following agencies have occurred:

- Adams County
- Colorado Department of Transportation
- City of Aurora
- Urban Drainage
- Xcel Energy
- CIG
- American Tower
- Colorado Department of Wildlife
- Conoco Phillips

Coordination with these and other entities is ongoing to ensure the Aerotropolis vision of regional collaboration.

LAND USE & STANDARD NOTES

TAB NO.8



LAND USE MAP - MATRICIES - STANDARD NOTES

The attached Land Use Map delineate the following items:

- Existing and proposed limited access highways, arterial, and collector roadways
- Planning areas and proposed use
- 10-acre grid (for context)
- Proposed detention ponds
- Open space intended for PROS fulfillment
- Easements
- Oil and gas operations areas (existing and proposed)
- Access points into the development
- ALC boundary

In addition to the standard Form D required with traditional Master Plan applications, the Aerotropolis Logistics Center (ALC) Applicant proposes a Master Plan Land Use Tracking Chart. This chart will ensure all land dedications required by the City are met throughout the course of the development's approval process. The tracking chart will accompany all subsequent Site Plan applications submitted under this Master Plan.

The City Standard Master Plan Notes have been attached. The below changes have been made to more accurately reflect the ATEC project.

- Removal of note 5 — not applicable.
- The addition of note 16
- The addition of note 17
- The addition of note 18
- The addition of note 19
- The addition of note 20

STANDARD NOTES

1. Traffic Signal Costs. Owner [ARTA] and/or developers or Metropolitan District are responsible for 100 percent of signal costs for interior intersections as defined by the Master Traffic Impact Analysis and Public Improvement Plan. The cost of signals at perimeter intersections will be prorated. Signal locations and cost sharing will be determined at Site Plan.
2. Street Lights. Street lights must be constructed along all public streets as required by City Code Section 126-236, or current code.
3. Archaeological Finds. The owner, developer and/or contractors will notify the City if archaeological artifacts are uncovered during construction.
4. Parks. Neighborhood park sites shall not exceed 3 percent maximum finished grades.
5. Residential Density Reductions. Not Applicable.
6. Master Drainage Plan. No subdivision shall be approved prior to the City's approval of the Master Drainage Plan. In the event of any plan conflicts with the Master Plan, including, but not limited to, the size, location and regional detention ponds and/or drainage way locations, cross sections and widths, the Master Drainage Plan, as approved by the City, shall govern. Drainage ponds drop structures and other facilities are subject to Site Plan review.
7. 404 Permit. The developer is responsible to comply with any requirements of the Army Corps of Engineers (if any) with regards to 404 permitting and wetlands mitigation.
8. Emergency Access. The developer shall provide two points of paved emergency access and a paved driveway to the development as approved by the City. The developer shall provide emergency crossings that meet the requirements of the City. The developer is required to provide all offsite roadways necessary to provide the two distinct points of access to the development. Response: text updated
9. The Master Utility Study. Master Drainage Study and Master Transportation Study are incorporated into the Master Plan. Final approval of these documents is required before acceptance of an application for the first Site Plan within the project.
10. Landscape Standards. Unless otherwise noted herein in a waiver, the landscape standards outlined in UDO Section 146-4.7 will apply.
11. Future Amendments. Any future amendments to architecture, landscape architecture and other urban design standards and related drawings must demonstrate an equal or better quality than the approved Master Plan standards.
12. Master Plan Waivers. No waivers are requested at this time.
13. Design Standards. A Master Plan amendment as per the requirements of Sections 3.9, 3.12, 3.13 and 3.14 of the Master Plan Manual will be required to be submitted either with the application for the Master Plan or with the application for the first Site Plan in the development. Insert: as outlined in the PROS Dedication & Development Criteria Manual..
14. Major arterial medians to be publicly maintained shall be designed and constructed in accordance with ~~P&OCD Public Median Standards.~~ Delete text identified with strikeout.
15. ~~Major arterial medians to be privately maintained shall be designed and constructed in accordance with P&OCD Private Median Standards. (These policies are pending completion.)~~
16. At the time of Master Plan, the identification of land dedication amounts and locations for both temporary/ permanent fire stations and Whelen siren system shall be in place at the time of First Site Plan submittal. Delete text identified with strikeout.
17. Permanent Fire Station Requirements: The Aurora Fire Department may require that a permanent station be opened when, as a result of the Department's risk analysis, such permanent station is deemed necessary by any one of the following benchmark criteria. Criteria include, but may not be limited to, the following:
 - a. The number of total responses in the first due area exceeds an annual rate of 400 per year.
 - b. The total response time of the first due company exceeds 10 minutes and the response time of the next due engine exceeds 15 minutes.Response: text updated

c. The number of single family units exceeds 500, or the amount of commercial/industrial square footage exceeds 4 million square feet.

18. Temporary Fire Station Requirements: In the event that a permanent fire station is not operation. The Aurora Fire Department may require that a temporary fire station be opened when, as a result of the Department's risk analysis, such temporary station is deemed necessary by one of the following benchmark criteria. Criteria include, but may not be limited to, the following:

- a. The number of alarms in the first due area, for the projected fire station, exceeds an annual rate of 100 per year.
- b. The total response time of the first due company exceeds 8 minutes, 90% of the time.
- c. The number of family dwelling units exceeds 100 or the amount of commercial/industrial square footage exceeds 2 million square feet.

If and when a temporary station is deemed necessary, the developer has agreed to provide a single family lot for a temporary fire station within the first filing of the Aurora Highlands development. This site would be separate from the site designated for the permanent station. The temporary fire station will be available for use by the Aurora Fire Department for 10 years, or as otherwise determined by an agreement between the Aurora Fire Department and the Developer(s).

19. Whelen Warning System Requirements: The FEMA requirement for Outdoor Emergency Warning System 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'x10' easement. Each siren covers approximately 3,000 radial feet and 70DB and is typically spaced one siren per square mile. In newly annexed/developing areas of the city, sirens should be sited on every ½ section of ground (320 Acres) or 6000 feet apart to provide edge to edge coverage. The exact placement of sirens will be determined by the City of Aurora's office of Emergency Management to insure that coordinated coverage is provided on a system-wide basis. For specific questions, the Office of Emergency Management can be reached at 303-739-7636 (phone), 303-326-8986 (fax), or (email) AFD_OEM@AURORAGOV.ORG.

20. Cross access easements and agreements shall be negotiated at the time of Site Plan.

There is a note about the location of a temporary fire station, but not a permanent one. There is information about a permanent one in the preapp notes. Is this still required?

Response: Fire Station location has been identified in Tab 8

EXHIBIT 8.1: FORM D

A. Land Use Item		B. Planning Area Map Number	C. Map Area Code	D. Gross Land Area in Acres	E. Land Use Formula	F. Maximum Potential Density by Code (In DU/acre)	G. Actual Proposed Maximum Density (In DUs or SF)	H. Phasing, Details and Comments (Includes phase number or triggering event)
					Refer to Column A, Development Area Notes		Refer to Column A, Development Area Notes	Refer to Column A, Development Area Notes
1. Flood Plain Areas		N/A	Floodway/ Floodplain AE/ Floodplain A	0.0				N/A
2. Required Land Dedication Areas for Fire Stations, Police Stations, and Libraries		N/A	Whelen Warning System	0.0	Emergency Alert System	N/A		10'x10' pad site/each
3. Development Area:								
		PA-1	OS-D	7.3	Open Space (Dedicated)	N/A		
		PA-2	Mixed Comm / Industrial	20.6	Commercial / Industrial / Mixed Use	N/A		
		PA-3	Mixed Comm / Industrial	56.2	Commercial / Industrial / Mixed Use	N/A		
		PA-4	Mixed Comm / Industrial	35.9	Commercial / Industrial / Mixed Use	N/A		
		PA-5	Mixed Comm / Industrial	69.1	Open Space (Dedicated)	N/A		
		PA-6	Mixed Comm / Industrial	50.5	Commercial / Industrial / Mixed Use	N/A		Contains Oil and Gas Pad A
		PA-7	Mixed Comm / Industrial	76.1	Commercial / Industrial / Mixed Use	N/A		
		PA-8	OS-D	3.4	Open Space (Dedicated)	N/A		
		PA-9	Mixed Comm / Industrial	80.4	Commercial / Industrial / Mixed Use	N/A		
		PA-10	Mixed Comm / Industrial	49.6	Commercial / Industrial / Mixed Use	N/A		
		PA-11	Mixed Comm / Industrial	49.8	Commercial / Industrial / Mixed Use	N/A	N/A	
		PA-12	Mixed Comm / Industrial	61.0	Commercial / Industrial / Mixed Use	N/A	N/A	Contains Oil and Gas Pad B
		PA-13	Mixed Comm / Industrial	53.0	Commercial / Industrial / Mixed Use	N/A	N/A	
		PA-14	OS-D	7.2	Open Space (Dedicated)	N/A	N/A	
		PA-15	Mixed Comm / Industrial	52.8	Commercial / Industrial / Mixed Use	N/A	N/A	
		PA-16	OS-D	14.1	Open Space (Easement)	N/A	N/A	
		PA-17	Mixed Comm / Industrial	108.2	Commercial / Industrial / Mixed Use	N/A	N/A	Contains Oil and Gas Pad C
		PA-18	OS	22.3	Open Space (Easement)	N/A	N/A	
		PA-19	Mixed Comm / Industrial	61.4	Commercial / Industrial / Mixed Use	N/A	N/A	
		PA-20	Mixed Comm / Industrial	15.1	Commercial / Industrial / Mixed Use	N/A	N/A	
		PA-21	OS-D	11.4	Open Space (Dedicated)	N/A	N/A	
		PA-22	Mixed Comm / Industrial	50.2	Commercial / Industrial / Mixed Use	N/A	N/A	
		PA-23	Mixed Comm / Industrial	44.1	Commercial / Industrial / Mixed Use	N/A	N/A	
		PA-24	Mixed Comm / Industrial	89.4	Commercial / Industrial / Mixed Use	N/A	N/A	
		PA-25	Mixed Comm / Industrial	59.1	Commercial / Industrial / Mixed Use	N/A	N/A	
		ROW	Internal Collector ROW (by Applicant)	23.7	Right of Way - Collector	N/A	N/A	
		ROW		29.8	Right of Way - Collector	N/A	N/A	
				1201.7				
4. Applicant				45.4	Perimeter Arterial ROW	N/A	N/A	
5. 4 minus line 5)				1,156.3				
6. 0.0				0.0				
7. 1,156.3				1,156.3				
8. 0.0				0.0				
9. 1,156.3				1,156.3				
10. 0.0				0.0				
11. Total MR Planning Areas				0.0				
12. Total Residential				0.0				
13. Check for average residential density in subzone				N/A				
14. Small Lot Total				N/A				
15. Check for maximum allowable number of multifamily units				N/A				
16. Total retail planning areas				N/A				
17. Total office planning areas				N/A				
18. Total industrial planning areas				N/A				
19. Total mixed commercial/industrial planning areas				N/A				
20. Total Commercial				1,082.4	Commercial / Industrial / Mixed Use	N/A	N/A	
21. Total Neighborhood Park Land				N/A	N/A	N/A	N/A	
22. Total Community Park Land				0.0	3.0 acres/1000 residents	N/A	N/A	
				0.0	1. acres/1000 residents	N/A	N/A	
23. Total Open Space Land				65.8	2% of total acreage (1,201.7 ac)	N/A	N/A	Required Land Dedication = 24.0 ac Provided Land Dedication = 29.2 ac (Refer to Form J)
24. Total Park and Open Space Land				65.8				

Response: The applicant has coordinated with Fire and Life Safety and was instructed to provide two (2) Whelen systems within PA-6 and PA-19. The service areas and locations within the maps have been adjusted accordingly.

Section 2 on form D,
Whelen system,
needs to be revised
to reflect the
potential sites.
Please see Whelen
system comments
on the next sheet for
additional
information.

Elaborate on the easement areas vs dedication.

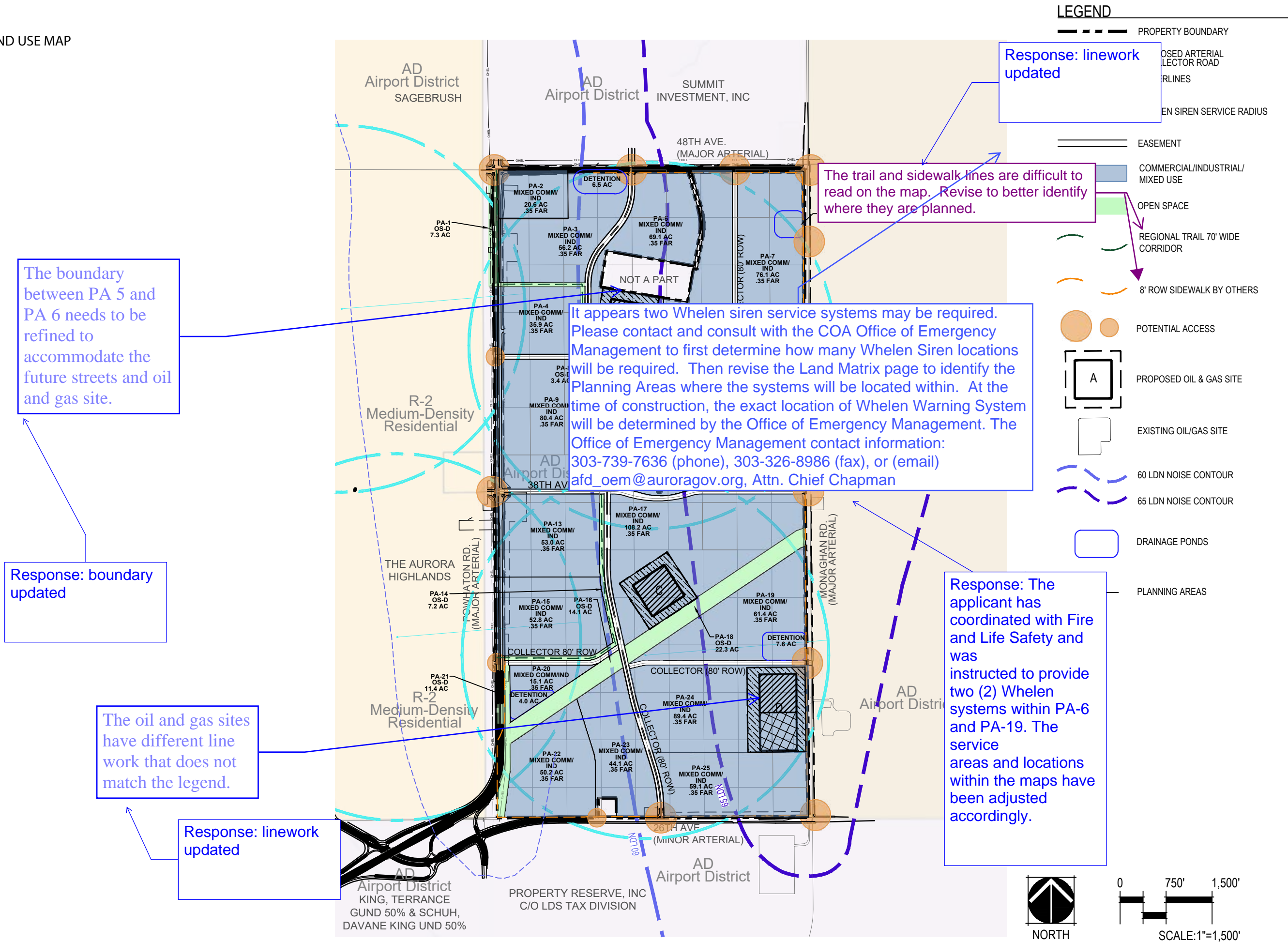
Response: Open Space areas impacted by easements and utility corridors have been revised to reflect “Open Space – Easement” and additional language has been added to the “Comments” column.

Response: updated

Update after adjusting acreages in Form J.

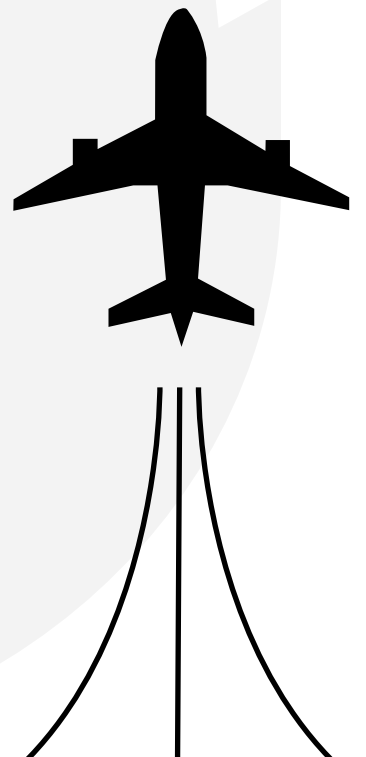
Note: Phasing to be completed per Tab 13:
Public Improvement Plan.

EXHIBIT 8.2: LAND USE MAP



URBAN DESIGN STANDARDS

TAB NO.10



URBAN DESIGN CHARACTER

The Aerotropolis Logistics Center (ALC) blends a mixture of industrial and mixed-use type uses and design elements that meet modern demands such as increased connectivity, technology and security.

Located just south of DEN, ALC is directly in the airport influence area that could bring significant development to the City of Aurora. Uses such as flexible-use light industrial, manufacturing, warehousing, data center(s) and a variety of commercial and office opportunities will provide employment opportunities for the adjacent development of The Aurora Highlands.

ALC is located within the Colorado Aerotropolis Visioning Study Area. This Visioning Study is the result of a multi-municipal effort to create a plan and strategy to develop an Aerotropolis adjacent to the Denver International Airport.



