

# HORIZON UPTOWN

## Public Improvement Plan

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**PROJECT DATA****INTRODUCTION**

This study presents the improvements required to support the proposed Horizon Uptown development. The report will establish requirements for infrastructure and timing for the public infrastructure improvements. This report is part of the Framework Development Plan (FDP) and should be reviewed and updated as needed during the Contextual Site Plan (CSP) process. The infrastructure improvements outlined in this report assumes that no other infrastructure has been constructed outside of each planning. However, with each additional CSP prepared, all previously developed planning areas will be accounted for and the following infrastructure improvements will be re-analyzed:

- Roadway - A Traffic Impact Study (TIS) will be prepared that will include traffic volumes from all previously developed areas to determine if additional volumes generated by the planning area warrant the construction of half of the roadway for Picadilly Road.
- Roadway – Similarly, for roadways with typical sections 4-lanes or greater, an analysis on traffic demand will be performed to determine if construction of the full roadway section is required.
- Roadway – Utilities (drainage, sanitary, and water) required under roadways will be constructed when roadways are constructed, even if utilities will be needed for a future development phase.
- Drainage – Available storm sewer connections will be reviewed to determine if interim outfalls will be required. Drainage facilities within the roadway will be installed with the roadway at the time of the roadway construction.
- Water – Water lines constructed during previously developed areas will be reviewed to determine if an alternate connection is available to create a looped system with 2 points of connection. The demands on the water lines will also be analyzed to confirm if alternate connections are required to meet the design requirements. Water lines within the roadway will be installed with the roadway at the time of the roadway construction.
- Sanitary Sewer – Sewer lines constructed during previously developed areas will be reviewed to determine what additional infrastructure is required. An analysis on peak flow rates and velocities will be performed. Sanitary sewer within the roadway will be installed with the roadway at the time of the roadway construction.
- Fire Department Access – Roadways previously constructed will be analyzed to determine the two points of access for life safety into the proposed development.

Proposed land use for the property consists of mixed commercial, planned urban development (SUN), mixed use, and parks/open space as shown in the FDP documents. Proposed zoning of the property includes mixed use, retail, office, and various densities of residential.

The final development plan for the property identifies various intended uses proposed for development throughout the project. In general terms, the Interstate 70 frontage area will include predominantly commercial and retail type development. The E-470 frontage area will include predominantly

commercial and some retail uses. A Town Center with mixed-use development (PA-1 and PA-2) is proposed in the north central area of the property. These areas are listed as mixed use including residential components with retail and employment based development in common uses. Residential land use will include both single family and multi-family.

## LOCATION

The Project is located in Section 1, Township 4 South, Range 66 West of the 6<sup>th</sup> Principal Meridian, City of Aurora, Arapahoe County, Colorado. The property is comprised of two parcels separated by the E-470 ROW. The west parcel is bounded on the north by Interstate 70, on the west by Picadilly Road, on the south by 6<sup>th</sup> Avenue, and on the east by E-470. The east parcel is bounded on the north and west by E-470, on the east by Gun Club Road, and on the south by a 60' viewer's corridor along an extension to the 6<sup>th</sup> Avenue ROW. The project vicinity map is provided in Figure 1.

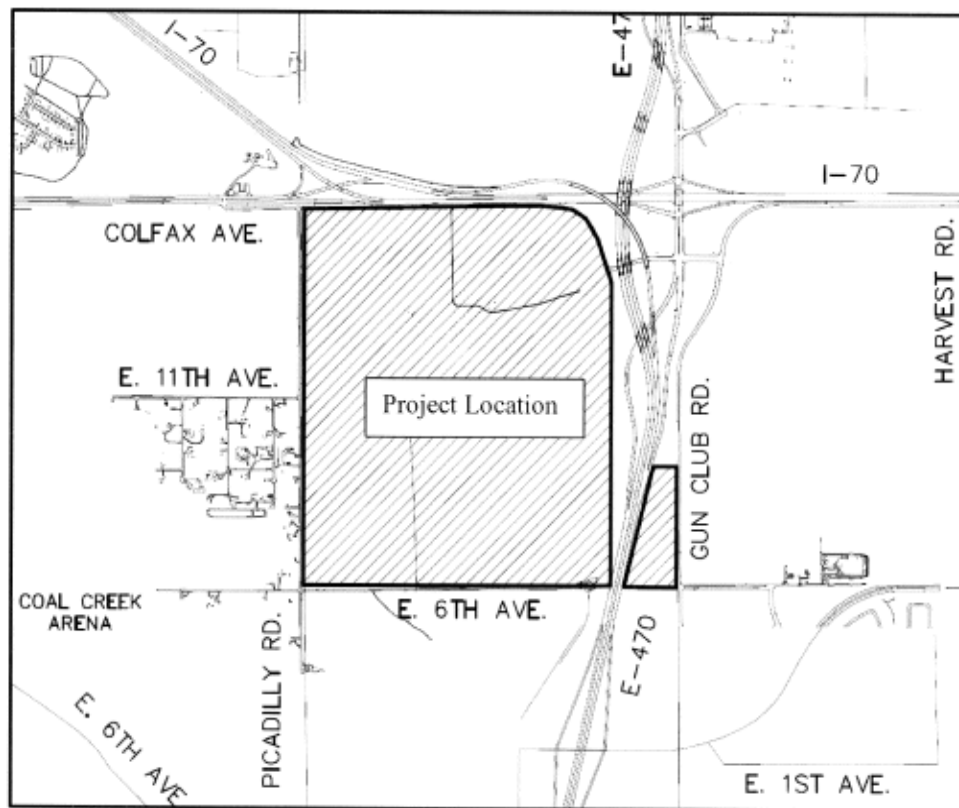


Figure 1. Vicinity Map

## PLANNING AREA 1 & 2 RAC

Planning Areas 1 and 2 (PA-1 and PA-2) are located in the northeast section of the project. The area is currently planned to be mixed-use town center. PA-1 is located north of Colfax Avenue and PA-2 is south of Colfax Avenue. In the following section, the minimum infrastructure requirements will be summarized to support the planning area. Actual development of this project will be determined by market conditions and demand.

The infrastructure requirements needed to complete this planning area include the construction of roadways, drainage improvements, sanitary sewer, and water main improvements. The assumption in this section is that no other infrastructure has been constructed outside of the planning area.

## ROADWAY IMPROVEMENTS

The following roadways will need to be constructed or in place to support development within the planning area:

1. Required roadway infrastructure for PA-1:
  - Option 1: Colfax Avenue (Access from Gun Club Road) – Roadway C3 will need to be constructed from Gun Club Road to the planning area. The full roadway will need to be constructed to the property boundary, and a half section from the property boundary to the PA boundary.
  - Option 2: Colfax Avenue (Access from Picadilly Road) – Roadway C1 and C2 can also be constructed to support the development within the planning area. Half of the roadway will be required to support the development.
  - Option 3: Road 3 (Access from 6<sup>th</sup> Avenue)- Roadway 3A and 3B could provide a second point of access.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety, therefore 2 of the options listed above will need to be constructed to provide the points of access.
2. Required roadway infrastructure for PA-2:
  - Colfax Avenue (Access from Gun Club Road) – Roadway C3 will need to be constructed from Gun Club Road to the planning area. The full roadway will need to be constructed to the property boundary, and a half section from the property boundary to the PA boundary.
  - Alternative Option Colfax Avenue (Access from Picadilly Road) – Roadway C1 and C2 can also be constructed to support the development within the planning area. Half of the roadway will be required to support the development.