Special Urban Design Feature	Brief Description of the Feature	Location of the Standards in Application Package
1. Entry Monumentation	Monumentation at entries to the ALC feature a Prairie-style influenced Modern Colorado motif with stone-like materials and metal accents. Lettering and signage will follow the standard logo and font style listed in the signage standards.	Tab 10, Page 5.
2. Retaining Walls	All walls should ideally be low and linear in form when possible to emphasize the long, linear aspects naturally found in the prairie landscape.	Tab 10, Page 5.
3. Fence and Privacy Walls	When identified on the Site Plan, privacy and screening fencing may consist of masonry walls and metal picket with masonry columns. Security fencing may consist of masonry walls, metal picket, or chain link. Internal fences and fences along open space and parks shall meet parks, recreation, and open space (PROS) fence standards or as approved by PROS at time of Site Plan submittal.	Tab 10, Pages 7-9.
4. Lighting Standards	Lighting standards shall have a modern style. Lighting to be at pedestrian scale in pedestrian and open spaces. Lighting to be vehicular scale on roadways, drives, and parking lots.	Tab 10, Page 10.
5. Paving Standards	Enhanced paving areas may be used in primary pedestrian plazas and in areas of high activity to slow traffic and emphasize pedestrians are present. Change in paving material, colors, or scoring patterns at building entries and in pedestrian plazas from standard walkway patterns.	Tab 10, Page 11.
6. Street Furniture Standards	Benches and trash receptacles to be Prairie-influenced modern style in materials and form.	Tab 10, Page 12.
7. Signage Standards	The Master Plan has adopted a standardized type face, logo, and a series of thematic colors for use in all project identification signs. Signs may be one of a family of styles to give a consistent appearance with a unique twist.	Tab 10, Page 13.
8. Special Village Concepts	N/A	N/A
9. Special Facilities and Structures Such as Clubhouses and Recreational Facilities	If proposed, special facilities will reflect a Prairie-style and Modern Colorado style of architecture. Architectural standards will be submitted at time of Site Plan application.	N/A
10. Other	N/A	N/A

When adjacent to Arterial and Collector roadways, Fence shall include Masonry Columns.

shall rather than may

#3 has been clarified. #5 has been changed.

No Change

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

All the photos and illustrations referenced by this matrix are representative of the level of design quality required by this Master Plan. Final designs to be submitted at the Site Plan level will not necessarily duplicate the exact illustrations, but will contain the same themes and styles as shown.

Uniform signage needed for business monumentation as well.

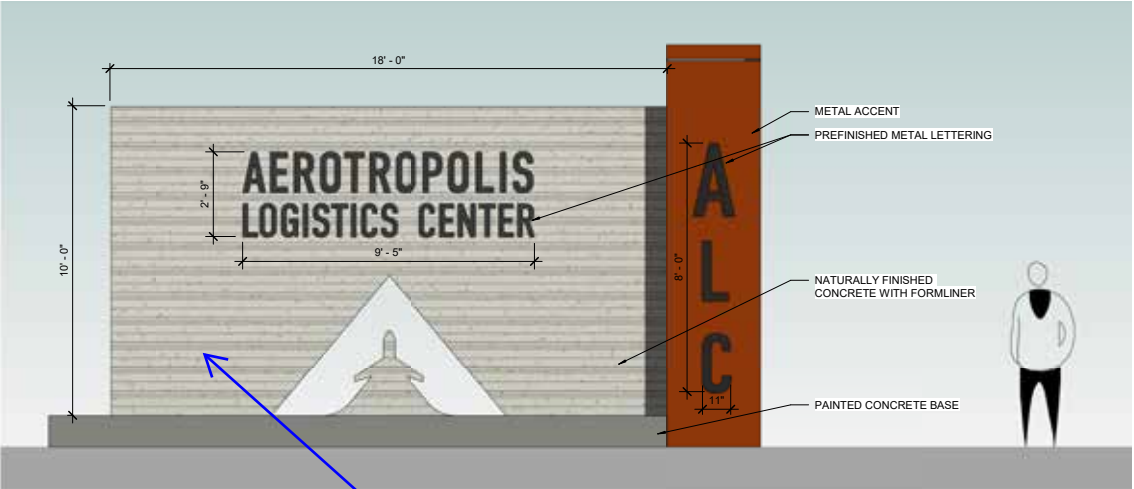
Page 13 explains that the font type will be present on all signs. Individual business will be allowed to incorporate their unique signage provided they stay

Campus	Distinguishing Characteristics		
	Urban Design	Landscape	Architecture
Campus	Campuses will consist of a mix of Industrial, Mixed-Use and Commercial type uses with adequate parking.	Landscape character will correlate with the overarching theming expressed in the landscape standards. Specific landscape elements will be further defined at the time of Site Plan submittal.	Architectural character will correlate with the overarching theming and styles expressed in the architectural standards. Specific architectural elements will be further defined at the time of Site Plan submittal.

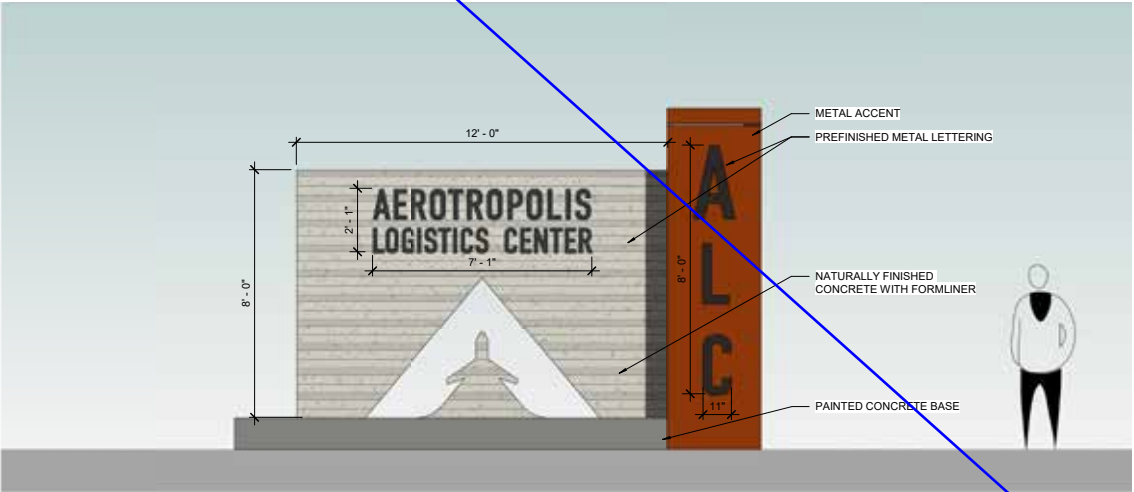


Add something about the following:
 preservation of views - utilizing urban design to take advantage of these views and Additional buffering/screening and architecture will be needed for properties across from residential - ie- Powhaton.

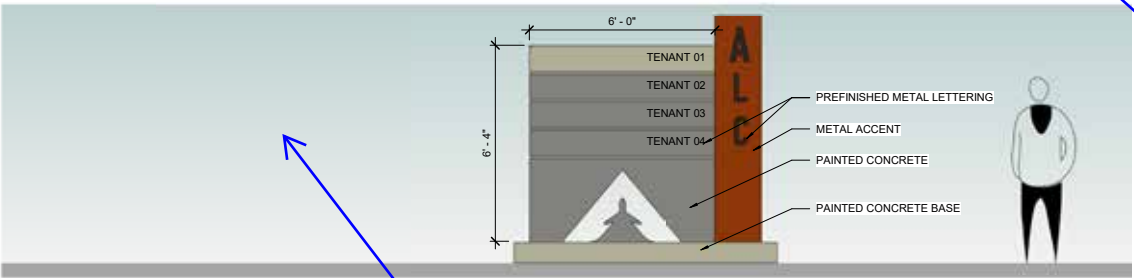
Added under Architecture



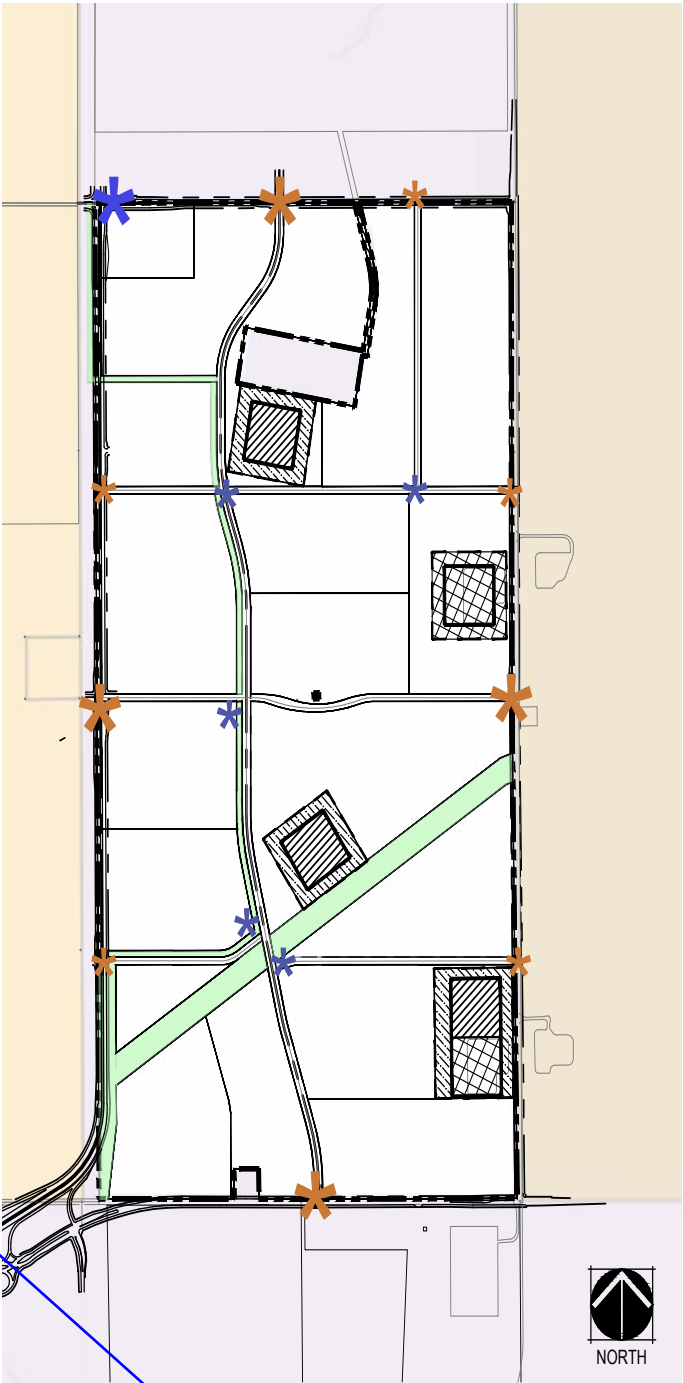
PRIMARY ENTRY MONUMENTS PLAZA



SECONDARY MONUMENTS PLAZA



WAY FINDING SIGNAGE / TENANT



MONUMENTATION KEY MAP

- ★ Primary Entry Monument
- ★ Secondary Entry Monument
- ★ Park Identity Monument
- ★ Park Way finding Monument

COMMUNITY MONUMENTATION

Entry monumentation will be developed to enhance the Prairie-influenced Modern Colorado style and will be a key component that unifies the overall ALC Property.

Primary Entry Monuments will provide community identity at access points along peripheral roadways. Secondary Monuments will be utilized at individual access points to differentiate developments. Locations of secondary monuments will be determined at time of future Site Plan submissions.

The elements and materials for the monuments will tie the entire property together as a whole. Other materials may be introduced, as appropriate, for individual development site. These monuments will work at both a pedestrian scale and a vehicular scale, where applicable.

Monuments may vary in design provided they unify around the family materials and forms. This will provide creative approaches to individual uses while maintaining consistency within the community.

All monumentation will follow or exceed the minimum design specified in the current City of Aurora code. More specific information regarding secondary monumentation will be available at the time of Site Plan submittal.



MATERIAL/CHARACTER PALETTE

*NOTE: Styles shown are conceptual of the prairie influence and Modern Colorado motif. Graphic depictions of possible monument element configurations of non-residential and residential signage. All designs and locations are subject to change and are subject to change at time of Site Plan.

Add a detail for individual monument signage if proposed/allowed

Individual monument signs will be by tenant

Ensure signage meets size requirements of UDO

Confirmed



RETAINING WALLS ABUTTING COLLECTORS AND ARTERIALS TO BE LOW AND LINEAR



RETAINING WALLS

When possible, walls abutting collector and arterial roads to be predominately made of low and linear masonry materials. When applicable, these walls will be in a series with landscape in between to create a terracing effect and also to maintain an aesthetic cohesiveness. The terracing effect will enhance the verticality of the site design, and create a sense of hierarchy to places of focus. Terraces will respond to existing trees and topography, where applicable. All terraces are to take into consideration sun, shade, wind, and rain shielding requirements.

All retaining walls and masonry units will be a neutral color. When possible, these walls should keep with the linear and terracing character of the Community wall concepts.

Retaining wall design shall follow current City Code and the current Roadway Design Manual standards.



STONE-LIKE MATERIALS



RETAINING WALLS WITH TERRACING EFFECT



SPLIT FACE CONCRETE MASONRY UNITS

FENCE TYPES



BRICK, STONE, DECORATIVE MASONRY UNIT (CMU), AND PRE-CAST CONCRETE



MASONRY WALL - 9' MAX

MASONRY WALL



3' TO 9' STANDARD METAL PICKET

METAL PICKET FENCE



3'-9' STANDARD METAL PICKET



FENCES AND PRIVACY
WALL STANDARDS

Masonry walls can be used for buffering, screening and security uses. Specific fencing types will be addressed at time of Site Plan for security fencing. Masonry walls can be used as trash enclosures for retail, office, and commercial uses. Masonry columns are required. If used, pre-cast concrete walls shall be composed of integrally colored concrete and convincingly replicate the appearance of brick, stone, stucco and CMU).

Metal picket fence can be used along arterials, local and collectors for all land uses. Fence heights to be dependent on location and use intent. Can be used as perimeter fencing and security fencing. Not suitable for screening/buffering, unless used in concert with the standard landscape buffer requirements, per City code. Masonry columns are required.. Pickets less than 6'-6" in height shall have a top rail.

**NOTE: Images shown are conceptual of the prairie-style influence and Modern Colorado motif. All designs are subject to change at time of Site Plan.*

FENCE TYPES



LARGE COLUMN
(MIN. HEIGHT = FENCE HEIGHT + 1')



FENCES AND PRIVACY
WALL STANDARDS (Continued)

Fence columns shall be used along all collectors and arterials. Columns will be located every 120 foot on center, as well as at all direction changes and ends. Columns shall extend 75 feet down interior lot lines. Small columns may be located at highly visible areas associated with short metal picket fencing. To have stone or faux stone finishes, but may be of a pre-cast material. Columns shall be a minimum of 18 by 18 inches.

MASONRY COLUMNS



6' - 9' STANDARD CHAIN LINK FENCE



6'-9' CHAIN LINK FENCE W/ BARBED WIRE



6'-10' NO-CLIMB CHAIN LINK FENCE*

CHAIN LINK FENCE

Chain link fence may be used as security fencing. Chain link fence will require weather resistant color coating. Chain link fence shall not to be located adjacent to arterials and collectors nor interior roads as designated with the Site Plan. Chain link shall not be adjacent to commercially or residentially zoned properties. Chain link fencing must be color added and may not include fabric mesh or slats. Location shall be subject to UDO standards. No-Climb fencing may be used when warranted for higher security needs such as Data Centers or other similar uses. Approval subject to the Planning Director.

**NOTE: Images shown are conceptual of the prairie-style influence and Modern Colorado motif. All designs are subject to change at time of Site Plan.*

FENCES AND PRIVACY
WALL STANDARDS (Continued)

Transitions between fence types and specific fence type locations will be identified with Site Plans.

Fences will meet, at a minimum, the requirements set out by UDO. Required setback buffers are from the back of walk.

	MAJOR ARTERIAL RD	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL RD	PRIVATE ROAD	PUBLIC OPEN SPACE	PRIVATE OPEN SPACE BETWEEN INDUSTRIAL USES	INTERIOR LOT BETWEEN INDUSTRIAL USES	SECURITY	SCREENING / BUFFERING
BRICK, STONE, DECORATIVE MASONRY UNIT (CMU), AND PRE-CAST CONCRETE	A	A	A	A	A	A	A	A	A	A	A
3' TO 9' STANDARD METAL PICKET	A	A	A	A	A	A	A	A	A	A	A*
6' TO 9' STANDARD CHAIN LINK FENCE	P	P	P	P	P	A	P	P	A	A	P
BARBED WIRE**	P	P	P	P	P	A	P	P	A	A	P

A - Allowed
P - Prohibited

Can we add some more info about location on site? Front yard, side yard, side on street, or have images that define this better?

Location will be determined at time of individual site plan. The UDO directs the location, amount and type.

NOTES:
*When used with berms and landscaping.
** Barbed wire is only permitted in industrial districts, but may not be installed adjacent to any commercial uses or commercially zoned districts or along arterial or collector streets

FENCE CHART

- Fences constructed of wood, chicken wire, corrugated metal, fabric materials, fiberboard, garage door panels, plywood, snow fencing, agricultural, rope, and miscellaneous materials not commonly associated with fencing are prohibited.
- Barbed Wire Fencing
 - Barbed wire fencing is permitted only in Special Purpose Districts, construction sites, and for enclosing a public or private utility installation (when located outside of required buffer areas). It is not permitted adjacent to commercial, mixed-use, office, parks/open space, or places frequented by pedestrians.
 - The use of metal picket prongs is permitted in lieu of barbed wire. Where allowed, barbed wire shall not extend more than six (6) inches above the height of a permitted fence.
- No fence or wall shall exceed a maximum height of nine (9) feet, except for oil and gas perimeter screening.
- Fencing in the front yard of any commercial and/or industrial developments shall be limited to 42 inches in height unless such fencing is being provided in connection with the screening of outdoor storage, parking lots, equipment, or is to secure the site, in which case, fencing shall be limited to nine (9) feet in height.
- Masonry walls may be used as an alternative to buffering oil and gas operations sites when made to look similar to building architecture. Faux walls/ elevations shall meet architectural requirements of this Master Plan. Reference oil and gas operations buffering/screening requirements section for additional information.
- Refer to UDO Section 4.7.9. Fence And Wall Regulations for fencing requirements.

Maximum of 3-strands, no razor wire, and no electric fencing

Updated

ADDITIONAL NOTES



COMMERCIAL / OFFICE



OPEN SPACE / PARK



BOLLARDS AND PEDESTRIAN



STREETSCAPE



ARTERIAL / COLLECTOR
STREETS



LOCAL STREETS



MIXED-USE /
COMMERCIAL STREETS

LIGHTING STANDARDS

Specific lighting standards are not intended to be replicated across the entire campus, but are intended to represent the Prairie influenced modern Colorado style. This is intended to allow for variations in identity between the different land uses and users. Lighting throughout the ALC development shall be functional and serve the purpose of enhancing safety for both automobiles and pedestrians.

Lighting forms and materials within public places should follow the Prairie-style influenced modern Colorado style. Where applicable, lighting should be appropriate to the pedestrian scale and maximize pedestrian safety.

Exterior building lighting, either attached to, or part of, the building will be the minimum needed to provide for general illumination, security, and safety at entries, outdoor spaces, and associated landscape structures. Subtle lighting of plant materials may be approved if not visible from off site and if it is achieved through the use of hidden light sources.

Lighting fixtures are to be consistent with architectural styles of adjacent buildings or structures.

To preserve the nighttime dark sky and limit light impact on neighboring properties, light emanating from the building interiors needs to be strictly controlled. In order to minimize glare and exterior light spill, interior lighting is to be concentrated at activity areas and minimized next to windows. Lighting adjacent to windows is to be directed towards the building interior. Architectural or decorative elements are recommended to minimize the quantity of light escaping through windows.

Light fixtures installed in City ROW will be owned and maintained by the City and shall meet current City of Aurora Standards. Specific information regarding lighting will be provided at the time of Site Plan.

**NOTE: Images shown are conceptual of the prairie-style influence and Modern Colorado motif. All designs are subject to change at time of Site Plan.
Street and pedestrian lights installed in the City of Aurora public ROW, shall be owned and maintained by the City of Aurora and will meet City standards.*



TREE IN HARDSCAPES



PAVING MATERIALS IN LONG, LINEAR FORMS

PAVING STANDARDS

Changes in paving material, colors, or scoring/stamped patterns at pedestrian crossings of streets or drives, or at building entries and in pedestrian plazas, may be used to identify pedestrian spaces.

Designs are to minimize the use of several different types of paving materials and should produce an understated, unified design emphasizing long, linear rows and repetitive agricultural patterns.

In addition to enhanced paving, planting areas within paved spaces may also be used to enhance areas of interest in conjunction with enhanced paving materials, patterning, or color. All tree openings shall be a minimum of 5'x10' to ensure the health and longevity of the tree.



ENHANCED PAVING AT PEDESTRIAN CROSSINGS



ENHANCED PAVING AT MAJOR PEDESTRIAN PLAZAS

**NOTE: Images shown are conceptual of the prairie-style influence and Modern Colorado motif. All designs are subject to change at time of Site Plan.*

Enhanced pavement within the ROW shall be covered by a license agreement and shall be the responsibility of the Metropolitan District.



COMMERCIAL / OFFICE



INDUSTRIAL / OPEN SPACE

SITE FURNITURE STANDARDS

Specific street furniture standards are not intended to be replicated across the entire community but are intended to represent the Prairie influenced modern Colorado style. This is intended to allow for variations in identity between the different land uses and users. Site furnishings shall include, but not limited to benches, trash receptacles, recycling receptacles, ash cans, planters, pet pick-up stations, tables, chairs, and umbrellas.

Site furnishings should emphasize the prairie-influenced modern Colorado theme by using long, horizontal forms coupled with materials that create a sophisticated, modern look.

Commercial / Office:
Areas of high pedestrian traffic, such as plazas, commercial areas, employment centers, and recreation centers may include additional site furnishings to accommodate the higher demands by users of those areas. Site furnishings in these areas may also include bollards with (or without chains) and information kiosks.

Site furnishings in commercial and office areas should be predominately metal with wood accents to provide a sleek and clean modern look. Planters and decorative paving can also be used to help define spaces such as passive seating areas and more activated gathering spaces.

Industrial / Open Space:
Site furnishings located in open space are anticipated to have less of a demand than more high traffic areas, however are still necessary for users of these spaces. Furnishings in these areas may be predominantly metal or incorporate masonry to reduce long-term maintenance demand.

**NOTE: Images shown are conceptual of the prairie-style influence and Modern Colorado motif. All designs are subject to change at time of Site Plan.*



BLACK FULL LOGO



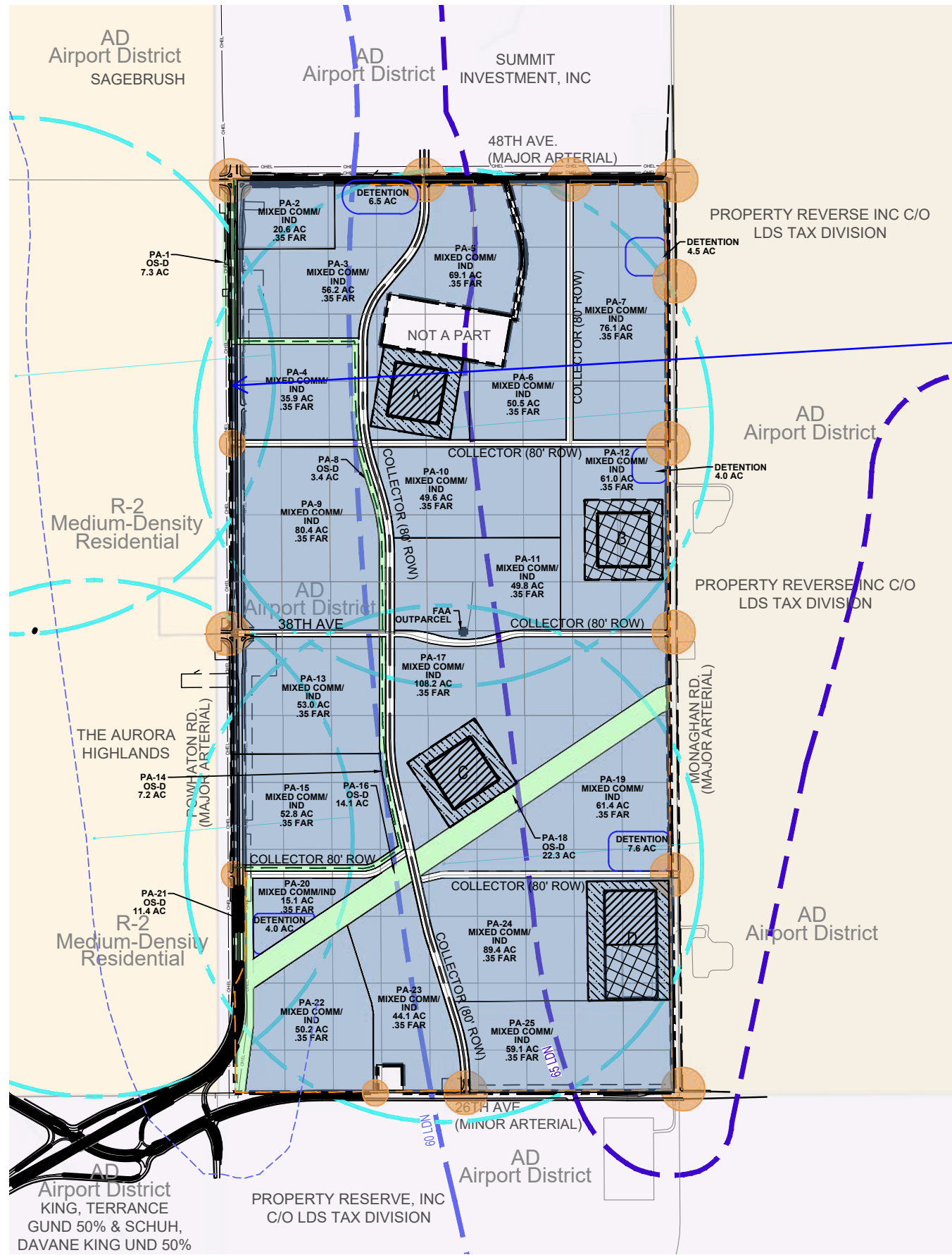
GRAY FULL LOGO

Specific signage standards are not intended to be replicated across the entire center but are intended to represent the Prairie influenced modern Colorado style. This is intended to allow for variations in identity between the different land uses and users. All signs shall meet or exceed the standards set by the current City of Aurora sign code. In addition, this Master Plan has adopted a family of standardized typefaces, logo, and a series of thematic colors for use in all project identification signs as a community unifying element.

The logo should be present on primary, secondary, and way finding signage to provide continuity to the overall campus development.

All signage should use the standardized fonts for The ALC development. This standard fonts should be used on large commercial and office signage in place of the using each logo on the sign panel(s). Text height should be consistent for all of the names listed on the signage.

The signs will use the materials listed with the monumentation pages where possible. The three primary colors of the brand should be used as well where they are applicable.



LAND USE MAP

URBAN DESIGN STANDARDS

AEROTROPOLIS LOGISTICS CENTER

LEGEND

- PROPERTY BOUNDARY
- PROPOSED ARTERIAL & COLLECTOR ROAD
- POWERLINES
- WHELEN SIREN SERVICE RADIUS
- EASEMENT
- COMMERCIAL/INDUSTRIAL/ MIXED USE
- OPEN SPACE
- REGIONAL TRAIL 70' WIDE CORRIDOR
- 8' ROW SIDEWALK BY OTHERS
- POTENTIAL ACCESS
- PROPOSED OIL & GAS SITE
- EXISTING OIL/GAS SITE
- 60 LDN NOISE CONTOUR
- 65 LDN NOISE CONTOUR
- DRAINAGE PONDS
- PLANNING AREAS

OIL AND GAS OPERATIONS SCREENING AND BUFFERING

Oil and Gas Screening and Buffering is the responsibility of the Drilling and Operating entities identified in the Surface Use Agreement Reception Number #2023000036480. Per the Surface Use Agreement, the Drilling and Operating entities are not bound by any requirements imposed by ALC or this Master Plan. Refer to the Drilling application for screening and buffering.

Is this an adjustment to our code? If not, we can work with our landscape team to help streamline language

Additional buffering needed adjacent to Powhaton and residential across the street

Additional language has been added.

Per the SUA, the Drilling and Operating entities.

Who landscapes the frontages of the oil and gas well sites? Please include this

BUFFER TREATMENT

No, it is not an adjustment

er treatments are derived from compatible and non-compatible uses. Reference the compatibility matrix and land use map for tional buffering requirements. All buffering is for land uses that are ctly adjacent to one another without any dividing feature such as a or open space.

USE	Office Commercial, and Mixed-Use		Industrial		Parks and Open Space	
	A	B	A	B	A	B
Office Commercial, and Mixed-Use		B		A		
Industrial		B		A		
Parks and Open Space	A		A			

A Non-Compatible Use - The following buffer zone treatment is required: a 25' Special Landscape Buffer.

B Non-Compatible Use - The following buffer zone treatment is required: a 10' landscaped open space buffer zone.

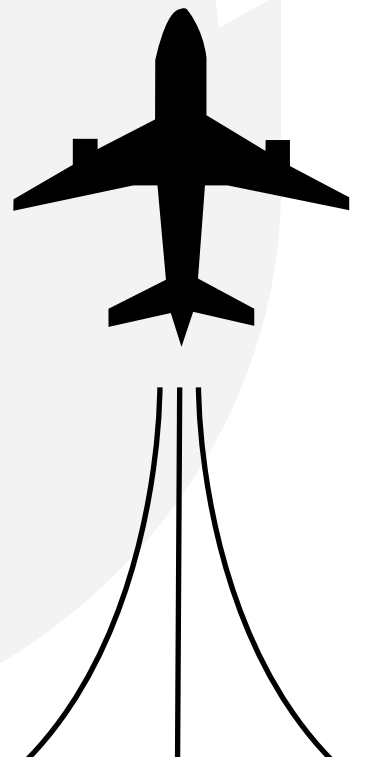
NOTE: No additional buffers are required when land uses are separated by a road. Standard road buffers are required per current City standards.

Setbacks and screening from oil and gas sites shall conform with current UDO, as applicable, and as amended by any applicable operating agreement..

Refer to the Surface Use Agreement recorded June 28th, 2023 at Reception No. 2023000036480 (SUA between Aurora Highlands LLC and Burlington Resources Oil & Gas Company LP/Aurora Highlands, LLC, a Nevada limited liability company ("AH") (AH and ATCD sometimes collectively, "AH Parties"), and Crestone Peak Resources Operating LLC, a Delaware limited liability company ("CPR") and Crestone Peak Resources Watkins Holdings LLC, a Delaware limited liability company ("CPRW") (CPR and CPRW collectively, "CPR Parties"). The AH Parties and CPR Parties are sometimes referred to individually as a "Party" or collectively as the "Parties". and Reception No. 2018000088827 (SUA between Aurora Highlands LLC and Burlington Resources Oil & Gas.)

LANDSCAPE STANDARDS

TAB NO.11



commercial, office, &

LANDSCAPE CHARACTER

Within the diverse range of land uses planned for ALC, landscape will be the common thread that provides the unifying element to create a truly cohesive industrial district. A consistent use of plant palettes and applications will define a sense of place within the greater Aerotropolis region.

a common thread and a unifying element, instead of the common thread and the unifying element



PRAIRIE INFLUENCE

ALC is located in a historic region of Aurora, the agricultural influence of native grasses and will be celebrated through a stylized expression of the forms and materials the landscape vernacular. Added shows ALC to express the native prairie. This highlighted with areas of ornamental grasses and other agricultural representation.

and fauna illustrate a gently rolling ocean early 1900s. This "prairie influence" the agriculture that has become part of an enhanced sculpted ground plane and horizontal landscape walls.

added

ALC CONNECTIONS

Planting forms and design will create an intrinsic link to the agricultural roots of the Colorado high plains while bringing modern techniques of environmental conservation and innovation to the forefront of design. The landscape will help connect the overall development through the use of ornamental landscape grasses as stylistic variations of agricultural patterns. These grasses are intended to be iconic to the overall theme and should be highlighted and utilized throughout ALC. Other plant species will be used to create a sense of individuality for the industrial district's theme.

The planting palettes of ALC will enhance the connection between rigid architectural forms and the built environment. The landscape character will provide a gradual transition from public spaces, such as streets, alleys, and business parks, to employee and business guest gathering areas. Additionally, outdoor spaces are to transition gradually from the more formal, geometric lines associated with buildings to stylized organic forms of nature. The built environment will also accent architectural and urban design features that are usually found within industrial districts.

Honoring the spirit of the place, existing trees, vegetation, and landforms will be preserved wherever possible and incorporated into the overall design. In certain areas, existing conditions will be reclaimed and transformed into a modern prairie that personifies the values of sustainability and environmental stewardship.

FORM G: LANDSCAPE STANDARDS MATRIX

Landscape Item	Brief Description of the Feature	Location of the Standards in Application Package
1. Overall landscape concept and palette of plant materials used to carry it out.	<p>Landscape character shall reflect the overall theme of the prairie influence. This will be celebrated district wide with a primary landscape character that reflects stylized expressions of agricultural and native character apparent in the high plains region of Colorado. This will be achieved through enhanced sculpted ground planes highlighted with areas of ornamental grasses and other agricultural representations that contrast with low-growing manicured turf areas and long landscape walls. Species native to the high plains region and adapted to the Eastern Colorado climate will be utilized to realize this character.</p> <p>The landscape will help connect the overall industrial development through the use of signature plant materials within four distinct landscape characters: enhanced, developed, naturalized, and native. Enhanced and developed plant palettes will define and highlight key features and visual nodes. Naturalized and native plant palettes blend and transition between these key features while functioning as the backdrop to these places of visual interest.</p> <p>A variety of deciduous and evergreen plant material will be used to encourage four season interest. Low water use native plants shall be used for the majority of the landscape. High water plants will only be permitted to highlight specific areas or in areas where there is natural runoff or low swales which have readily available ground water. Plantings shall be grouped into zones by similar water needs. Irrigated turf will be utilized in areas of high visibility and activity. Artificial turf may be utilized to further conserve water and reduce maintenance.</p>	Refer to Landscape Standards Section, see sheets 2, and 7-10 for overall concept and plant materials palette.
Entry	Landscape at entry monumentation, and areas of high visibility, will be a concentrated and more enhanced version of the prairie influence concept described above. This enhanced character will be composed of turf, abundant trees, shrubs, and accent bed planting, helping provide distinguished foreground and background landscaping for monumentation and at key intersections and along areas of interest.	Refer Section 16.
Building	The landscape form and character at areas of interest, such as entries, will have an enhanced landscape design, and will transition to a more native condition in areas that are near areas of loading and high business traffic. The character will transition from the adjacent road based on use. Industrial uses will mimic the adjacent road. Office, Commercial, & Retail uses will transition from the adjacent road to their specific landscape style. The landscape will conform to the City of Aurora UDO.	Refer Section, see sheets 8-9 and 15.
Along	Landscape along arterial roads will follow a progression of enhanced formal landscape at intersections, transitioning to developed and naturalized character between highly visible land uses. Drainage ways along roadways will be more naturalized and consist primarily of native grasses and trees. Landscape associated with existing curbside landscape designs, (ARTA developed roads), shall complement the existing design and transition into the site. The landscape will conform to the City of Aurora UDO.	Refer to Landscape Standards Section, see sheets 8-9, and 15 for more information and intersection treatments. Refer to Urban Design Standards TAB 10, sheets XX.