- Alternative Option 11<sup>th</sup> Avenue (Access from Picadilly Road) – Roadway 11A and 11B can be constructed to support the development within the planning area.
- Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
- All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
- A minimum of 2 points of access from future Colfax Avenue or Road 2 will be required for life safety, therefore 2 of the options listed above will need to be constructed to provide the points of access.

## DRAINAGE IMPROVEMENTS

The following drainage improvements will be constructed to support the development within the planning area:

1. Required drainage infrastructure for PA-1:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #5 as identified in the exhibit in the appendix.
  - Drainage Detention #5 will require construction of an outfall to the First Creek Outfall system near the E-470 interchange.
2. Required drainage infrastructure for PA-2:
  - Water quality will be provided onsite and in green infrastructure within the right-of-way (ROW). Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #5 as identified in the exhibit in the appendix.
  - Drainage Detention #5 will require construction of an outfall to the First Creek Outfall system near the E-470 interchange.

## WATER IMPROVEMENTS

The following water improvements will be constructed to support the development within the planning area:

1. Required water infrastructure for PA-1:
  - A looped water system can be created for PA-1 through construction of Water Line #2, Water Line #6 (Picadilly to Road 3), Water Line #10 or Water Line #12, and Water Line #11.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.

**2. Required water infrastructure for PA-2:**

- A looped water system can be created for PA-2 through one of the options listed below:
  - Construction of Water Line #2, Water Line #6 (Picadilly to 11<sup>th</sup> Avenue), and Water Line #3.
  - Construction of Water Line #2, Water Line #6 (Picadilly to Road 3), and Water Line #10 or Water Line #12.
- Looped water mains will be required within the planning subarea with all required fire hydrants.

**SANITARY SEWER IMPROVEMENTS**

The following sanitary sewer improvements will be constructed to support the development within the planning area:

**1. Required sanitary infrastructure for PA-1:**

- Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
  - Sanitary Sewers #5, #4, #3, #2, #1
  - A connection to the sanitary sewer will be required from the development of the subarea.

**2. Required sanitary infrastructure for PA-2:**

- Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
  - Sanitary Sewers #6, #2, and #1

**PLANNING AREAS 3 – 9 RAC**

Planning Areas 3 through 9 (PA-3 – PA-9) are located in the north and east side of the project, adjacent to I-70 and E-470. The area is currently planned to be mixed-use and commercial. PA-3 – PA-5 are located north of Colfax Avenue and south of I-70. PA-6 – PA-9 are located south of Colfax and east of Road 3 and west of E-470. In the following section, the minimum infrastructure requirements will be summarized to support the planning area. Actual development of this project will be determined by market conditions and demand.

The infrastructure requirements needed to complete this planning area include the construction of roadways, drainage improvements, sanitary sewer, and water main improvements. The assumption in this section is that no other infrastructure has been constructed outside of the planning area.

**ROADWAY IMPROVEMENTS**

The following roadways will need to be constructed or in place to support development within the planning area:



1. Required roadway infrastructure for PA-3:
  - Colfax Avenue (Access from Picadilly Road) – Roadway C1 will need to be constructed from Picadilly Road to the planning area. Only half of the roadway section will need to be constructed to support the development.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points can be provided off Colfax Avenue, or an additional access point off Picadilly Road can be provided depending on phasing of the project.
2. Required roadway infrastructure for PA-4:
  - Colfax Avenue – (Access from Picadilly Road) Roadway C1 and C2 adjacent to development, will need to be constructed from Picadilly Road to the planning area. Only half of the roadway section will need to be constructed to support the development.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points can be provided off Colfax Avenue, or an additional access point off Picadilly Road can be provided depending on phasing of the project.
3. Required roadway infrastructure for PA-5:
  - Colfax Avenue – Colfax Avenue (Access from Gun Club Road) – Roadway C3 will need to be constructed from Gun Club Road to the planning area. The full roadway from Gun Club Road to the east property boundary will need to be constructed (per City of Aurora), and a half section from the east property boundary west into the site to the PA boundary.
  - Alternative Option Colfax Avenue (Access from Picadilly Road) – Roadway C1 and C2 can also be constructed to support the development within the planning area. Half of the roadway will be required to support the development.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points will be provided off Colfax Avenue.
4. Required roadway infrastructure for PA-6:
  - Colfax Avenue (Access from Gun Club Road) – Roadway C3 will need to be constructed from Gun Club Road to the planning area. The full roadway from Gun Club Road to the east

- property boundary will need to be constructed (per City of Aurora), and a half section from the east property boundary west into the site to the PA boundary.
- Alternative Option Colfax Avenue (Access from Picadilly Road) – Roadway C1, C2, and a portion of C3 can also be constructed to support the development within the planning area. Half of the roadway section for C1 and C2 will be required to support the development.
  - Alternative Option Road 3 – Roadway 3A and 3B can also be constructed to support the development within the planning area. Half of the roadway will be required to support the development.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points will be provided off Colfax Avenue or Road 3.
5. Required roadway infrastructure for PA-7:
- Road 3 (Access from 6<sup>th</sup> Avenue)– Roadway 3A and 3B will need to be constructed to support the development within the planning area. Half of the roadway will be required to support the development.
  - Alternative Option Colfax Avenue (Access from Gun Club Road) – Roadway C3 and 3A can also be constructed from Gun Club Road to the planning area. Only half of the roadway section will need to be constructed to support the development.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points will be provided off Road 3 or Colfax Avenue.
6. Required roadway infrastructure for PA-8:
- Road 3 (Access from 6<sup>th</sup> Avenue)– Roadway 3B and a portion of 3A, adjacent to development will need to be constructed to support the development within the planning area. Half of the roadway will be required to support the development.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points will be provided off Road 3.
7. Required roadway infrastructure for PA-9:

- Road 3 (Access from 6<sup>th</sup> Avenue) – Roadway 3B will need to be constructed to support the development within the planning area. Half of the roadway will be required to support the development.
- Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
- All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
- A minimum of 2 points of access will be required for life safety. Two access points will be provided off Road 3 or 6<sup>th</sup> Avenue.

## DRAINAGE IMPROVEMENTS

The following drainage improvements will be constructed to support the development within the planning area:

1. Required drainage infrastructure for PA-3:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #1 as identified in the exhibit in the appendix.
  - Drainage Detention #1 will require construction of an outfall to the existing outfall to Sand Creek as identified in the exhibit in the Appendix.
2. Required drainage infrastructure for PA-4:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #1 as identified in the exhibit in the appendix.
  - Drainage Detention #1 will require construction of an outfall to the existing outfall to Sand Creek as identified in the exhibit in the Appendix.
3. Required drainage infrastructure for PA-5:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #5 as identified in the exhibit in the appendix.
  - Drainage Detention #5 will require construction of an outfall to the First Creek Outfall system near the E-470 interchange.
4. Required drainage infrastructure for PA-6:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.

- Detention will be provided at Drainage Detention #4 as identified in the exhibit in the appendix.
  - Drainage Detention #4 will require construction of an outfall to the First Creek Outfall system near the E-470 interchange.
5. Required drainage infrastructure for PA-7:
- Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #4 as identified in the exhibit in the appendix.
  - Drainage Detention #4 will require construction of an outfall to the First Creek Outfall system near the E-470 interchange.
6. Required drainage infrastructure for PA-8:
- Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #3.
  - Drainage Detention #3 will require construction of an outfall to Sand Creek or an interim outfall that would be determined during development of the CSP.
7. Required drainage infrastructure for PA-9:
- Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #3 or at interim facilities as identified in the exhibit in the appendix.
  - Drainage Detention #3 will require construction of an outfall to Sand Creek or an interim outfall that would be determined during development of the CSP.

## WATER IMPROVEMENTS

The following water improvements will be constructed to support the development within the planning area:

1. Required water infrastructure for PA-3:
  - A portion of Water #6 adjacent to the planning sub-area will need to be constructed to support the development.
  - A connection to the Picadilly water line (Water #2) will be required to create a looped system. Water #2 and #1 will need to be connected and constructed from the existing 6<sup>th</sup> Avenue conduit to the existing water line in Colfax Avenue.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
2. Required water infrastructure for PA-4:

- A portion of Water #6 (Picadilly Road to 11<sup>th</sup> Avenue), adjacent to the planning sub-area will need to be constructed to support the development.
  - An additional connection to the Picadilly water line (Water #2) through PA-3 will be required to create a looped system. Water #2 and #1 will need to be connected and constructed from the existing 6<sup>th</sup> Avenue conduit to the existing water line in Colfax Avenue.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
3. Required water infrastructure for PA-5:
- A portion of Water #6 (Picadilly Road to 11<sup>th</sup> Avenue) will need to be constructed to support the development.
  - A connection to the Picadilly water line (Water #2) will be required to create a looped system. Water #2 as well as Water #12 will need to be connected and constructed to the existing water line in Colfax Avenue and future water line in Gun Club Road respectively. Water #11 will also need to be constructed.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
4. Required water infrastructure for PA-6:
- Water #2, Water #6 and Water #12 will need to be constructed to support the development.
  - A connection to the Picadilly water line (Water #2) will be required to create a looped system. Water #2 as well as Water #12 will need to be connected and constructed to the existing water line in Colfax Avenue and future water line in Gun Club Road respectively. A portion of Water #10 adjacent to the site will need to be constructed.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
5. Required water infrastructure for PA-7:
- Water #10 and Water #12 will need to be constructed to support the development.
  - The connection to Water #10 to the existing 30-inch conduit within 6<sup>th</sup> Avenue and the connection of Water #12 to the future water main in Gun Club Road will provide a looped system.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
6. Required water infrastructure for PA-8:
- Water #10 will need to be constructed to support the development.
  - An additional connection to the existing 30-inch conduit within 6<sup>th</sup> Avenue through a water line internal to a previously constructed planning area (PA-9) will be required to create a looped system.

- Looped water mains will be required within the planning subarea with all required fire hydrants.
7. Required water infrastructure for PA-9:
    - A portion of Water #10 will need to be constructed to support the development.
    - An additional connection to the existing 30-inch conduit within 6<sup>th</sup> Avenue through a water line internal to the planning subarea will be required to create a looped system.
    - Looped water mains will be required within the planning subarea with all required fire hydrants.

## SANITARY SEWER IMPROVEMENTS

The following sanitary sewer improvements will be constructed to support the development within the planning area:

1. Required sanitary infrastructure for PA-3:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #3, #2, and #1
2. Required sanitary infrastructure for PA-4:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #3, #2, and #1
3. Required sanitary infrastructure for PA-5:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #5, #4, #3, #2, and #1
4. Required sanitary infrastructure for PA-6:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #9, #7, and #1 from the connection to the existing interceptor to 7<sup>th</sup> Avenue (internal planning area roadway).
5. Required sanitary infrastructure for PA-7:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #9, #7, and #1 from Sand Creek to 7<sup>th</sup> Avenue (internal planning area roadway).
6. Required sanitary infrastructure for PA-8:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:

- Sanitary Sewers #9, #7, and #1 from Sand Creek to 7<sup>th</sup> Avenue (internal planning area roadway).
7. Required sanitary infrastructure for PA-9:
- Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #9, #7, and #1 from Sand Creek to 7<sup>th</sup> Avenue (internal planning area roadway).

## PLANNING AREA 10 RAC

Planning Area 10 (PA-10) is located in the southeast section of the project. The area is currently planned to be commercial. Planning Area 10 is located at the northwest corner of the intersection of Gun Club Road and 6<sup>th</sup> Avenue. In the following section, the minimum infrastructure requirements will be summarized to support the planning area. Actual development of this project will be determined by market conditions and demand.

The infrastructure requirements needed to complete this planning area include the construction of roadways, drainage improvements, sanitary sewer, and water main improvements. The assumption in this section is that no other infrastructure has been constructed outside of the planning area.

## ROADWAY IMPROVEMENTS

The following roadways will need to be constructed or in place to support development within the planning area:

1. Required roadway infrastructure for PA-10:
  - Gun Club Road – Half of the roadway section adjacent to the development will be required to be constructed to support development.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points will be provided off Gun Club Road.

## DRAINAGE IMPROVEMENTS

The following drainage improvements will be constructed to support the development within the planning area:

1. Required drainage infrastructure for PA-10:

- Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
- Drainage Pipe #10 will need to be constructed adjacent to development to provide an outfall.

## WATER IMPROVEMENTS

The following water improvements will be constructed to support the development within the planning area:

1. Required water infrastructure for PA-10:
  - Water #13 will need to be constructed to support development.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.

## SANITARY SEWER IMPROVEMENTS

The following sanitary sewer improvements will be constructed to support the development within the planning area:

1. Required sanitary infrastructure for PA-10:
  - Outfall to Coal Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #10.

## PLANNING AREA 11 (FIRE STATION)

Planning Area 11 (PA-11) is located on the northwest section of the project. The area is currently planned to be a parcel for a future fire station. PA-11 is located north of Colfax Avenue between Picadilly Road (west) and Road 1 (east). In the following section, the minimum infrastructure requirements will be summarized to support the planning area. Actual development of this project will be determined by market conditions and demand.

The infrastructure requirements needed to complete this planning area include the construction of roadways, drainage improvements, sanitary sewer, and water main improvements. The assumption in this section is that no other infrastructure has been constructed outside of the planning area.

## ROADWAY IMPROVEMENTS

The following roadways will need to be constructed or in place to support development within the planning area:

1. Required roadway infrastructure for PA-11:



- Colfax Avenue – Roadway C1 will need to be constructed from Picadilly Road to the planning area. Only half of the roadway section will need to be constructed to support the development.
- Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
- All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
- A minimum of 2 points of access will be required for life safety. Access points will be provided off Colfax Avenue.

## DRAINAGE IMPROVEMENTS

The following drainage improvements will be constructed to support the development within the planning area:

1. Required drainage infrastructure for PA-11:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #1 as identified in the exhibit in the Appendix.
  - Drainage Detention #1 will require construction of an outfall to the existing outfall to Sand Creek as identified in the exhibit in the Appendix.

## WATER IMPROVEMENTS

The following water improvements will be constructed to support the development within the planning area:

1. Required water infrastructure for PA-11:
  - A portion of Water #6 adjacent to the planning sub-area will need to be constructed to support the development.
  - A connection to the Picadilly water line (Water #2) will be required to create a looped system. Water #2 and #1 will need to be connected and constructed from the existing 6<sup>th</sup> Avenue conduit to the existing water line in Colfax Avenue.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.

## SANITARY SEWER IMPROVEMENTS

The following sanitary sewer improvements will be constructed to support development within the planning area:

1. Required sanitary infrastructure for PA-11:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #3, #2, and #1

## PLANNING AREAS 12 – 15 SUN

Planning Areas 12 through 15 (PA-12 – PA-15) are located on the west side of the project. The area is currently planned to be single family and multi-family. PA-12 – PA-15 are located east of Picadilly Road from 6<sup>th</sup> Avenue (south) to Colfax Avenue (north). In the following section, the minimum infrastructure requirements will be summarized to support the planning area. Actual development of this project will be determined by market conditions and demand.