Can you break these out by different land uses - industrial-commercial-office, public/drainage, and open space

These will be identified at time of individual Site Plan

How will these character areas be determined and located and for all land uses

These will be identified at time of individual Site Plan

to include street trees

Added

FORM G: LANDSCAPE STANDARDS MATRIX

Landscape Item	Brief Description of the Feature	Location of the Standards in Application Package
5. Landscape standards along local roadways	Local roadways will follow the character of ALC's industrial theme and its land uses. In highly active and within developed, formal areas, locals will have regularly spaced street trees and a blend of developed beds and drought resistant turf grass within the tree-lawn. Local roadways will have regular tree spacing and more formal planting where appropriate, depending upon their distinct purpose or primary function. The landscape will conform to the City of Aurora UDO.	Refer to Landscape Standards Section, see sheet 8-9 and 15 for more information. Refer to Urban Design Standards TAB 10, sheet 5-10.
6. Landscape standards in commercial and employee/business guest gathering areas. (Planting areas within paved surfaces, planters, flower beds, screening at parking lots, etc.)	Commercial and employee/business guest gathering areas will be the archetype of the prairie influence character. Focal points will have a fresh and modern twist on historic prairie town features. These spaces will be walkable and pedestrian friendly, accented through the use of benches, bike racks, pedestrian lighting, planting areas within paved surfaces, planters, flower beds, bollards, and flower pots of a more urban vernacular.	Refer to Landscape Standards Section, see sheet 8-9 and 15 for more information. Refer to Urban Design Standards TAB 10, sheet 5-10.
7. Landscape standards at detention / retention ponds and water features	The detention / retention ponds will use the native plant palette and be enriched through the use of wetland plant varieties. Drainage areas are intended to be highly stylized. The landscape will conform to the City of Aurora UDO.	Refer to Landscape Standards Section, see sheet 8-9 and 15 for more information. Refer to Urban Design Standards TAB 10, sheet 5-10.
8. Landscape buffers at open space and drainage	Landscape buffers in open space, and drainage will be a naturalized and native mix of deciduous and evergreen plant material designed to enhance walks and trails, shield noise and activity from neighboring streets and business activities, while providing view corridors to key focal points throughout the site. The landscape will conform to the City of Aurora UDO.	Refer to Landscape Standards Section, see sheet 8-9 and 15 for more information. Refer to Urban Design Standards TAB 10, sheet 5-10.
9. Landscape Buffers at Oil and Gas Facilities	Oil and Gas facilities will be a naturalized mix of deciduous and evergreen plant material designed to buffer views and blend in with the surrounding prairie theme. Screening and buffering methods may include berming, landscape plantings, screen walls, and faux building facades that mimic adjacent buildings' architecture. The landscape will conform to the City of Aurora UDO.	Refer to Urban Design Standards TAB 10, sheet 16.
10. Landscape standards at key intersections	Landscape will be used to enhance the low, linear character of aesthetic retaining walls at high visibility intersections. Grasses, groundcovers and low shrub material will connect the retaining walls to the rolling land form, to help establish a cohesive experience in these areas.	Refer to Landscape Standards Section, see sheet 8-9 and 15 for more information. Refer to Urban Design Standards TAB 10, sheet 5-10.
11. Landscape standards at special facilities, such as employee and business guest gathering areas, monuments, and commercial centers, will be developed and enhanced to help create the feel of a traditional prairie feel with an urban modern twist. Buffers between non-compatible uses will be treated in the same manner. The landscape will conform to the City of Aurora UDO.		Refer to Landscape Standards Section, see sheet 8-9 and 15 for more information. Refer to Urban Design Standards TAB 10, sheet 5-10.
12. Buffer standards at key intersections and street frontages	At key intersections the landscape buffer and setback is expanded to create room for graded retaining walls, enhanced landscaping, and improve unified character. The landscape will conform to the City of Aurora UDO.	Refer to Landscape Standards Section, see sheet 8-9 and 15 for more information. Refer to Urban Design Standards TAB 10, sheet 5-10.

Please add some photos for each of these to highlight

A new page has been added with photos

Ponds along arterials or collectors-prominent locations will need additional landscape treatments

The UDO addresses ponds

more evergreens than deciduous due to nature of operations

Ok, but additional screening is at the developers discretion.

where are these key intersections and how determined?

These have been identified to the map on page 14.

Buffer also increased for properties adjacent to residential-Powhatan.

The design standards listed in this matrix implement the design themes of the Master Plan and are intended to complement or exceed current City of Aurora ordinance standards. Unless a waiver has been specifically requested and granted, if a conflict should exist between any specific provisions of this table and any other ordinance standards, the higher standard shall apply.

Tree protection and mitigation plans shall be submitted and approved by the City of Aurora. No trees shall be impacted by construction or grading operations.

remove
contextual

Updated

Erosion control plans, or any other plans permitting construction and mitigation plans.

All the photos and illustrations referenced by this matrix are representative of the level of design quality required by this Master Plan. Final designs to be submitted at the Contextual Site Plan level will not necessarily duplicate the exact illustrations, but will contain the same themes and dimensions as shown.

talk about
public art
and
landscape
and how
that may
look

The art has not
been
commissioned yet
or located. I
mention of art
has been added
to Form G, #11



LANDSCAPE INSPIRATION AND VISION

The main design features of ALC are inspired by inherent features of the Colorado high plains, such as features demonstrated below, help connect the development to the land, create a sense of place, and enhance the design of the project and overall experience.

how would
natural vs
stylized be
determined
?

visions of these elements,
environment, and enhance

This will be
identified on the
individual site
plans.

NATURAL INFLUENCE OF INSPIRATION

NATIVE PATTERNS

Agricultural patterns shall be stylized into planting forms and design, to help create an intrinsic link to the historic roots of the Colorado high plains.



ROLLING HILLS

The scenery of eastern Colorado shall be realized through sculpted landscape berms. These may be utilized in areas of high visibility, to help draw attention as well as to help frame view corridors.



DRAINAGES

Naturally occurring drainage patterns shall be stylized to create arteries within ALCs' more naturalized areas. Along higher-traveled areas within the industrial district, structured channels and drop structures will be utilized along landscaped drainages in more urban and linear forms.



HORIZONTAL LINES

Calling to the broadened horizon and flat ground plane indicative of the prairie, horizontal lines help evoke and relate to the native prairie landscape. Design features such as low walls and grasses can help accentuate this aesthetic into landforms throughout the development.



LANDSCAPE CHARACTER

CONCEPT

The landscape will help connect ALC through the use of four distinct landscape character types. Enhanced and developed plant palettes will define and highlight key features and transition between these key features while functioning as the backdrop to these features.

ENHANCED

Areas of high visibility and significant importance at entries and heavily populated areas. Primarily composed of recreational or event lawn turf, abundant trees, shrubs and ornamental bed planting.

- Major intersections
- Entries
- Amenities
- Employee and Business Guest centers
- Building Entries
- Monuments and Signage
- Gathering spaces

DEVELOPED

Visible transition areas between enhanced and naturalized landscapes. Areas of use along important streetscapes, trail heads and populated areas. A mix of irrigated native grasses with moderate tree and shrub plantings.

- Minor intersections
- Informal gathering spaces
- Highly-traveled areas between intersections

NATURALIZED

Less visible transition areas between developed and enhanced landscapes along understated entries, industrial building perimeters and parking areas. Dominated with irrigated native grasses and occasional tree and/or shrub plantings.

- Usable open space corridors
- Drainages
- Areas between intersections

NATIVE

Large open space areas that are re-vegetated or naturalized. Used for recreation, ways, between land uses and in designated native areas. Dominated with irrigated native grasses, trees and shrub with minor amounts of irrigated trees and shrubs when not adjacent to natural water sources.

- Open space
- Low-activity areas

This is good, but how determined, and how similar or different depending on different land uses?

These will be determined at time of site plan. This description acts as a guide when the time comes.



can you add a typical site plan image that shows these 4 areas?

These will be determined at time of site plan. This description acts as a guide when the time comes. Not best to do this in a master plan as it may influence future Site Plan reviews in unintentional ways. It may lead to amendments if future Site Plans don't match exactly

PLANTING PALETTES

CONCEPT

The landscape character of ALC will act as an indicator within the greater surrounding area and connect the variety of land uses within ALC.

As ALC continues to grow as an environmentally conscious and sustainable industrial park, it will mingle with the traditional landscape character within each plant palette.

To avoid precluding new species that might become available, specific plant schedules are specifically described in the Master Plan and will not include any City of Aurora project.

same on
this page-
how and
when
determined
which
palette and
sample site
plan

These will be determined at time of site plan. This description acts as a guide when the time comes.

ENHANCED PALETTE

Limited use of water-wise turf, colorful shrubs, and lines of ornamental grasses will define the character of these highly visible areas. The growth habit of canopy and evergreen trees will accent the character of the vertical elements and add to the formal character of these zones. The landscape utilizes a variety of plant material to create year-round interest in both color and form. Seasonal colors such as reds, oranges, and yellows should be applied to draw the eye to key community features. When applicable, plant containers will be utilized for annuals.

DEVELOPED PALETTE

Minimal use of water-wise turf, colorful shrubs, and lines of ornamental grasses will personify the character of these highly visible areas. The growth habit of canopy and evergreen trees will accent the character of the vertical elements and add to the formal character of these zones.

Seasonal colors such as reds, oranges, and yellows should be applied within enhanced and developed areas to draw the eye and highlight key community features.

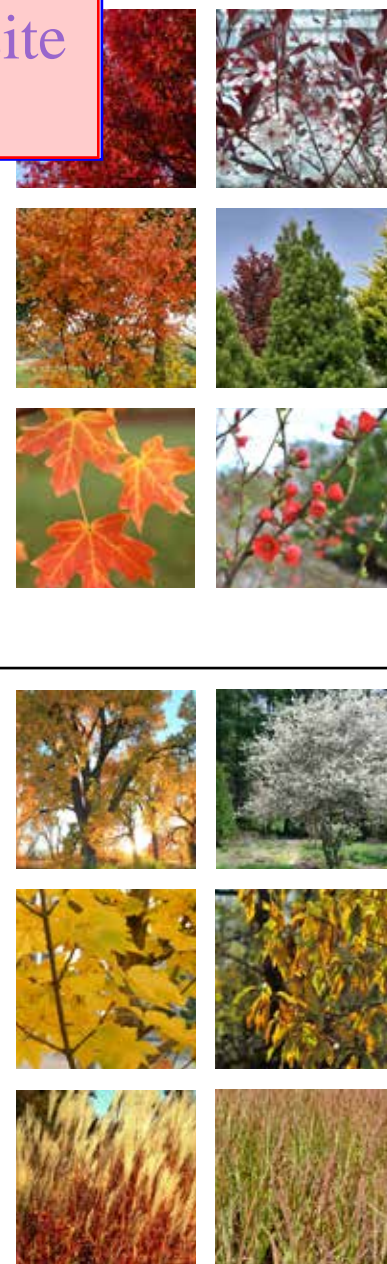
NATURALIZED PALETTE

Less visible transition areas between developed and native landscapes. Primarily found along streetscapes of less importance, trail corridors, and transitions from street edges into native areas. Dominated with irrigated native grasses with occasional tree and shrub plantings.

NATIVE PALETTE

Largely composed of dry-land or irrigated native seed, these regions will embody the true character of the high plains prairie. Sparse pockets of pines, cottonwoods, and other species native to the Colorado prairie will punctuate the rolling terrain of native grasses.

Seasonal colors such as yellows and whites should be applied within naturalized and native landscapes to blend with the native character of eastern Colorado.



Note: This describes a sample palette. All planting material is subject to the City of Aurora's approval.

LANDSCAPE ACCENTS

Complementary features of landscape can include planting containers, raised planter beds, and tree lighting. These elements shall all reflect the Prairie Influence theme of the overall community in product specification and use.

Container planting shall be consistent in color, texture, and material to those utilized in monumentation and community identification features they are related to.

In dense/urbanized conditions or formalized settings such as plazas and urban streetscapes, raised curbs and/or planting within hardscape areas may be utilized to help create an open and walkable atmosphere while also softening the space. Tree openings that are a minimum of 5' x 15', or raised planters may be used in all other applications. The style and specific use should be an extension of the architectural design and complement other landscape accents in the area.

Raised planting beds and planted retaining walls should directly relate to the materials described within the Urban Design Standards.

Landscape lighting can be used to highlight specialty features within the planting design or intensify characteristic features of the Prairie Influence, such as low linear walls or vertical features.



CONTAINER AND RAISED PLANTING



TREES WITHIN HARDSCAPE AREAS



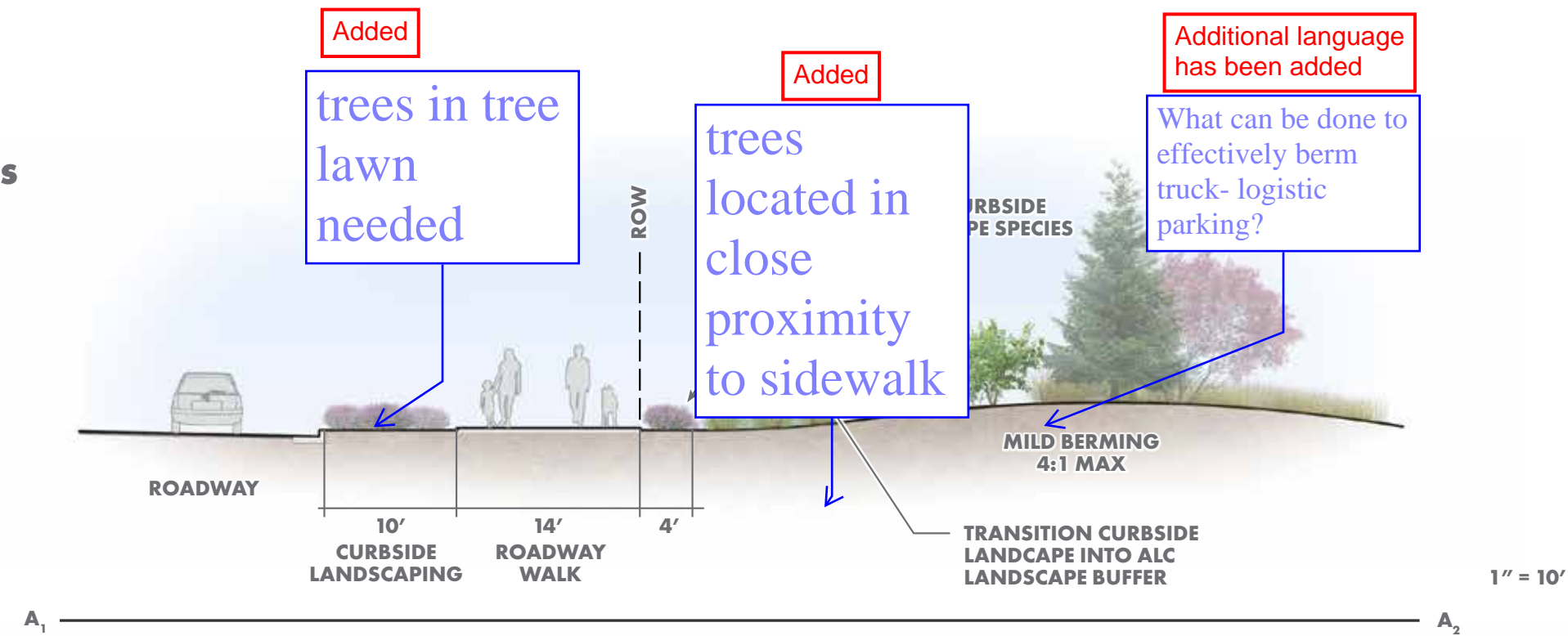
PLANTING BEDS

AREAS AND AT RETAINING WALLS

are these
required or
suggested
or
encouraged
? if so,
where and
when?

Allowed - This depends on site plan conditions and client request. If used, These need to reflect the theme.

EXTERIOR ROADS



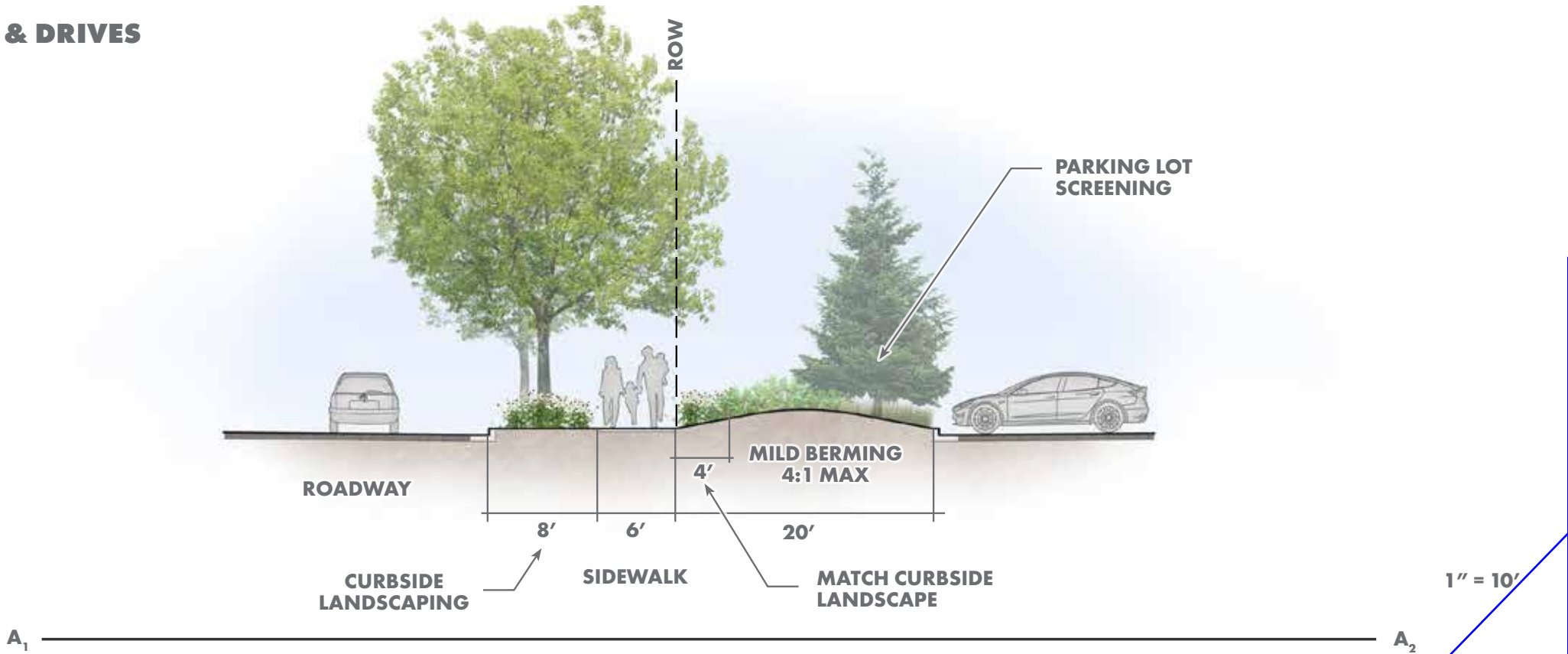
CURBSIDE AND ROADWAY BUFFER LANDSCAPE

Landscape associated with existing curbside landscape designs, (ARTA developed roads), shall complement the existing design and transition into the site.



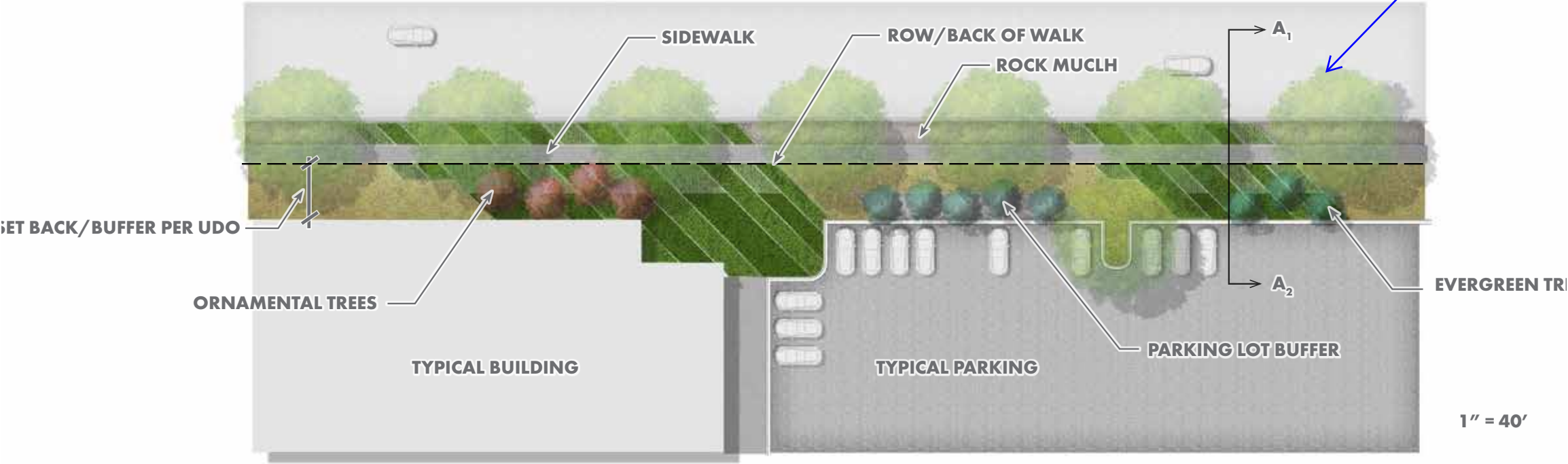
ERIOR ROADS & DRIVES

Interior roads and drives will continue the curbside landscape theme established by the ARTA developed roads for consistency and continuity.



can we do low shrubs and low walls in addition to evergreen trees?

Don't want to generalize this as it might be an expected item on site plans. The main attempt here is to show how the ARTA ROW design would transition into an adjacent site.



TRAILS MASTER PLAN

ALC will have widened walks along the peripheral arterial roads associated with the road ROW. An interior trail corridor shall connect the Powhatan trails to the interior spine road. Trail connections to the Second Creek Regional Trail, and to The Aurora Highlands Trail system will be at locations provided by ARTA as part of Powhatan and 42nd Avenue ROW development.

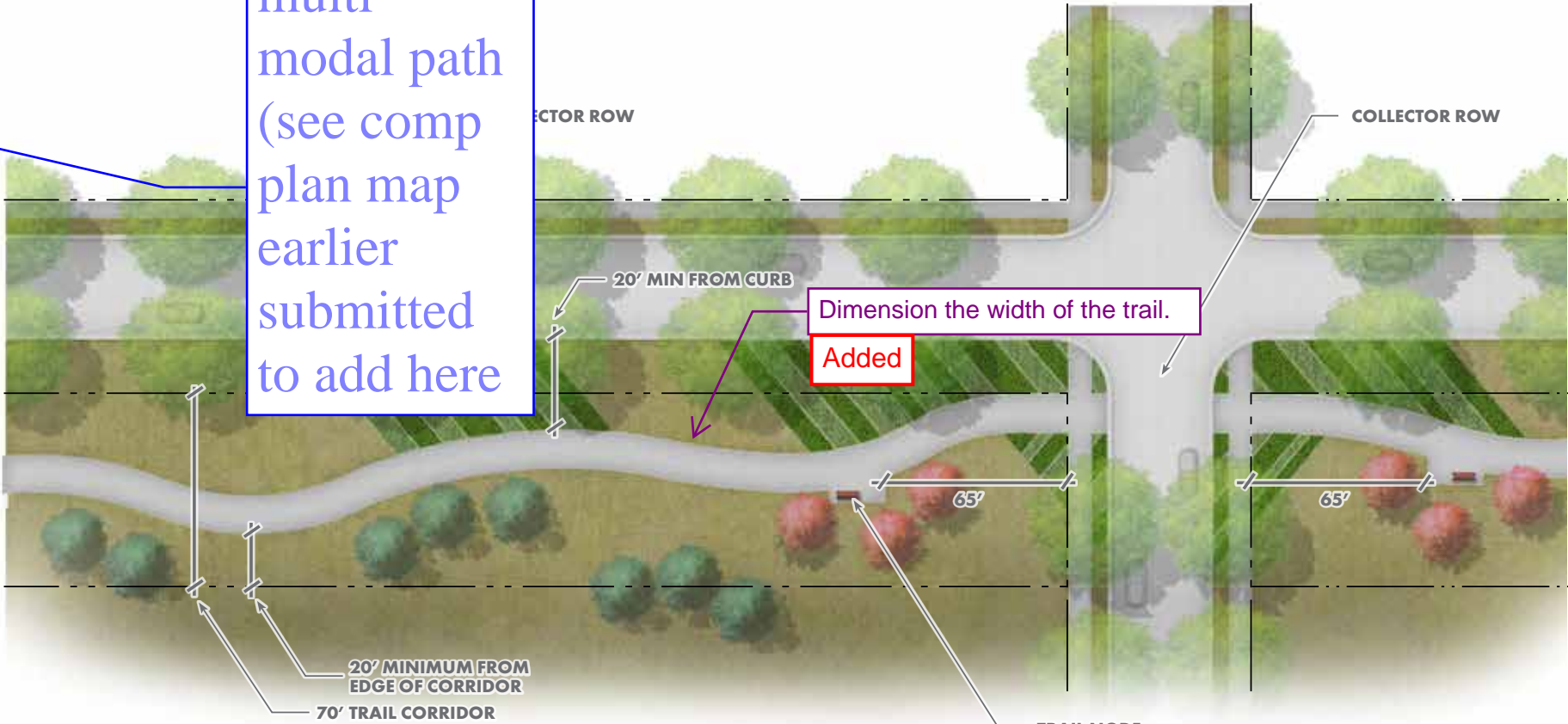
The interior spine road shall have a 70' trail corridor as shown in the tails map paralleling the interior spine road to gather users from the interior of the ALC development. The trail will detach from road crossings to provide curbside landscape width of 15' or greater but shall not encroach any closer than 20' from parking lots, buildings, or other structures associated with parcel or lot development.

Include in the narrative the width of the trail to be constructed within the interior spine.

Added

70' TRAIL CORRIDOR
COLLECTOR/COLLECTOR INTERSECTION

multi modal path (see comp plan map earlier submitted to add here



LEGEND:



Trails will be provided to pocket parks and any additional internal trail systems by sidewalks or as on-street connections at time of SP.

KEY ACTIVITY NODE PLAN AND SECTION

Clarify what is where on the map.

This has been clarified



TRAILS NETWORK



OPEN SPACES AND TRAIL CONNECTIONS

True to the value of connectivity, the vast network of trails and community connections will help utilize open spaces, and to provide pedestrian access throughout the entire site. The Trails Network shall be **primarily made of concrete or** crusher fines, creating an assortment of choices for joggers, cyclists, as well as employees and business guests, just out for a walk - also helping to make destinations and outlying community connections accessible year-round.

Developed and naturalized landscape will dominate trailheads and entries into the open space. Naturalized and native landscapes will move through the rolling terrain of grasslands, punctuated by deciduous and evergreen trees at key and useful locations. Drainage ways moving through open spaces can exhibit water tolerant species and may utilize stylized versions of features found in the natural prairie landscape.



OPEN SPACE NETWORK





REPRESENTATIVE DRAINAGE WAY, INTENT



WATER FEATURES, DRAINAGE AREAS AND DETENTION PONDS

New drainage courses are to appear and function like natural drainage ways.

Generally, detention/retention ponds will use a native plant palette and be enriched through the use of water tolerant wetland plant varieties.

The objective of drainage design is to provide for necessary drainage needs through the use of stylized patterns, and can be highlighted by landscape features and certain plant materials. As drainage techniques are intended to encourage percolation, retain storm water runoff, and to minimize any potential for erosion and downstream/wetland water quality impacts, these areas can also be actively integrated into the planning of the site. To accomplish these objectives, the use of native and wetland grasses, trees, and select pockets of planting beds can help provide visual interest and environmental protection, along with the aforementioned trails and overlooks.

In higher use pedestrian areas within ALC, stylized structured channels and drop structures may be utilized along landscaped drainages in more artistic and interpretive forms, to help further enhance interaction and provide potential passive recreation areas. In larger naturalized and native areas more natural drainages will be used.



STYLIZED CHANNELS AND DROP STRUCTURES INTEGRATED WITH THE LANDSCAPE

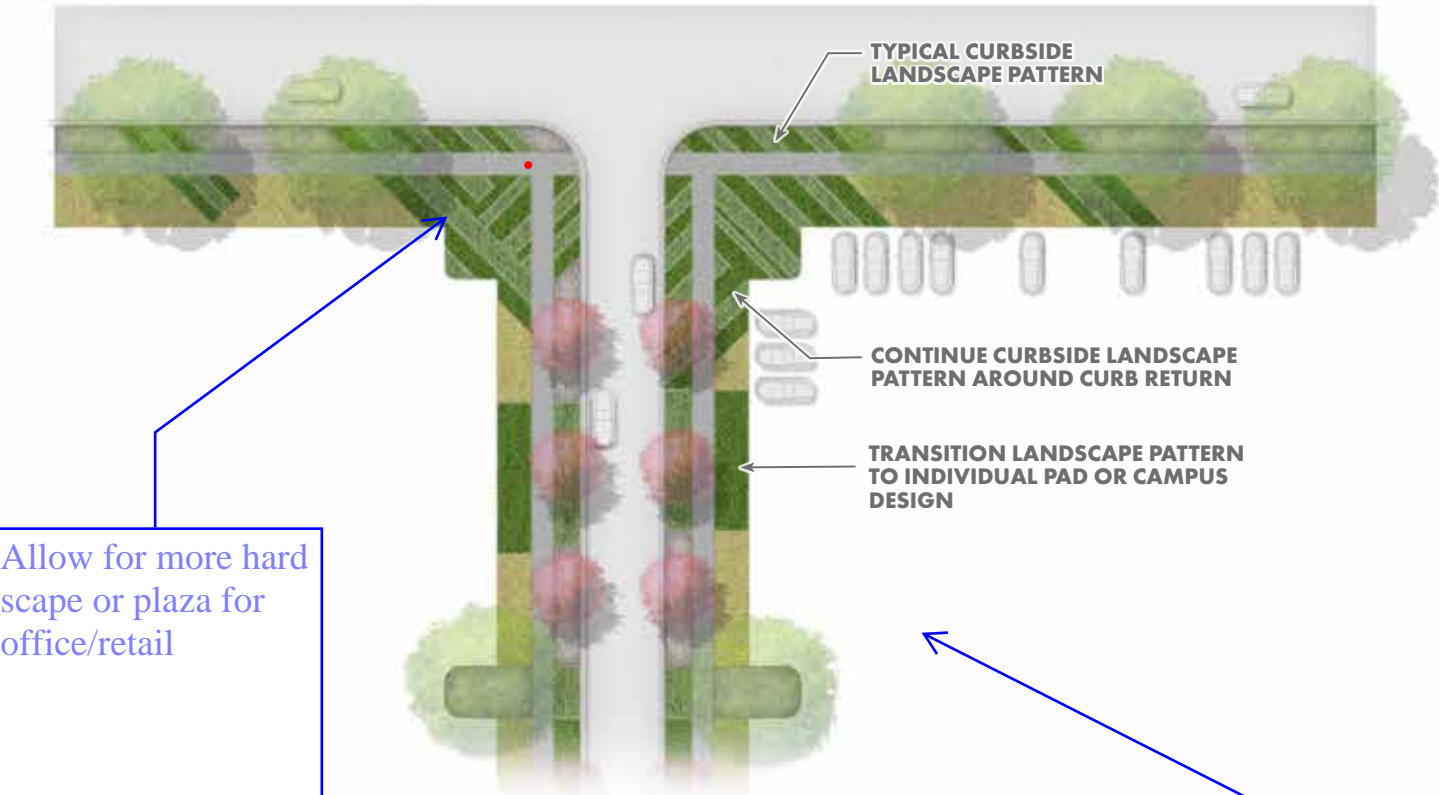


can you add some images of oil and gas and landscape around these?

O&G screening is not the responsibility of ALC. If A wishes to add additional screening, it would be at Site Plan level.

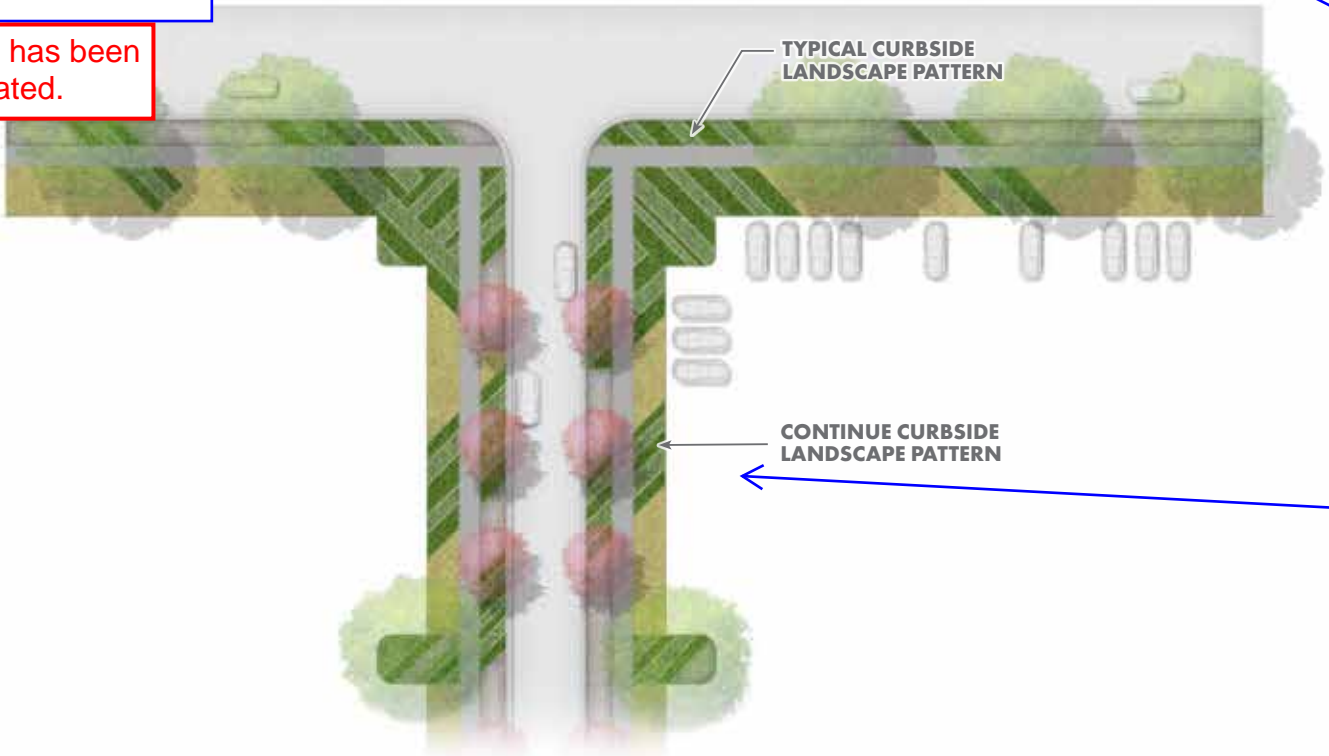


COMMERICAL/RETAIL/OFFICE ENTRY

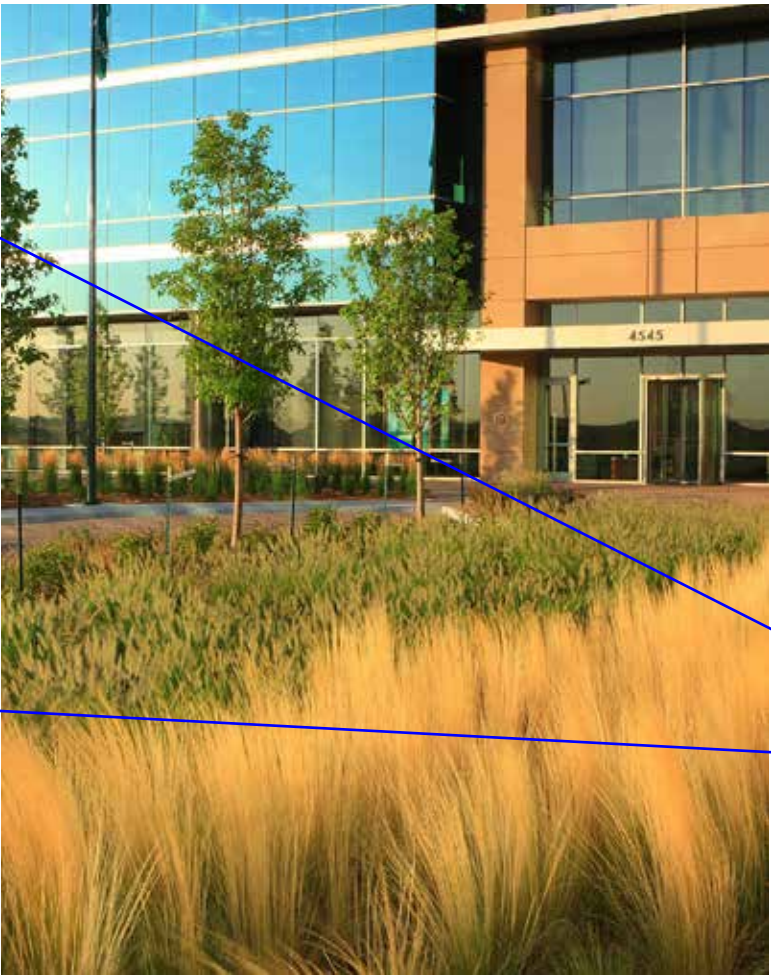


Allow for more hard
scape or plaza for
office/retail

This has been
updated.