The infrastructure requirements needed to complete these planning areas include the construction of roadways, drainage improvements, sanitary sewer, and water main improvements. The assumption in this section is that no other infrastructure has been constructed outside of the planning areas.

## ROADWAY IMPROVEMENTS

The following roadways will need to be constructed or in place to support development within the planning areas:

1. Required roadway infrastructure for PA-12:
  - Picadilly Road – Half of the Picadilly Road section will be the responsibility of the developer to construct. Construction of the roadway will be triggered by either traffic demands (ADT greater than 16,500), life safety requirements, or with full development of PA-12, PA-14 and PA-15.
  - Road 11A, half of Colfax Avenue (C1) from Picadilly Road to Road 1, and Road 1A will be constructed with adjacent development within the planning subarea.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. The access points will be provided off Picadilly Road or Colfax Avenue.
2. Required roadway infrastructure for PA-13:
  - Colfax Avenue – Half of the Colfax Avenue section will need to be constructed adjacent to development, roadway C2 to support the development.
  - Road 11A, 11B and Road 1A will need to be constructed with adjacent development within the planning subarea.

- Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points will be provided off 11<sup>th</sup> Avenue or Colfax Avenue.
3. Required roadway infrastructure for PA-14:
- Picadilly Road – Half of the Picadilly Road section will be the responsibility of the developer to construct. Construction of the roadway will be triggered by either traffic demands (ADT greater than 16,500), life safety requirements, or with full development of PA-12, PA-14 and PA-15.
  - Road 11A, 2A, and Road 1B will need to be constructed with adjacent development within the planning subarea.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points will be provided off Picadilly Road or 11<sup>th</sup> Avenue.
4. Required roadway infrastructure for PA-15:
- Picadilly Road – Half of the Picadilly Road section will be the responsibility of the developer to construct. Construction of the roadway will be triggered by either traffic demands (ADT greater than 16,500), life safety requirements, or with full development of PA-12, PA-14 and PA-15.
  - 6<sup>th</sup> Avenue- Half of the 6<sup>th</sup> Avenue section (minimum of 24', not including parking, of pavement to accommodate 2 travel lanes) will need to be constructed adjacent to the development.
  - Road 2A and Road 4A will need to be constructed with adjacent development within the planning subarea.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points can be provided off Picadilly Road or 6<sup>th</sup> Avenue.

## DRAINAGE IMPROVEMENTS

The following drainage improvements will be constructed to support the development within the planning area:

1. Required drainage infrastructure for PA-12:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #2 as identified in the exhibit in the appendix.
  - Drainage Detention #2 will require construction of a connection to the existing outfall under Picadilly Road to Sand Creek.
2. Required drainage infrastructure for PA-13:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #2 as identified in the exhibit in the appendix.
  - Drainage Detention #2 will require construction of a connection to the existing outfall under Picadilly Road to Sand Creek.
3. Required drainage infrastructure for PA-14:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #3 as identified in the exhibit in the appendix.
  - Drainage Detention #3 will require construction of an outfall to Sand Creek.
  - Construction of Outfall Drainage #7. If an interim outfall is required, it would be determined during development of the CSP.
4. Required drainage infrastructure for PA-15:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Detention will be provided at Drainage Detention #3 as identified in the exhibit in the appendix.
  - Drainage Detention #3 will require construction of an outfall to Sand Creek.
  - Construction of Outfall Drainage #7. If an interim outfall is required, it would be determined during development of the CSP.

## WATER IMPROVEMENTS

The following water improvements will be constructed to support the development within the planning area:

1. Required water infrastructure for PA-12:
  - Water #1, Water #2, a portion of Water #6 (Picadilly Road to Road 1), a portion of Water #5 (11<sup>th</sup> Ave to Colfax), and a portion of Water #3 (Picadilly Road to Road 1) adjacent to the planning sub-area will need to be constructed to support the development.

- A connection to the existing water main in Colfax Avenue will be required to create a looped system.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
2. Required water infrastructure for PA-13:
- Water #1, Water #2, Water #3, a portion of Water #5 (11<sup>th</sup> Ave to Colfax), and a portion of Water #6 (Picadilly Road to 11<sup>th</sup> Avenue), will need to be constructed to support the development.
  - A connection to the existing water main in Colfax Avenue will be required to create a looped system.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
3. Required water infrastructure for PA-14:
- A portion of Water #1 (6<sup>th</sup> Avenue to 11<sup>th</sup> Avenue) Water #7, Water #3, and Water #5 adjacent to the planning sub-area will need to be constructed to support the development.
  - An additional connection to the existing 6<sup>th</sup> Avenue conduit through PA-15 will be required to create a looped system.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
4. Required water infrastructure for PA-15:
- A portion of Water #1 (6<sup>th</sup> Avenue to Road 2), Water #7 adjacent to development, and Water #4 adjacent to the planning sub-area will need to be constructed to support the development.
  - A connection to the existing 6<sup>th</sup> Avenue conduit will be required to create a looped system.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.

## SANITARY SEWER IMPROVEMENTS

The following sanitary sewer improvements will be constructed to support the development within the planning area:

1. Required sanitary infrastructure for PA-12:
- Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #1, #2, and #3 adjacent to development.
2. Required sanitary infrastructure for PA-13:

- Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
  - Sanitary Sewers #1, #2, #3, and #6 adjacent to development.
- 3. Required sanitary infrastructure for PA-14:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewer #1 adjacent to development and the connection to the Sand Creek Interceptor.
    - Sanitary Sewer #2 adjacent to development.
- 4. Required sanitary infrastructure for PA-15:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewer #1 adjacent to development and the connection the Sand Creek Interceptor.
    - Sanitary Sewer #7 within the planning area.
    - Sanitary Sewer #8 to provide a connection for offsite future development south of 6<sup>th</sup> Avenue.

## PLANNING AREAS 16 – 19 SUN, PLANNING AREA 20

Planning Areas 16 through 19 (PA-16 – PA-19) are located in the center of the project. The area is currently planned to be single family and multi-family. PA-16 – PA-19 are located west of Road 3 from 6<sup>th</sup> Avenue (south) to Colfax Avenue (north). Planning Area 20 (PA-20) is also located in the center of the project and is currently planned to be a school. In the following section, the minimum infrastructure requirements will be summarized to support the planning areas. Actual development of this project will be determined by market conditions and demand.

The infrastructure requirements needed to complete these planning areas include the construction of roadways, drainage improvements, sanitary sewer, and water main improvements. The assumption in this section is that no other infrastructure has been constructed outside of the planning areas.

## ROADWAY IMPROVEMENTS

The following roadways will need to be constructed or in place to support development within the planning areas:

1. Required roadway infrastructure for PA-16:
  - 6<sup>th</sup> Avenue - Construction of half of the roadway (minimum 24-feet, not including parking, of pavement to accommodate 2 travel lanes) will be required adjacent to development.
  - Road 3, and half of Road 3B adjacent to development will be constructed with adjacent development within the planning subarea.

- Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points will be provided off 6<sup>th</sup> Avenue.
2. Required roadway infrastructure for PA-17:
- 6<sup>th</sup> Avenue - Construction of the half of the roadway (minimum 24-feet, not including parking, of pavement to accommodate 2 travel lanes) will be required adjacent to development.
  - Road 4, Road 2C, and half of Road 3B will be constructed with adjacent development within the planning subarea.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points will be provided off 6<sup>th</sup> Avenue.
3. Required roadway infrastructure for PA-18:
- 6<sup>th</sup> Avenue - Construction of half of the roadway (minimum 24-feet, not including parking, of pavement to accommodate 2 travel lanes) will be required by either traffic demands, life safety requirements, or with full development of PA-15 and PA-16.
  - Half of Road 3A and 3B will be constructed with adjacent development within the planning subarea.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
  - All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
  - A minimum of 2 points of access will be required for life safety. Two access points will be provided off Road 3.
4. Required roadway infrastructure for PA-19:
- Colfax Avenue –Roadway C3 to Gun Club Road will be required to serve the development. The full roadway section will need to be constructed from Gun Club Road to the property boundary. Half of the roadway section is required from the property boundary to roadway limits adjacent to the development.
  - Half of Road 3A and 3B will be constructed with adjacent development within the planning subarea.
  - Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.