NON-RESIDENTIAL LANDSCAPE CHARACTER



NON-RESIDENTIAL CHARACTER

Landscape designs shall be interpretations of the overall Prairie Influence theme of the larger community. Plant materials are to use a mix of heights, sizes, and be spaced in patterns to complements the architectural styles of the associated architecture.

All designs shall utilize the current City of Aurora code for minimum requirements for the appropriate land use.

Perimeter streets shall follow the large community style and incorporate a Prairie Influenced approach to design as it relates to adjacent streetscapes.

Interior spaces may utilize hardscape and landscape in common patterns to accentuate the prairie influence styles.

Office and commercial uses shall have styles that transition from the curbside landscape into individual designs and characters that continue the prairie influence. This will allow for individual identity for the various office and commercial users.

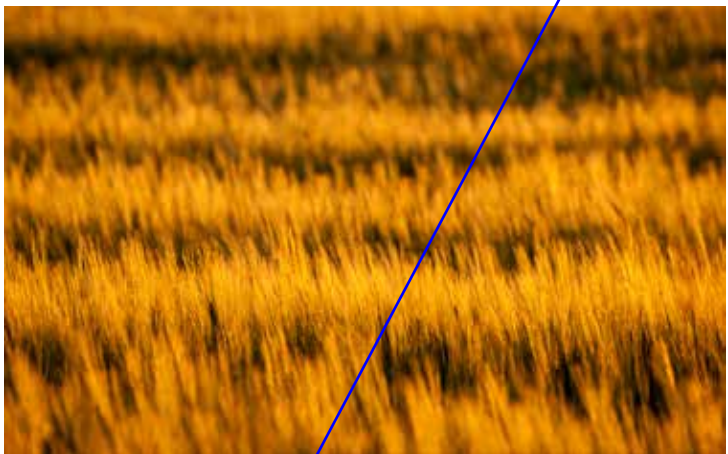
Industrial uses shall continue the curbside landscape throughout the parking and loading areas. Smaller landscape pockets around entrances and pedestrian spaces may have individual designs that continue the prairie influence motif.

is this
meant to be
the same
for
commercial
vs
industrial?

Curbside, yes. The
difference is the
interior design for
commercial/retail/offic
e. We want them to
have some flexibility



INTENT OF TYPICAL TREE LAWN LANDSCAPE TREATMENT ALONG PRIMARY ALC ROADWAYS



ORNAMENTAL GRASSES STYLIZING AGRICULTURAL PATTERNS

add a section on public art and landscape, also add something about monument signs, entry signs, etc and landscape features, also add something about retaining walls and decorative fencing and landscaping

This gets to a level of design best saved for the site plans. They need to follow the characteristics identified earlier in the document.

TER

ects the variety of land uses within
tify common themes and help
out the ALC community. Areas of
y means of transitioning between
er palettes. Repetition of Enhanced
y areas helps instill the more
tity, while Naturalized and Native
o more established prairie themes.

nd landscape palettes include shade
mental trees, ornamental landscape
low landscape walls and repetition
duced in key areas and/or main
upings represent natural forming
p to provide formality and areas of
rows stylize agricultural patterns,
e walls represent the rolling terrain
nd interspersed vertical structures
as of interest.

ector roads will follow a progression
intersections, transitioning to
cter between highly visible land
he character of their land uses.



STREETSCAPE CHARACTER AT MAJOR INTERSECTIONS

Major intersections within the ALC community will offer opportunities for the full spectrum of the plant palette. The formalized core of the intersection shall offer Enhanced Landscape designs, whereas the perimeter of each will eventually blend towards naturalized, and in some cases towards native. A higher concentration of thematic applications, plant material, and architectural components will also come together with the landscape in these locations.

The components may include:

- Use of long horizontally-focused low landscape walls
- Use of vertical elements and/or structures, signifying points of emphasis and interest
- Use of stylized grading
- Use of deeper setbacks
- Use of ornamental trees for emphasis
- Use of Enhanced and Developed landscape applications
- Convergence of pedestrian walks, trails, and access points

LANDSCAPE INTENT AT MAJOR INTERSECTIONS



do we know where these are? Can we include a map of major intersection s

These have been identified to the map on page 14.

LANDSCAPE ELEMENTS AND FEATURES AT MAJOR INTERSECTIONS

TRAFFIC IMPACT ANALYSIS

Aurora Logistics Center (ALC)

Prepared for:

Stream Realty
4643 S Ulster St., Suite 1450
Denver, CO 80237

Prepared by:

Felsburg Holt & Ullevig
6400 South Fiddlers Green Circle, Suite 1500
Greenwood Village, CO 80111
303.721.1440

Project Manager: Christopher J. Fasching, PE, PTOE

Project Engineer: Miller Andrews



FHU Reference No. 122279-01

September 2023

indicate this extension will be called Aerotropolis to avoid conflicting with other submitted documents

Center

label on Figure 1 or refer to a different street

I. INTRODUCTION

The Aurora Logistics Center (ALC) development is an approximate 1,280-acre master plan development proposal located between Peña Boulevard and Interstate 70 (I-70) in Aurora, as shown on **Figure 1**. The uses will consist primarily of commercial and industrial uses with up to 16.4 million square feet of developed space. Buildout of this Framework Development Plan (FDP) will take many years to complete, possibly beyond the 2045 horizon of this analysis.

The site is rectangular in shape and bounded on the south by 26th Avenue and 48th Avenue on the north. A future extension of Powhaton Road to the north would serve as the western boundary of the development, and Monaghan Road will serve as the eastern boundary of the site. **Figure 2** illustrates the proposed FDP site plan. A total of 25 planning areas (including open spaces parcels) are identified in the master plan development, bisected by an interior roadway network. Exact roadway alignments will be determined at the time of Contextual Site Plan (CSP), but roadway connection intentions are presented for the FDP's planning areas, consistent with the City's Roadway Design and Technical Criteria Manual per Section 4.04.1.

Currently, access into the area is limited. In this undeveloped area, 56th Avenue (one mile north of the site) and 26th Avenue are the primary means of access. 56th Avenue provides a direct connection to E-470 to the west. Powhaton Road provides a connection to E. Colfax Avenue to the south, which, in turn, provides a direct connection to I-70 approximately 0.9 mile to the east.

The purpose of this study is to assess the traffic impacts on the key roadways related to the proposed development to support projected traffic volumes. This report includes information on existing traffic conditions, vehicle-trips associated with the planned development, total traffic volume projections, and recommendations on future roadway needs, including supporting analysis for roadway classifications. A maximum development scenario was analyzed with respect to traffic impacts. More detailed traffic impact studies may be appropriate for individual parcels as they are developed.

This analysis focuses on the long-term timeframe, year 2045, using the *Aurora Northeast Area Transportation Study (NEATS) Refresh Transportation Plan* as a means of informing background traffic along study area roadways. More recently, traffic analysis work associated with the 26th Avenue/Powhaton Road/Aerotropolis Parkway intersection was used as a basis for this study as well. That study, prepared by AECOM in June 2022, presents long-term traffic projections along the perimeter ALC arterial roadways, and these were used in developing traffic projections in this traffic impact study.

A short-term timeframe was not specifically analyzed in this study because of the numerous variables associated with the surrounding development and the timing of that development. This study focuses on the long-term (year 2045) timeframe realizing that a roadway improvement phasing plan (in conjunction with other development) will be needed to serve this and the adjoining FDPs.

FIGURE 2
ALC
Site Plan

II. EXISTING CONDITIONS

II.A. Land Use

Currently, the site is undeveloped and lies entirely within the Aurora city limits. The area that immediately surrounds these two sections is undeveloped, but the Aurora Highlands to the west is developing and numerous homes have been built. Green Valley Ranch is a nearby residential area to the west (west of Picadilly Road), and the Majestic Commerce Center is an industrial/warehouse area located immediately south of Green Valley Ranch. Various other small commercial developments exist along I-70 directly south of the master plan, but there is little development near the ALC master plan site.

II.B. Transportation Network

Roadways

Key roadways that currently serve the site include the following:

- **E-470** is a north-south four-lane tollway that is located 2 miles to the west of the proposed development. A grade-separated interchange is provided at 56th Avenue. An interchange is planned at 48th Avenue where the bridge over E-470 at 48th Avenue is in place. An interchange at 38th Avenue is also underway in conjunction with the development of The Aurora Highlands.
- **26th Avenue** is a minor two-lane roadway facility along the south side of the ALC development that crosses E-470 (no interchange) and extends for 7 miles, from Picadilly Road to the west and Watkins Road to the east.
- **Powhaton Road** is a two-lane road that extends south from 26th Avenue as a two-lane facility, crossing the Union Pacific Railroad (UPRR) at-grade, spanning I-70, and extending south approximately 5 miles to Jewell Avenue. The northern extension of Powhaton Road north of 26th Avenue will ultimately define the west side of the development, but this road is not yet built.
- **Monaghan Road** is an existing two-lane road that serves as the eastern boundary for the proposed development. Monaghan Road extends 3 miles from 26th Street to 56th Street.

A key future roadway worth noting is Jackson Gap Way. Ultimately, Jackson Gap Way will serve as the primary entrance north into Denver International Airport (DEN), continuing south of the site, winding east to the Powhaton alignment, and connecting to I-70 via an interchange as a diagonal roadway toward the southwest from the Powhaton/26th Avenue intersection. The planned roadway network through the area contains many of the elements identified in the current NEATS study with respect to arterial roads.

Traffic Volumes and Operations

Since the area in the immediate vicinity of the ALC FDP is undeveloped, there is little existing traffic on the roadway network. A spot check of the most recent counts on the county roadways surrounding the development indicates that volumes are typically under 1,000 vehicles per day (VPD). Along I-70 near the Powhaton Road alignment, approximately 31,000 VPD occurred in 2022.

provide more information
on what data you're using
and how it was obtained -
traffic counts must be
collected per TIS guidelines





2018

(2022-2024)

III. FUTURE ROADWAY NETWORK

In 2022, the city of Aurora completed the *NEATS Refresh* study and the Powhaton Road Alignment Study. The NEATS Refresh Study provides Year 2040 and regional buildout transportation recommendations for the roadways and a multimodal transportation system. The NEATS study area encompassed a regional area extending from approximately Tower Road east to Schumaker Road, and from Jewell Avenue on the south to 72nd Avenue on the north. Recommendations with respect to the ALC FDP include:

- **26th Avenue** would be designated as a four-lane minor arterial plus turn lanes. The existing grade separation over E-470 will be maintained to the west, and 26th Avenue would continue to end at Watkins Road to the east. Signalized and roundabout intersections would be allowed at a minimum of one-eighth-mile spacing with other public or private access usually restricted to right-in/right-out intersections spaced at a minimum of 300 feet from other intersections.
- **38th Avenue** would be a collector street with turn lanes as required serving the ALC development, from Monaghan Road through ALC to Powhaton Road and into the adjacent Aurora Highlands development. Signalized, roundabout and stop-controlled intersections would be allowed at a minimum one-eighth-mile spacing, with some restrictions on other public or private access intersections.
- **48th Avenue** would be designated as a major arterial with turn lanes between Monaghan Road and Powhaton Road. West of Powhaton Road, 48th Avenue would also be a six-lane major arterial with turn lanes through the interchange with E-470 and to the intersection with Picadilly Road. A four-lane facility is planned east of Powhaton Road. At-grade signalized intersections would be allowed at a minimum of one-eighth-mile spacing. Public or private access would be restricted to right-in/right-out intersections spaced at a minimum of 300 feet from each other from other intersections.
- **Powhaton Road** would be designated as a six-lane major arterial with turn lanes along the western boundary of the ALC FDP, from 26th Avenue to 48th Avenue. North of 48th Avenue, the designation would continue as a six-lane major arterial as it winds to the west into the Jackson gap way alignment as the major primary north entrance into DEN. To the south of 26th Avenue, the designation would remain as a six-lane major arterial with turn lanes. A new grade separation over the UPRR would be constructed, and the existing grade separation over I-70 would remain. At-grade signalized intersections would be allowed at one-half-mile spacing with other public or private access usually restricted to right-in/right-out intersections with auxiliary turn lanes.
- **Monaghan Road**, immediately adjacent to the ALC FDP, would be designated as a four-lane minor arterial with turn lanes from 26th Street north to 64th Avenue. To the south, Monaghan Road would be extended as a major arterial with turn lanes to include a grade separation over the UPRR and tie into an interchange with I-70. South of the interstate, Monaghan Road would continue as a major arterial to Jewell Avenue. Signalized and roundabout intersections would be allowed at a minimum one-eighth-mile spacing with other public or private access usually restricted to right-in/right-out intersections.



southern?

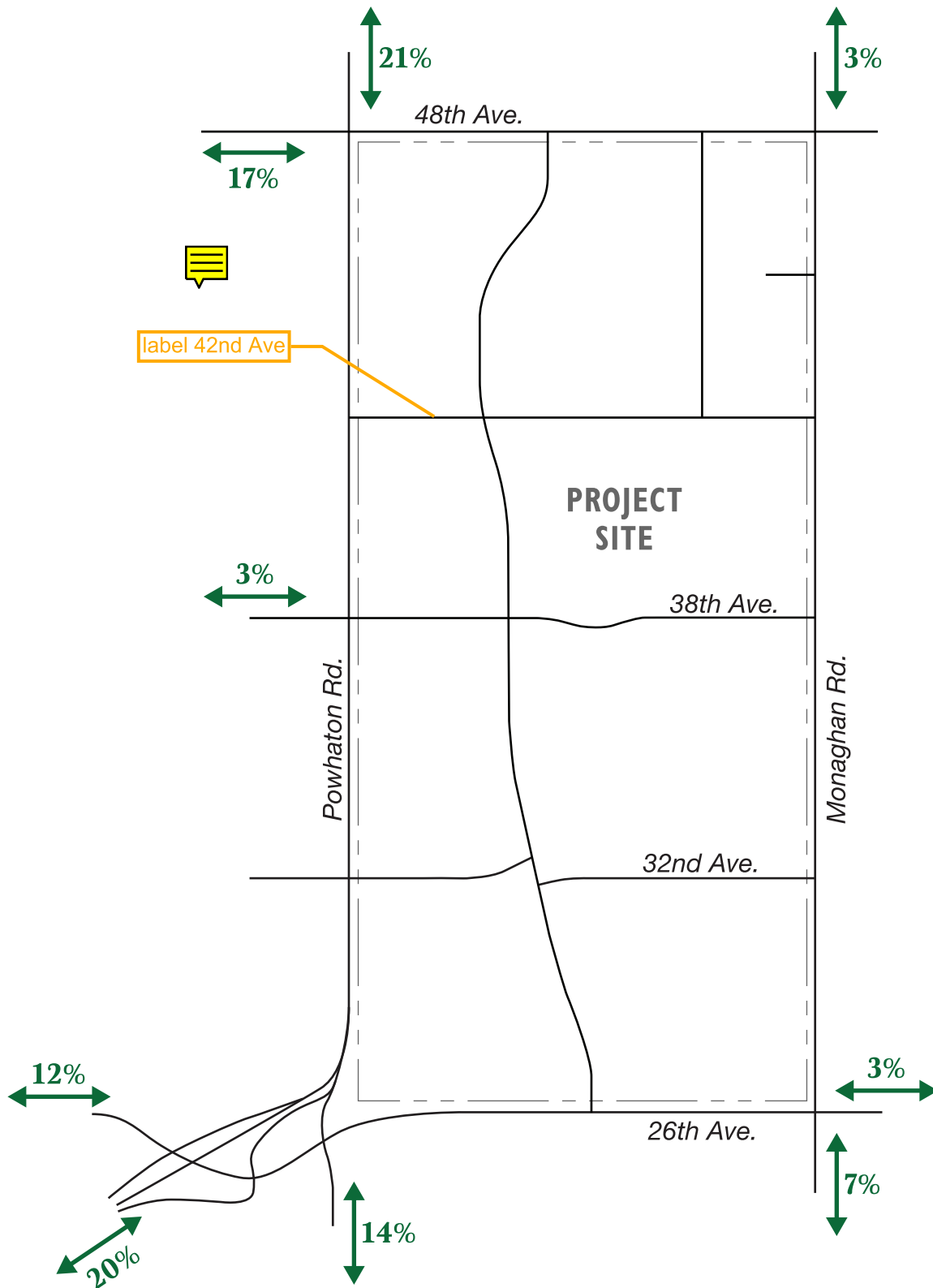
- **Aerotropolis Parkway/Harvest Road** is proposed to be a six-lane major arterial with turn lanes from its current northern terminus at East 6th Avenue, continuing north through a new interchange with I-70, a grade separation over the UPRR, and its transition to the northeast to tie into Powhaton Road near the intersection with 26th Avenue as indicated in the current *NEATS Refresh*. Given the diagonal roadway south of 26th Avenue that will lead to the I-70/Harvest Road interchange, AECOM conducted more analysis that identified a diverging diamond interchange layout, which is the basis of analysis of this report. North of 26th Avenue, at-grade signalized intersections would be allowed at one-half-mile spacing with other public or private access usually restricted to right-in/right-out intersections.