- All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
- A minimum of 2 points of access will be required for life safety. Two access points will be provided off Colfax Avenue or Road 3.

**E. 6th Ave A****Between Picadilly Road and Tempe Ave**

## 5. Required roadway infrastructure for PA-20:

- ~~6<sup>th</sup> Avenue~~ Construction of half of the roadway (minimum 24-feet, not including parking, of pavement to accommodate 2 travel lanes) will be required by either traffic demands, life safety requirements, or with full development of PA-15 and PA-16.
- ~~Half of Road 3A and 3B will be constructed with development within the planning subarea.~~
- Half of Road 2 will be constructed with adjacent development within the planning subarea.
- Local and private streets will be constructed within the planning area to support development. These roadways will be part of a CSP.
- All related infrastructure street lighting, landscape, drainage facilities, water, sanitary sewer, storm sewer, and erosion control will be constructed with the roadway improvements.
- A minimum of 2 points of access will be required for life safety. Two access points will be provided of 6<sup>th</sup> Avenue or ~~Colfax Avenue.~~ **Picadilly Road.**

**DRAINAGE IMPROVEMENTS**

The following drainage improvements will be constructed to support the development within the planning area:

1. Required drainage infrastructure for PA-16:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Drainage Pipe #6 will need to be constructed adjacent to development to provide an outfall.
  - Detention will be provided at Drainage Detention #3 as identified in the exhibit in the appendix.
  - Drainage Detention #3 will require construction of an outfall to Sand Creek.
  - Construction of Outfall Drainage #7. If an interim outfall is required, it would be determined during development of the CSP.
2. Required drainage infrastructure for PA-17:
  - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
  - Drainage Pipe #6 will need to be constructed adjacent to development to provide an outfall.
  - Detention will be provided at Drainage Detention #3 as identified in the exhibit in the appendix.
  - Drainage Detention #3 will require construction of an outfall to Sand Creek.




- Construction of Outfall Drainage #7. If an interim outfall is required, it would be determined during development of the CSP.
3. Required drainage infrastructure for PA-18:
    - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
    - Drainage Pipe #6 will need to be constructed to a point that the internal storm sewer system can connect to the drainage outfall.
    - Detention will be provided at Drainage Detention #3 as identified in the exhibit in the appendix.
    - Drainage Detention #3 will require construction of an outfall to Sand Creek.
    - Construction of Outfall Drainage #7. If an interim outfall is required, it would be determined during development of the CSP.
  4. Required drainage infrastructure for PA-19:
    - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
    - Detention will be provided at Drainage Detention #3 as identified in the exhibit in the appendix.
    - Drainage Detention #3 will require construction of an outfall to Sand Creek.
    - Construction of Outfall Drainage #7 will be constructed. If an interim outfall is required, it would be determined during development of the CSP.
  5. Required drainage infrastructure for PA-20:
    - Water quality will be provided onsite and within green infrastructure within the ROW. Details of location and size will be determined during the CSP process.
    - Drainage Pipe #6 will need to be constructed to a point that the internal storm sewer system can connect to the drainage outfall.
    - Detention will be provided at Drainage Detention #3 as identified in the exhibit in the appendix.
    - Drainage Detention #3 will require construction of an outfall to Sand Creek.
    - Construction of Outfall Drainage #7. If an interim outfall is required, it would be determined during development of the CSP.

## WATER IMPROVEMENTS

The following water improvements will be constructed to support the development within the planning area:

1. Required water infrastructure for PA-16:
  - A portion of Water #4 and Water #10 adjacent to the planning sub-area will need to be constructed to support the development.

- An additional connection to the existing 30-inch conduit within 6<sup>th</sup> Avenue through a water line internal to the planning subarea or a previously constructed planning area will be required to create a looped system.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
2. Required water infrastructure for PA-17:
- Water #4, Water #8 and a portion of Water #10 adjacent to the planning sub-area will need to be constructed to support the development.
  - An additional connection to the existing 30-inch conduit within 6<sup>th</sup> Avenue through a water line internal to the planning subarea or a previously constructed planning area will be required to create a looped system.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
3. Required water infrastructure for PA-18:
- Water #4, Water #8 and a portion of Water #10 from adjacent to the planning sub-area to 6<sup>th</sup> Avenue will need to be constructed to support the development.
  - The connection of Water #4 and Water #10 to the existing 30-inch conduit within 6<sup>th</sup> Avenue will provide a looped system.
  - An additional connection to the existing 30-inch conduit within 6<sup>th</sup> Avenue through a water line internal to the planning subarea or a previously constructed planning area will be required to create a looped system.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
4. Required water infrastructure for PA-19:
- Water #12 and Water #10 will need to be constructed to support the development.
  - The connection of Water #12 to the future water main in Gun Club Road and the connection of Water #10 to the existing 30-inch conduit within 6<sup>th</sup> Avenue will provide a looped system.
  - An additional connection to the existing 30-inch conduit within 6<sup>th</sup> Avenue through a water line internal to the planning subarea or a previously constructed planning area will be required to create a looped system.
  - Looped water mains will be required within the planning subarea with all required fire hydrants.
5. Required water infrastructure for PA-20:

-  • ~~Water #4, Water #8, and a portion of Water #10 from Road 2 to 6<sup>th</sup> Avenue will need to be constructed to support the development.~~ Water #4 and Water #8A will need to be constructed to support the development.
- ~~The connection of Water #4 and Water #10 to the existing 30-inch conduit within 6<sup>th</sup> Avenue will provide a looped system.~~ Water #8A will need two separate connections constructed to the existing 30-inch conduit within 6<sup>th</sup> avenue to provide a looped system.

- An additional connection to the existing 30-inch conduit within 6<sup>th</sup> Avenue through a water line internal to the planning subarea or a previously constructed planning area will be required to create a looped system.
- Looped water mains will be required within the planning subarea with all required fire hydrants.