Access-wise, development within the ALC FDP will primarily be served by 32nd Avenue, 38th Avenue, 42nd Avenue, and the north-south collector road. Powhaton will be access-limited, and direct access onto the other perimeter arterials will be controlled, and some may include turn restrictions.

indicate on site plan

indicate on site plan





LEGEND

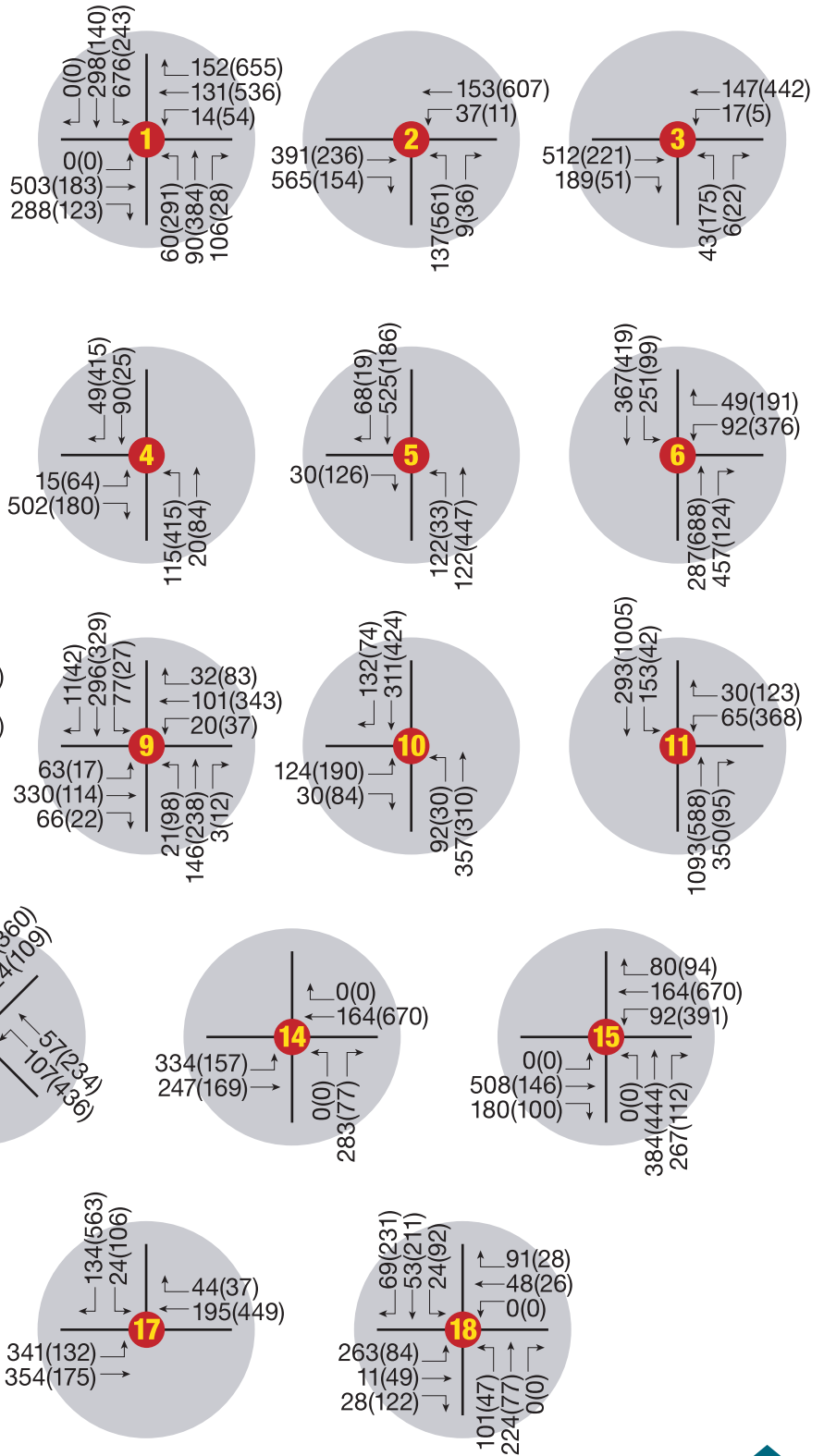
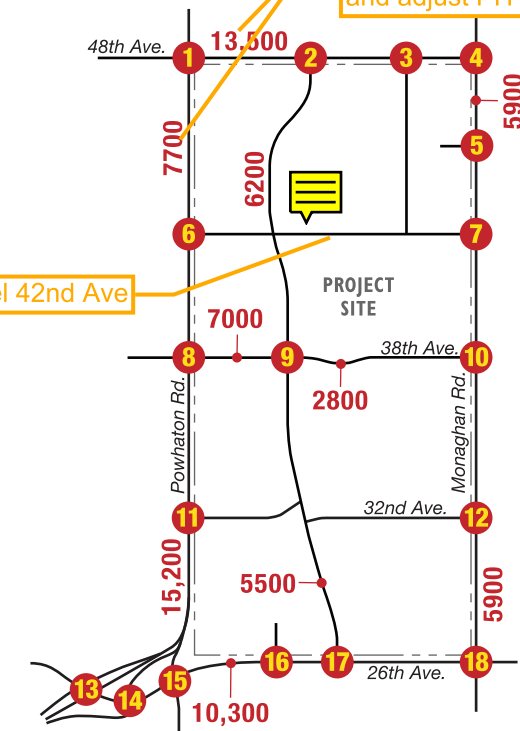
XX% = Site Trip Distribution

KEY MAP

these account for 41% of the trip gen but distribution figure indicates they should account for 38% - verify all daily volumes and adjust PH as necessary



label 42nd Ave



XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Daily Traffic Volumes



NOTE: Drawing Not to Scale



FIGURE 5

ALC Site Generated Traffic Volumes

ALC Study SEPT_23 122-279-01 9/11/23

IV.C. Background Traffic Volumes

The AECOM Traffic Forecasting memo, previously referenced, was used as the primary means of developing background traffic for this ALC FDP traffic study. This memo provides daily traffic projections along all ALC perimeter roadways, which included trips generated by ACL property. Estimated trips from the ALC FDP area programmed into the AECOM memo were removed in developing 2045 background traffic for this study.

Resulting daily traffic was then converted to AM and PM peak hour traffic by applying an approximate 9 percent and 10 percent, respectively, peak hour percentage. Directional split of the peak hour traffic was estimated from the AM and PM peak period assignment results per the NEATS travel demand modeling.

The peak hour intersection turning movement projections were then developed by applying techniques developed by the National Cooperative Highway Research Program. Adjustments were made to produce reasonable AM and PM peak hour directional reflection patterns and to reasonably balance traffic flows between successive intersections.

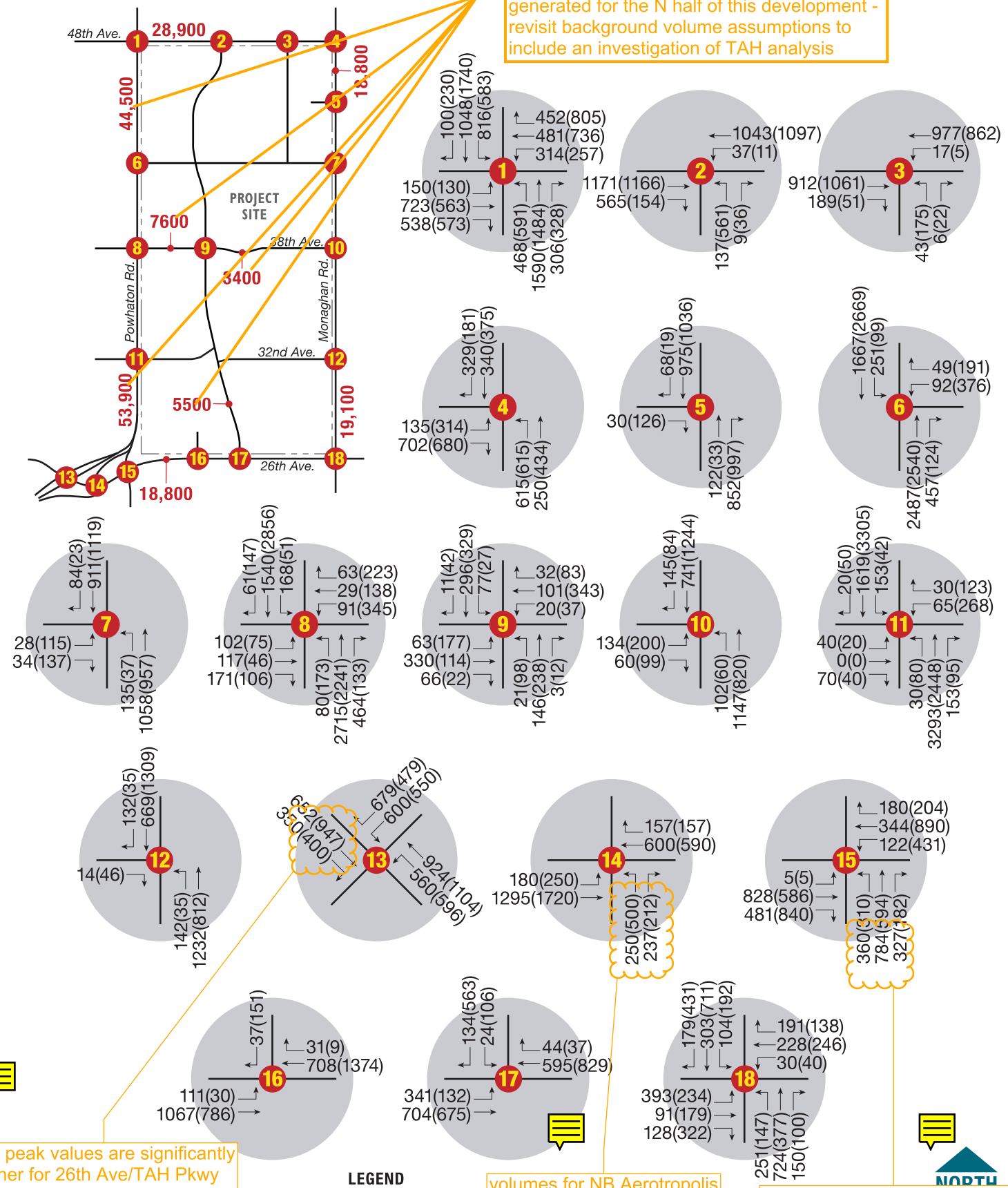
Background traffic volume estimates are shown on **Figure 6**. Powhatan Road will be the busiest roadways in the study area serving an estimated background traffic demand of approximately 39,000 VPD north of 26th Avenue, which is the highest volume roadway along the ALC perimeter with respect to background traffic.

NEATS and AECOM both analyzed year 2040 - discuss how volumes were further projected to 2045 (ie was a growth rate used), or was it the updated DRCOG model as basis, etc



KEY MAP

would expect these volumes to be higher based on Aurora Highlands MTIS which had a build out year of 2040 and included less trips generated for the N half of this development - revisit background volume assumptions to include an investigation of TAH analysis



PM peak values are significantly higher for 26th Ave/TAH Pkwy than indicated in AECOM memo

volumes for NB Aerotropolis are significantly lower than indicated in AECOM memo

AM peak values are significantly higher for Powhatan than indicated in AECOM memo



NOTE: Drawing Not to Scale

ALC 2045 Total Traffic Volumes

ALC Study SEPT_23 122-279-01 9/11/23

V.B. Roadway and Intersection Capacity Analyses

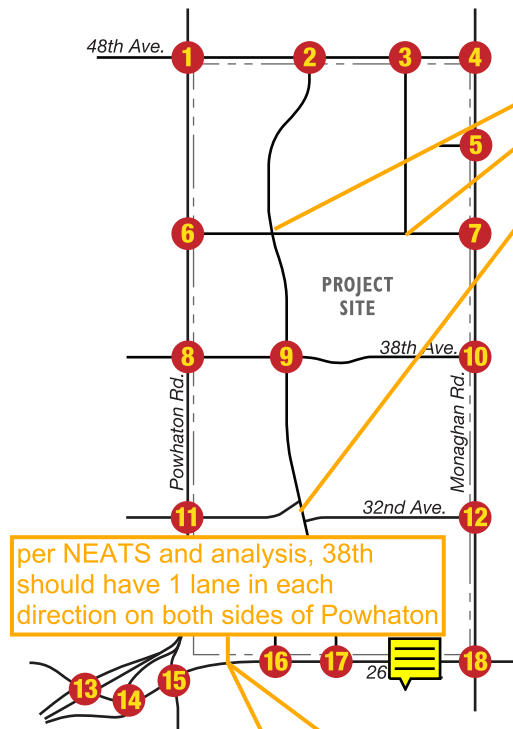
Capacity analyses were conducted for the surrounding roadway network using the traffic volume estimates of **Figure 7**. The level of service (LOS) analysis results and intersection lane requirements can be found on **Figure 8** (worksheets are shown in **Appendix B**). With respect to the roadways, **Figure 9** shows the roadway needs in map form with the following cross-sections descriptions below:

- **Aerotropolis Parkway** (diagonally to the southwest) should ultimately be built to a major arterial classification to include six through lanes of traffic. Turn lanes are needed at the major intersections as described in the following section.
- **Powhatan Road**, from 26th Avenue to 48th Avenue, should ultimately be built to a major arterial classification to include six through lanes of traffic. North of 48th Avenue, the cross section would continue as a six-lane arterial, connecting with Jackson Gap Parkway near 56th Avenue (on further into DEN). South of 26th Avenue, the cross section would reduce to a four-lane section. Turn lanes are needed at the intersections as described in the following section.
- **Monaghan Road**, from 26th Avenue to 48th Avenue, should be built to a four-lane minor arterial cross-section with widened sections for turn lanes at major intersections as described in the following section.
- **26th Avenue** should be built to a four-lane minor arterial standard. Left turn lanes will be needed at all cross-streets, and right turn lanes will be needed at the heavier-used cross-streets.
- **38th Avenue** should be built to a three-lane collector standard through the site, which includes a center left turn lane and one through lane in each direction. Additional turn lanes will be needed at the Powhatan Road intersection.
- **48th Avenue** will be a four-lane arterial adjacent to the ATEC site, widening to a six-lane arterial west of Powhatan Road. Turn lanes will be required at all intersections.
- The **North-South collector road** through the site should be built to a three-lane collector standard through the site, which includes a center left turn lane and one through lane in each direction. Additional turn lanes will be needed at the 26th Avenue, 38th Avenue, and 48th Avenue intersections.
- **32nd and 42nd Avenues** should be built to include two through lanes, with a two-lane collector roadway classification being most appropriate.



what about other
N/S collector?

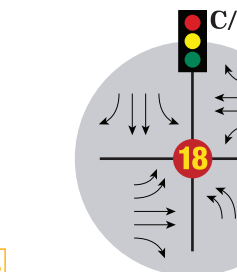
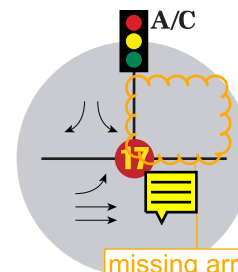
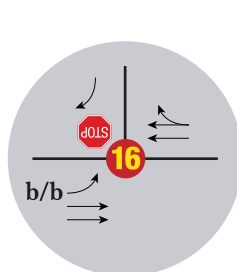
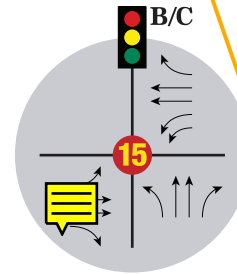
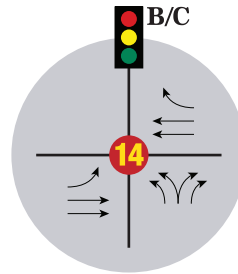
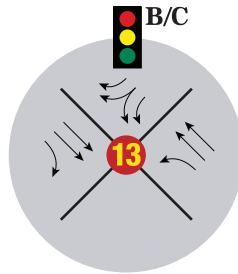
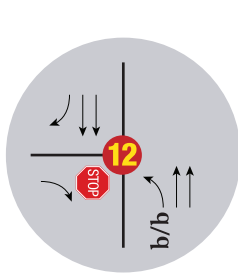
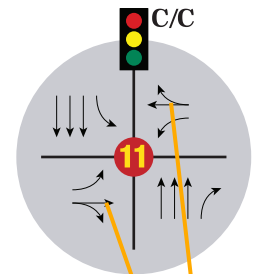
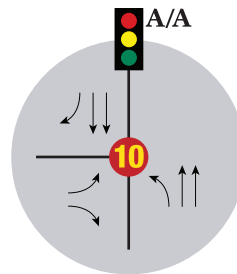
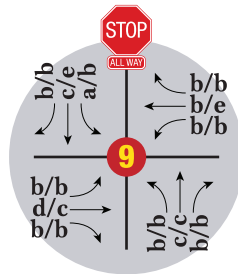
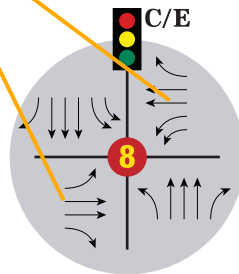
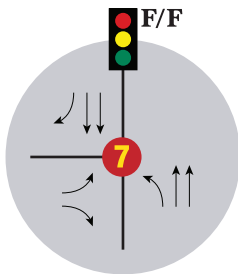
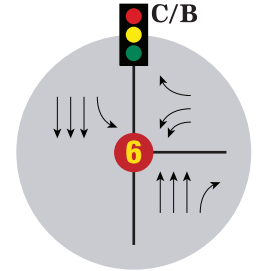
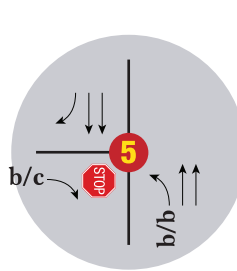
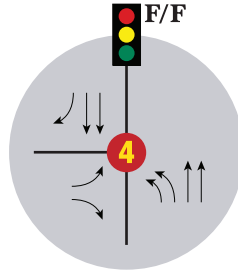
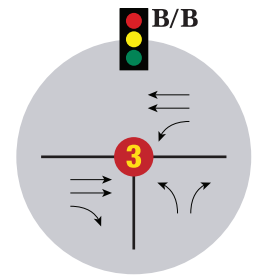
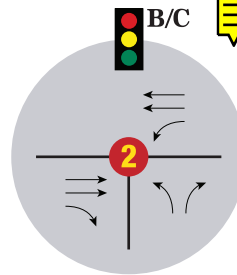
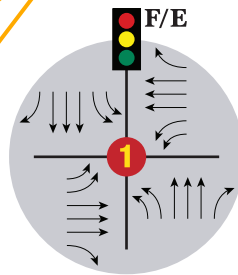
KEY MAP



why were these intersections not evaluated?

Due to the size of the site, these collector/collector intersections should also be analyzed.

per NEATS and analysis, 38th should have 1 lane in each direction on both sides of Powhatan

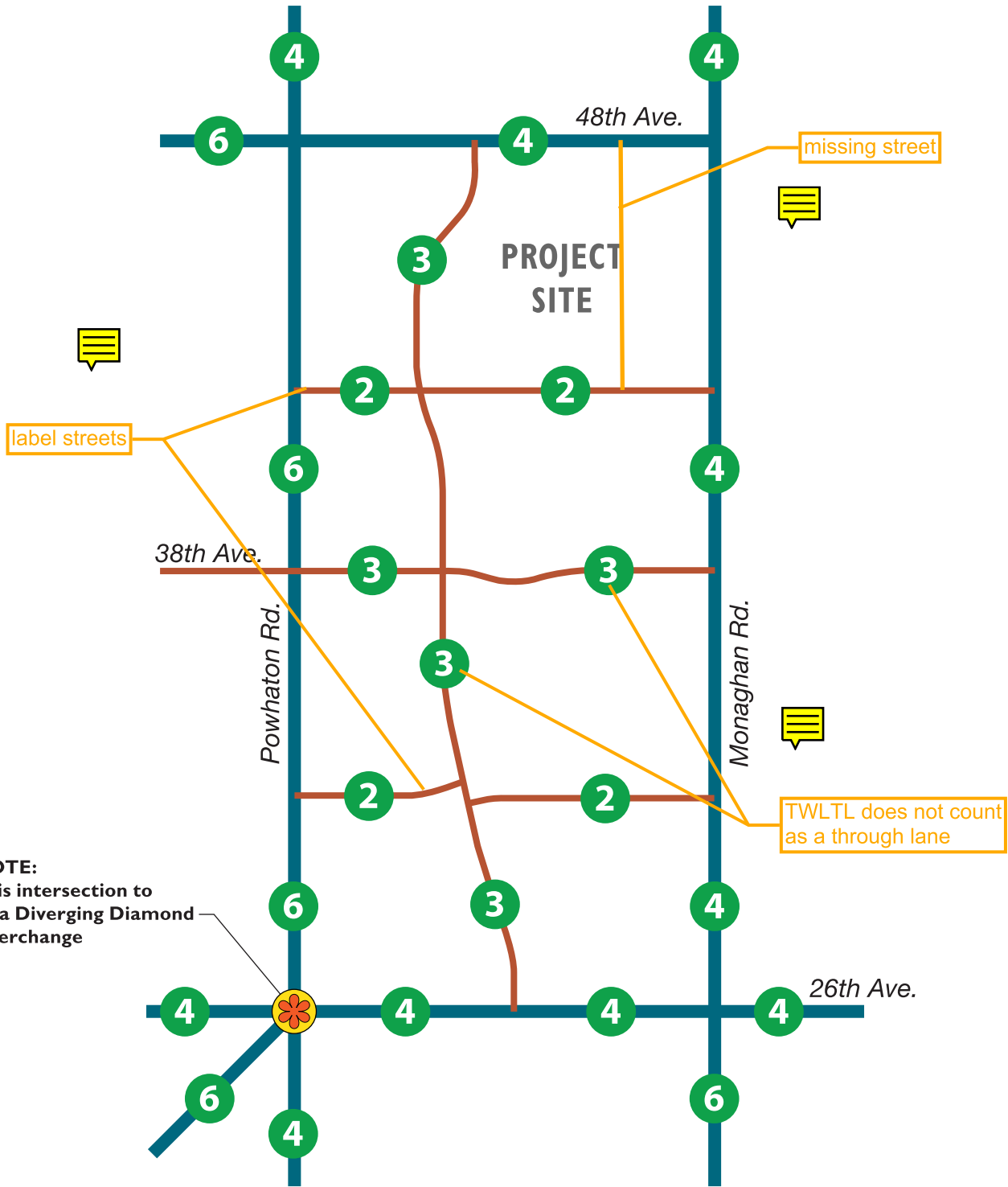


text indicates there shouldn't be E/W thru - which is correct?
volumes warrant dedicated RTLs

LEGEND

X/X = AM/PM Peak Hour Signalized Intersection Level of Service
x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service

STOP = Stop Sign
Traffic Signal = Traffic Signal



LEGEND

- = Arterial
- = Collector
- X = Number of Through Lanes

With respect to the intersections, the following illustrate the turn lane geometry needs at specific intersections analyzed in this study:

- **Powhaton/48th.** Lane needs include dual left turn lanes on all four approaches. Each approach should also provide separate right turn lanes. Even with this “maxed-out” intersection geometry, this intersection could still experience operational challenges during peak hours given the high level of background traffic projected along Powhaton Road. A 150-second cycle length may be needed for this intersection to function properly (which was applied to this analysis).
- **48th/North-South Collector Road.** As a tee intersection, this intersection should function no worse than LOS C. While not needed from a LOS perspective, dual left turn lanes should be considered along the northbound approach. Dual left turns were not specifically analyzed in this report, but a more detailed future traffic impact study should consider this possibility.
- **48th/Monaghan.** With 48th Avenue terminating at Monaghan, this will be a tee-intersection. Background traffic will be the primary culprit to warranting signalization. Dual left turn lanes should be provided along the northbound approach.
- **26th/Monaghan.** Each approach should ultimately provide dual through lanes, a separate right turn lane, and a separate left turn lane. The northbound and eastbound approaches should also include a second left turn lane.
- **Powhaton/38th.** Lane needs include dual left turn lanes along the southbound and westbound approaches. Separate right turn lanes should also be provided along all four approaches. Two east-west through lanes should be provided in each direction.
- **38th/North-South Collector Road.** This internal intersection will not warrant signalization. Acceptable operations can be achieved with an all-way-stop intersection. A separate lane should be provided for each movement along all four approaches.
- **38th/Monaghan.** With 38th Avenue terminating at Monaghan, this will be a tee-intersection that is anticipated to warrant signalization. Single turn lanes for all turning movements should be provided as should dual through lanes north-south.
- **26th/North-South Collector.** Signalization will be warranted based on the 2045 traffic, and this intersection will experience a heavy pattern of traffic between the north and west legs of this intersection. Given the heavy southbound right turn movement, a free-flow southbound right turn lane could potentially be built provided that a westbound acceleration lane is added to 26th Avenue to receive free-flowing traffic.
- **32nd/Powhaton.** This intersection will be signalized to serve the east side of the road. Because this roadway lines up with a residential roadway within The Aurora Highlands, a special design will be required to physically prohibit east-west through traffic while allowing the signal to serve left turns, right turns, and the north-south through traffic. A northbound right turn deceleration lane is needed.
- **32nd/ Monaghan.** This intersection is recommended to be three-quarter movement in which the eastbound left-out movement would be prohibited. A planned signal at 38th Avenue can instead serve this left turn demand.
- **26th/Monaghan.** This intersection will need dual left turn lanes along the northbound and eastbound approaches. All four approaches should also be built with a separate right turn lane and dual through lanes. Signalization should be planned.
- **Powhaton/Aerotropolis/26th.** This is a planned diverging diamond interchange. The analyses presented in this report indicate that this configuration will function well.

why? analysis volumes and NEATS indicate only 1-lane in each direction is needed

Fig 8 showing thru lanes

Several perimeter intersections have been identified to be limited turns to avoid installing too many signals and also realizing that another nearby signal would be accessible. These intersections include:

- Monaghan/42nd Avenue
- Monaghan/32nd Avenue
- 26th/Access (first one east of Powhatan). Development served by this access should ideally be able to access the north-south collector road. That is, Planning Area 22 on the master plan should be provided access to the north-south collector road through Planning Area 23.

In addition to the turn lane needs described above, a queuing analysis at the study area intersections was also completed, the results of which are shown in **Table 2**

The City of Aurora's *Traffic Impact Study Guidelines* indicate that the CDOT State Highway Access Code (SHAC) be used to determine storage and taper lengths. These values often yield overly conservative results and provide storage well in excess of 95th percentile queues (which already incorporate a heavy vehicle percentage of 10 percent), often by a factor of two to three. The SHAC procedures do not account for other conditions in the intersection such as low opposing through movements if a left turn movement is in question. As such, there are instances above where the final recommendation would more appropriately align with the 95th percentile lengths relative to informing design. Lead-in taper lengths of 144 feet (188 feet where dual left turn lanes are to be provided) should be used, indicative of a 40 MPH speed per CDOT SHAC. **Table 2** indicates which movements are more appropriately sized from the 95th percentile result. The second to last column reflects our recommended lane length based on the results and engineering judgement.

not all roadways are 40mph and therefore will not have the same required taper lengths

dual lefts have twice the transition width so twice the taper length

2045 Intersection Results*

Location	Critical Movements	95% Queue Length (ft)	Recommended Storage Length	SHAC Recommended Auxiliary Lane Length
		2045 Build (AM/PM Peak)		
48 th Avenue & Powhatan Road (Intersection 1)	EB Left-turn	142 / 140	150	175
	EB Through	379 / 301	Continuous	Continuous
	EB Right-turn	Free Movement	Continuous	Continuous
	WB Left-turn	283 / 226	300	625
	WB Through	202 / 364	Continuous	Continuous
	WB Right-turn	163 / 1083	1100	875
	NB Left-turn	270 / 411	425	650
	NB Through	694 / 627	Continuous	Continuous
	NB Right-turn	Free Movement	Continuous	Continuous
	SB Left-turn	589 / 327	600	900
	SB Through	377 / 648	Continuous	Continuous
	SB Right-turn	12 / 122	125	250
48 th Avenue & N-S Collector (Intersection 2)	EB Through	261 / 383	Continuous	Continuous
	EB Right-turn	37 / 31	50	625
	WB Left-turn	29 / 14	50	50
	WB Through	219 / 312	325	Continuous
	NB Left-turn	121 / 405	425	450
	NB Right-turn	12 / 20	25	50

provide queuing analysis reports in the appendix so table can be verified and confirm if deviation from SHAC recommendations is acceptable



The FDP will not be approved by public works until the master drainage (MD RSN 1429068) study is approved

Response: Acknowledged.

Aerotropolis Logistics Center Public Improvement Plan

September 2023

HR Green Project No: 220475

Prepared for:

Aerotropolis Industrial Holdings, LLC
5851 San Felipe, Suite 230
Houston, Tx 77057

Prepared by:

HR Green Development, LLC
Contact: Ryan Littleton, PE
rlittleton@hrgreen.com
720-602-4937

Please revise this note to include the remoteness requirement:

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The plan must show the two points of access with a looped water supply to the overall development and each phase of the development despite any changes.

Response: Narrative was updated.

Response: Narrative was updated.

support them independently. However, the actual sequence of improvements will be determined by market demands. Furthermore, depending upon market demands, some improvements may be added or partially skipped as needed. Individual Site Plans (SP) will ensure City minimum requirements are met for each specific application/filing/development. Utility alignments (water, sanitary sewer, storm drainage) are shown for illustrative purposes to identify required infrastructure but are subject to change as planning areas are developed. Final roadway and utility alignments will be determined by subsequent SP's and construction document submittals.

Each planning area and SP shall at a minimum have:

- o Two points of access into the property
- o Sufficient roadways to assure emergency vehicle access and to meet the generated traffic demands.
- o Sufficient water flows and fire hydrants to provide service and meet the required fire flow demands.
- o Sufficient sanitary sewer outfall capacity
- o Adequate drainage infrastructure and outfall structures so that downstream drainage infrastructure is not negatively affected. Final improvements to downstream drainage infrastructure required prior to or with the development of planning areas.

Fire hydrants shall be spaced according to the fire code and city ordinances.

Response: Narrative was updated.

A tree inventory and mitigation plan shall be submitted and approved prior to any grading or construction of any improvement areas related to relevant SP's or other improvements to The ALC Master Plan. The inventory and mitigation plan shall conform to the requirements of The City of Aurora and shall be approved prior to issuance of any grading or building permits.

2. Roadway Improvements

The proposed arterial and collector roadways align with the arterial and collector roadways of adjacent properties. Currently 48th Avenue, 26th Avenue, 38th Parkway, Aerotropolis Parkway, and Monaghan Road are adjacent or internal to the site. The Aerotropolis Regional Transportation Authority (ARTA) is responsible for the design and construction of the following roadway and associated utility improvements (estimated construction completion dates have been provided by ARTA):

- o 48th Avenue from Aerotropolis Parkway to Monaghan Road (est. completion by Spring 2025)
- o Monaghan Road from 26th Avenue to 48th Avenue (est. completion by Fall 2025)
- o 26th Avenue from Aerotropolis Parkway to Monaghan Road (est. completion by Spring 2025)
- o Aerotropolis Parkway from 26th Avenue to 48th Avenue (est. completion by Spring 2025)
- o Aerotropolis Avenue/Powhaton Road from I-70 to 26th Avenue and Diverging Diamond Intersection at 26th/Powhaton/Aerotropolis (est. completion by Fall 2024)
- o 38th Parkway improvements from Aerotropolis Parkway to Monaghan Road (est. completion TBD)
- o A new north-south collector internal to ALC (Collector 1) from 26th Avenue to 48th Avenue (est. completion TBD)

If Aerotropolis Parkway improvements have not yet been triggered by The Aurora Highlands (TAH) development, the section of Aerotropolis Parkway between 26th Avenue and 38th Parkway, along with the associated utilities, will need to be constructed with the development of PA's 13, 15, 20, 22, and 23 or as determined by traffic studies. This section of Aerotropolis Parkway and a section of 26th Avenue alignment is dependent on the outcome of the intersection configuration of the following roadways: 26th Avenue (both

depend

Response: Narrative was updated.

east and west of Aerotropolis Parkway), The Aurora Highlands Parkway, Harvest Road, and Aerotropolis Parkway.

It is anticipated that, at a minimum, full roadway sections shall be constructed adjacent to each planning area as necessary to accommodate access locations as well as to satisfy Life Safety and traffic movement requirements. Intersections may require full sections and proper transitions to adequately handle the ultimate traffic volumes and traffic movements. The remaining roadway and utility infrastructure shall be completed as future planning areas are developed. In general, roadway improvements will be triggered if access, life safety and/or traffic demands warrant construction.

Traffic signals will be funded in whole by ARTA and constructed when warranted for the following intersections:

- Aerotropolis Parkway and 26th Avenue
- Aerotropolis Parkway and 48th Avenue
- Monaghan Road and 26th Avenue
- Monaghan Road and 38th Parkway
- Monaghan Road and 48th Avenue
- Collector 1 and 48th Avenue
- Collector 1 and 26th Avenue

3. Drainage Improvements

ALC lies within the First Creek, Second Creek, and Box Elder watersheds. On the western portion of the site, drainage travels in a generally southeast to northwest direction. This portion of the site drains to either Tributary T, part of the First Creek Watershed or towards Second Creek. On the eastern portion of the site, drainage travels in a generally east or northeasterly direction towards tributaries of Box Elder Creek.

The development of ALC will require public and private drainage improvements for the safe collection and conveyance of stormwater runoff. All public drainage improvements shall be constructed within the Aurora and Mile High Flood District (MHFD) as directed. Major drains shall be constructed to be eligible for maintenance funding from MHFD. Runoff shall initially be carried in the streets. The street conveyance will be supplemented where street flow capacities are exceeded. Storm sewer networks shall be constructed to convey runoff to water quality and detention facilities. Flow from Tributary T, Second Creek, and Box Elder Creek.

- Ponding elements may be used for water quality treatment
- “Water quality” is a generic term and is used interchangeably with “water quality” (EURV) in this public improvement plan narrative.

Fire hydrants are required along the transmission/larger diameter water lines. Please check with Aurora Water to determine the method of placing hydrants along larger water lines. Fire hydrants shall be spaced according to applicable fire code and city ordinances.

Response: Narrative was updated.

4. Water Improvements

ALC will be served by the City of Aurora (COA) water system with the proposed development integrating into Pressure Zones 3 and 4.

Water transmission to the proposed development area is planned to be conveyed by means of a 30" waterline running along 26th Avenue and two (2) waterlines from the west, one 16-inch and one 24-inch line. The two lines from the west are to be constructed in conjunction with The Aurora Highlands development and will serve Zone 3. Zone 4 will be served by the existing 30-inch along 26th Avenue to the south of the site that is to be constructed with Eastern Utility Extension, Zone 4 Waterline by The City of Aurora. One