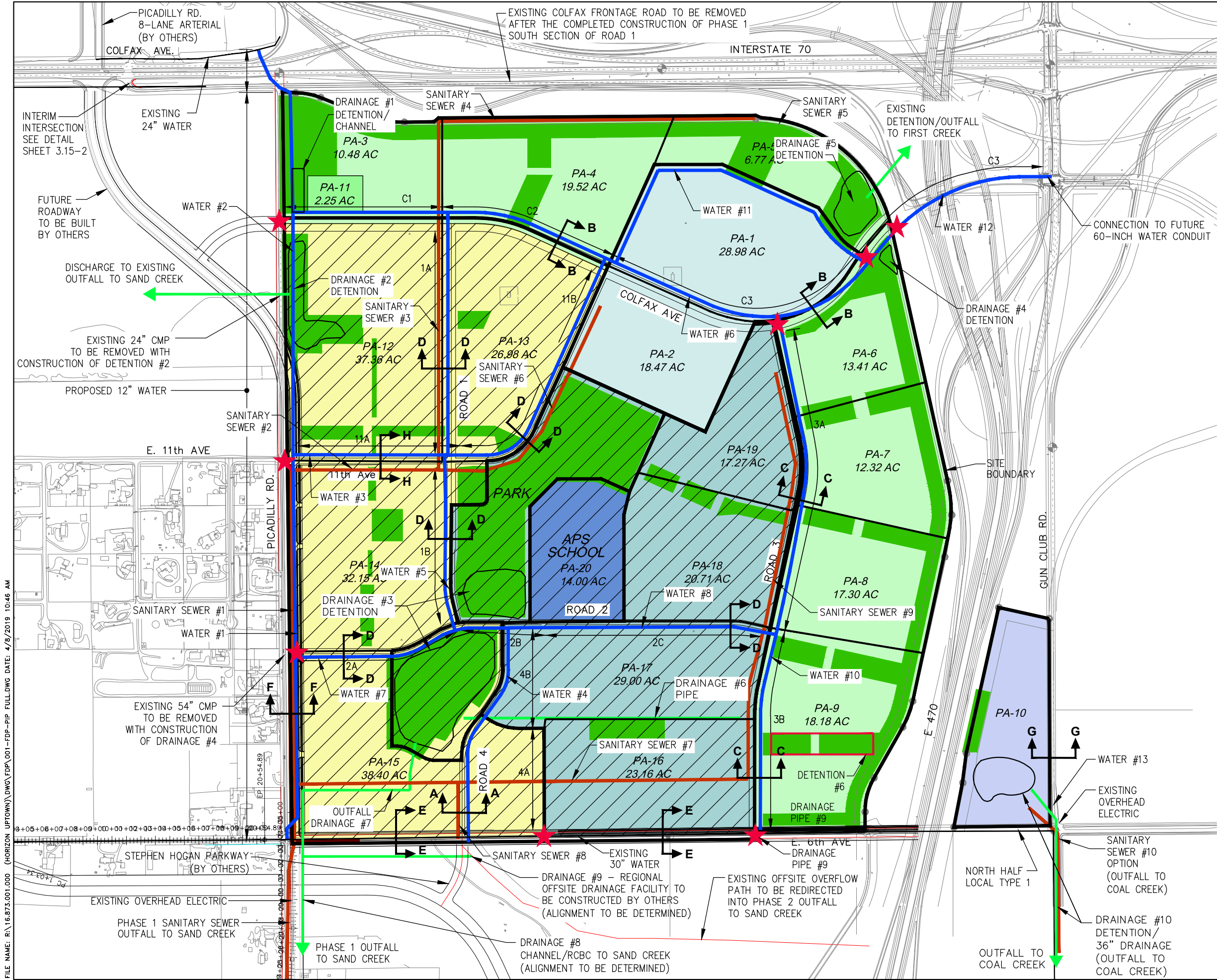
## SANITARY SEWER IMPROVEMENTS

The following sanitary sewer improvements will be constructed to support the development within the planning area:

1. Required sanitary infrastructure for PA-16:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #7 and #1 from Sand Creek to 7<sup>th</sup> Avenue (internal planning area roadway).
2. Required sanitary infrastructure for PA-17:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #7 and #1 from Sand Creek to 7<sup>th</sup> Avenue (internal planning area roadway).
    - Sanitary Sewer #9 from the planning area to Sanitary Sewer #7.
3. Required sanitary infrastructure for PA-18:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #7 and #1 from Sand Creek to 7<sup>th</sup> Avenue (internal planning area roadway).
    - Sanitary Sewer #9 within the planning area to Sanitary Sewer #7.
4. Required sanitary infrastructure for PA-19:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #9, #7, and #1 from Sand Creek to 7<sup>th</sup> Avenue (internal planning area roadway).
5. Required sanitary infrastructure for PA-20:
  - Outfall to Sand Creek interceptor will need to be constructed to support the development, this includes construction of the following improvements:
    - Sanitary Sewers #7, and #1 to 7<sup>th</sup> Avenue (internal planning area roadway).

**Sanitary Sewer #7 downstream of PA-20,**

## **Appendix A – Public Improvement Plan Exhibits**



Framework Development Plan  
Horizon Uptown

SWC of I-70 and E-470  
Aurora, Colorado  
April, 2019

RNL  
Stantec

STANTEC ARCHITECTURE, INC.  
1050 17TH STREET, SUITE A200  
DENVER, CO 80202  
www.stantec.com

Matrix

MATRIX DESIGN GROUP  
1601 BLAKE STREET, #200  
DENVER, CO 80202  
www.matrixdesigngroup.com

LEGEND

P-SS

PROPOSED SANITARY SEWER

P-WT

PROPOSED WATER

SUN BOUNDARY

PLANNING AREA BOUNDARY

★

ACCESS POINT AT PLANNING AREA  
SECOND POINT OF ACCESS WILL BE PROVIDED  
ON LOCAL STREETS. FINAL LOCATION WILL BE  
DETERMINED AT TIME OF CSP.

NOTE:

The developer shall provide two distinct points of emergency  
access to the overall site and a looped water supply to each  
phase of the development as approved by the Life Safety  
Representative for the Aurora Fire Department. The developer  
shall construct any off site roadway or emergency crossings  
improvements per City standards necessary to facilitate  
emergency vehicular access this site.

(Notes continued Sheet 3.15-2)

PUBLIC  
IMPROVEMENTS  
PLAN  
SHEET 3.15-1

NORTH

0 300 600 1200

ORIGINAL SCALE: 1" = 300'-0"  
NOTE: SCALE IS APPROXIMATE

FILE NAME: R:\16.873.001.000 (HORIZON UPTOWN)\DWG\TDP\001-FDP-PIP FULL.DWG DATE: 4/5/2019 10:46 AM

Aurora, Colorado Horizon Uptown



Framework Development Plan  
Horizon Uptown

SWC of I-70 and E-470  
Aurora, Colorado  
April, 2019

LEND LEASE COMMUNITIES LLC  
8800 MOUNT PYRAMID COURT, SUITE 400  
ENGLEWOOD, CO 80112  
www.lendlease.com

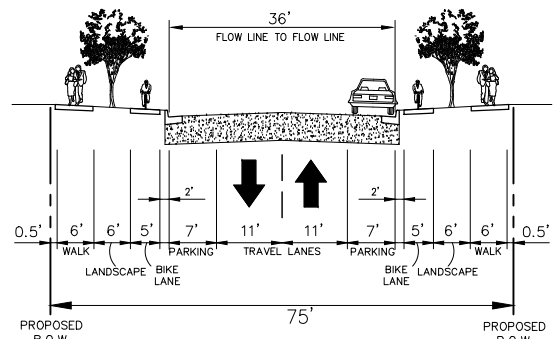
RNL  
Stantec

STANTEC ARCHITECTURE, INC.  
1050 17TH STREET, SUITE A200  
DENVER, CO 80202  
www.stantec.com

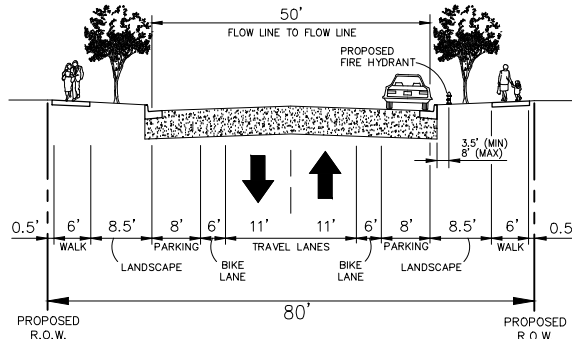
Matrix  
DESIGN GROUP  
1601 BLAKE STREET, #200  
DENVER, CO 80202  
www.matrixdesigngroup.com

(Notes continued FROM Sheet 3.15-1)

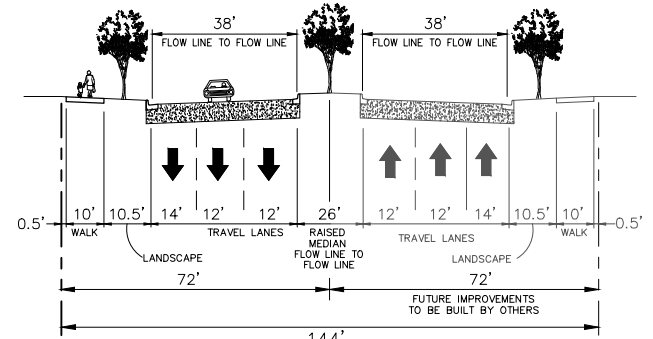
- COST:**
- The developer of Horizon Uptown will participate in the cost of relocating or improving any portion of Picadilly Road not adjacent to the western boundary of the Horizon Uptown FDP in the following circumstances:  
  
(A) The relocation and improvement of Picadilly Road is required for construction of the Picadilly Road / I-70 interchange and the landowners at Horizon Uptown participate in the relocation and improvement costs as part of a larger regional funding strategy, or  
  
(B) The relocation and improvement of Picadilly Road is triggered primarily by traffic generated by the Horizon Uptown project prior to the above interchange improvements and the landowners at Horizon Uptown participate on a pro rata basis with other landowners in a localized funding strategy for the relocation and improvement costs.
  - The developer shall be responsible for funding 50% of all traffic signals along the perimeter roadways, with the exception of the intersection of 6th Avenue and Picadilly Road. The developer will be responsible for funding 25% of the traffic signal at 6th Avenue and Picadilly Road intersection.
  - Developer or assigned District is responsible for design, construction, and maintenance of four-lane arterials.
  - Minimum of 24-feet of pavement will be required for all half roadway sections.
  - Based on intersection, access point and roadway Level of Service, additional auxiliary lanes (left or right turn lanes) may be required based on the Detailed Traffic Impact Studies. This could either widen the required roadway and associated ROW and/or widen required flow line to flow line, or limit the availability of on-street parking.



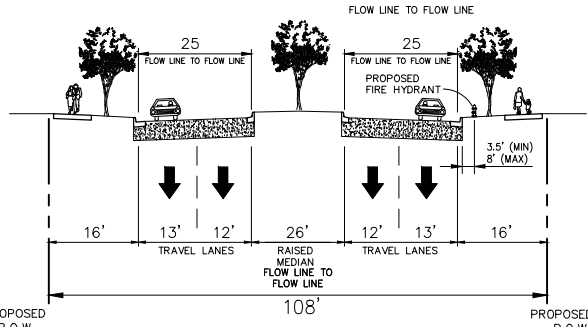
A 2 LANE COLLECTOR (MODIFIED) SEE NOTE 5  
N.T.S.



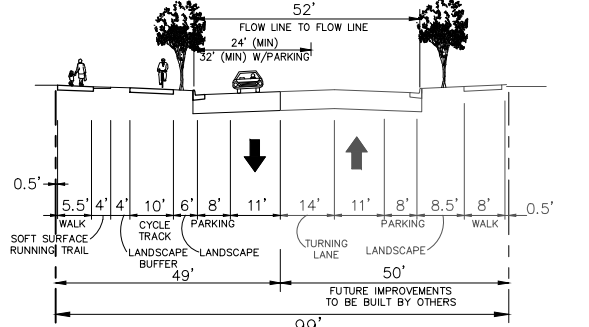
D 2 LANE COLLECTOR SEE NOTE 5  
N.T.S.



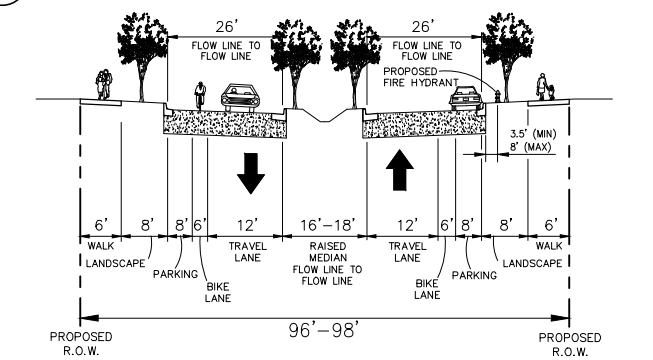
G GUN CLUB ROAD (HALF SECTION)  
N.T.S.



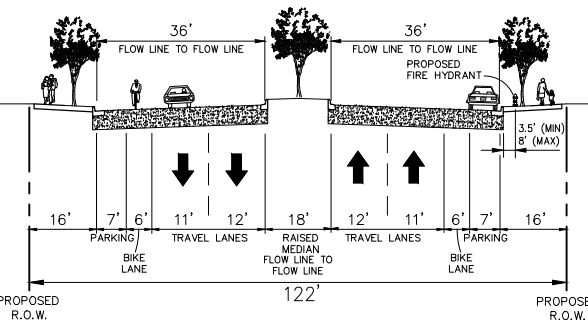
B MAIN STREET - 4 LANES (COLFAX) (MODIFIED)  
N.T.S.  
MODIFICATION OF THIS SECTION INCLUDES REMOVAL OF PARKING LANE AND INCREASING THE WIDTH OF THE MEDIAN FROM 14' TO 18' TO ALLOW A HARDSCAPE MEDIAN ISLAND AND TURN LANE.



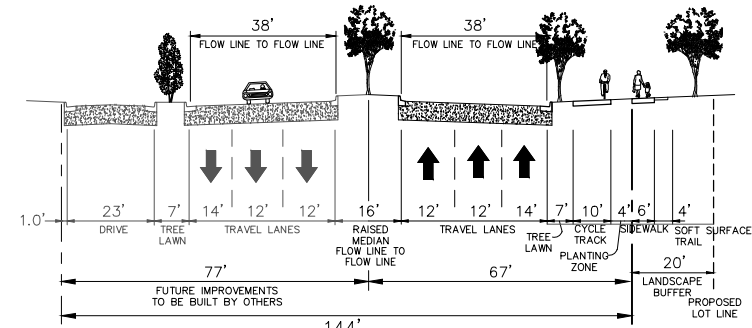
E 6TH AVE (HALF SECTION)  
N.T.S.



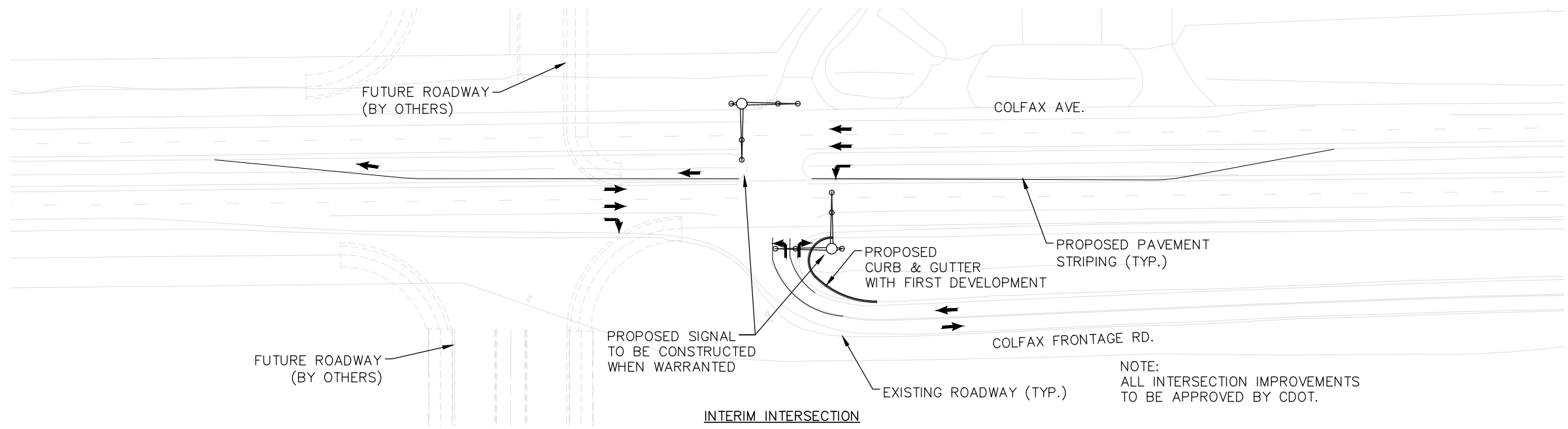
H RESIDENTIAL PARKWAY - 2 LANES (MODIFIED)  
N.T.S.  
MODIFICATION OF THIS SECTION INCLUDES REDUCTION OF THE STANDARD MEDIAN WIDTH FROM 30' TO THE PROPOSED 16' TO 18' WIDTH.



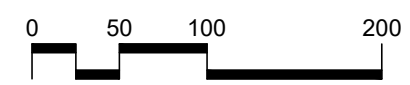
C MAIN STREET - MEDIAN - 4 LANE (MODIFIED)  
N.T.S.  
MODIFICATION OF THIS SECTION INCLUDES REMOVAL OF PARKING LANE AND INCREASING THE WIDTH OF THE MEDIAN FROM 14' TO 18' TO ALLOW A HARDSCAPE MEDIAN ISLAND AND TURN LANE.



F PICADILLY ROAD (HALF SECTION)  
6TH AVE. TO 11TH AVE.  
N.T.S.  
\*SEE NOTE 4



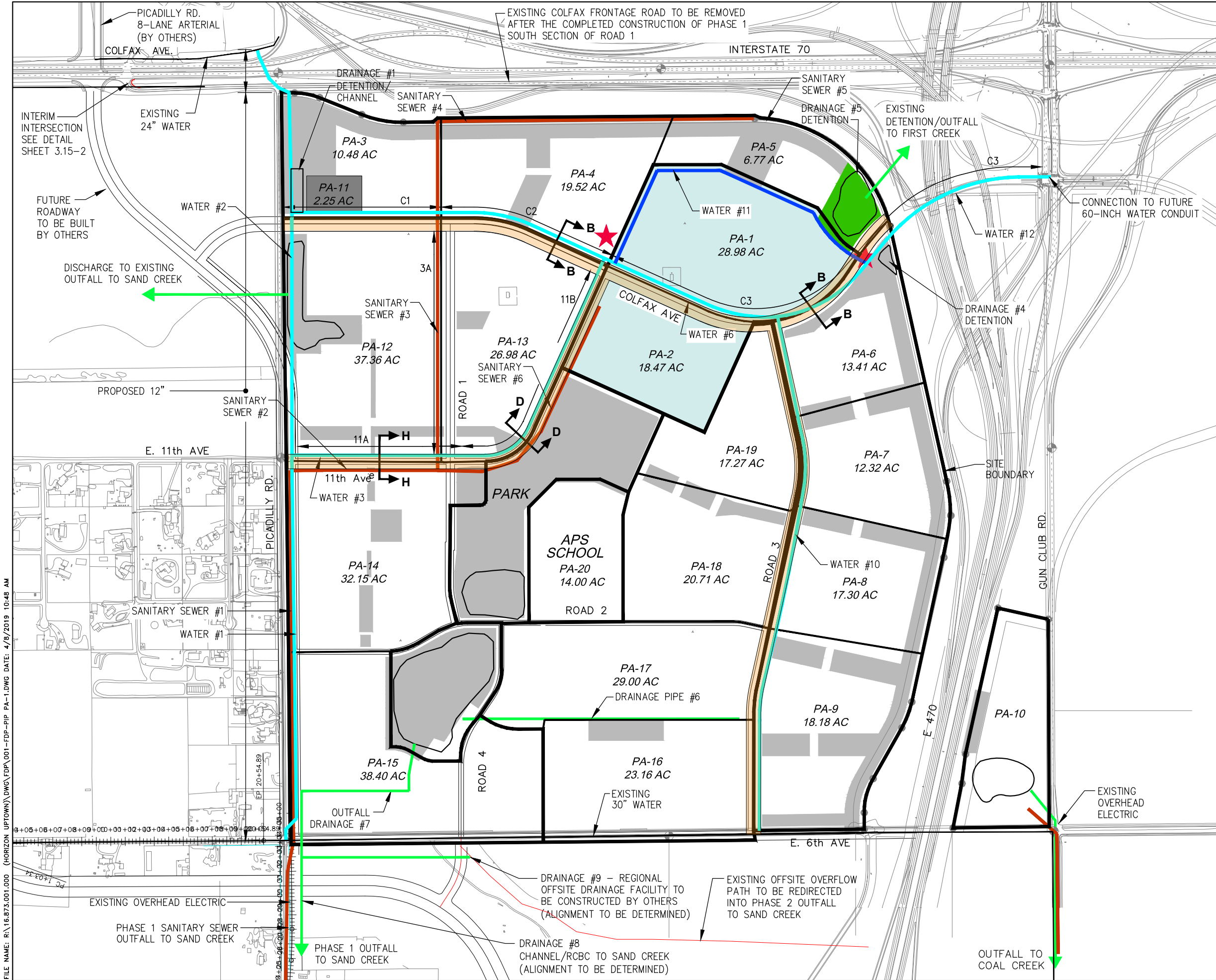
PUBLIC  
IMPROVEMENTS  
PLAN  
SHEET 3.15-2



ORIGINAL SCALE: 1" = 50'-0"  
NOTE: SCALE IS APPROXIMATE



FILE NAME: R:\16.873.001.000 (HORIZON UPTOWN)\DWG\FDP\H400PIP 2.DWG DATE: 4/8/2019 11:16 AM



# Framework Development Plan Horizon Uptown

SWC of I-70 and E-470  
Aurora, Colorado  
April, 2019

LEND LEASE COMMUNITIES LLC  
9800 MOUNT PYRAMID COURT, SUITE 400  
ENGLEWOOD, CO 80112  
www.lendlease.com

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www.stantec.com

Matrix  
MATRIX DESIGN GROUP  
1601 BLAKE STREET, #200  
DENVER, CO 80202  
www.matrixdesigngroup.com

## LEGEND

P-SS PROPOSED SANITARY SEWER

P-WT PROPOSED WATER

SUN BOUNDARY

PLANNING AREA BOUNDARY



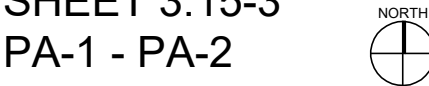
ACCESS POINT AT PLANNING AREA  
SECOND POINT OF ACCESS WILL BE PROVIDED  
ON LOCAL STREETS. FINAL LOCATION WILL BE  
DETERMINED AT TIME OF CSP.

NOTE:  
The developer shall provide two distinct points of emergency  
access to the overall site and a looped water supply to each  
phase of the development as approved by the Life Safety  
Representative for the Aurora Fire Department. The developer  
shall construct any off site roadway or emergency crossings  
improvements per City standards necessary to facilitate  
emergency vehicular access this site.

(Notes continued Sheet 3.15-2)

PROPOSED ROADWAY

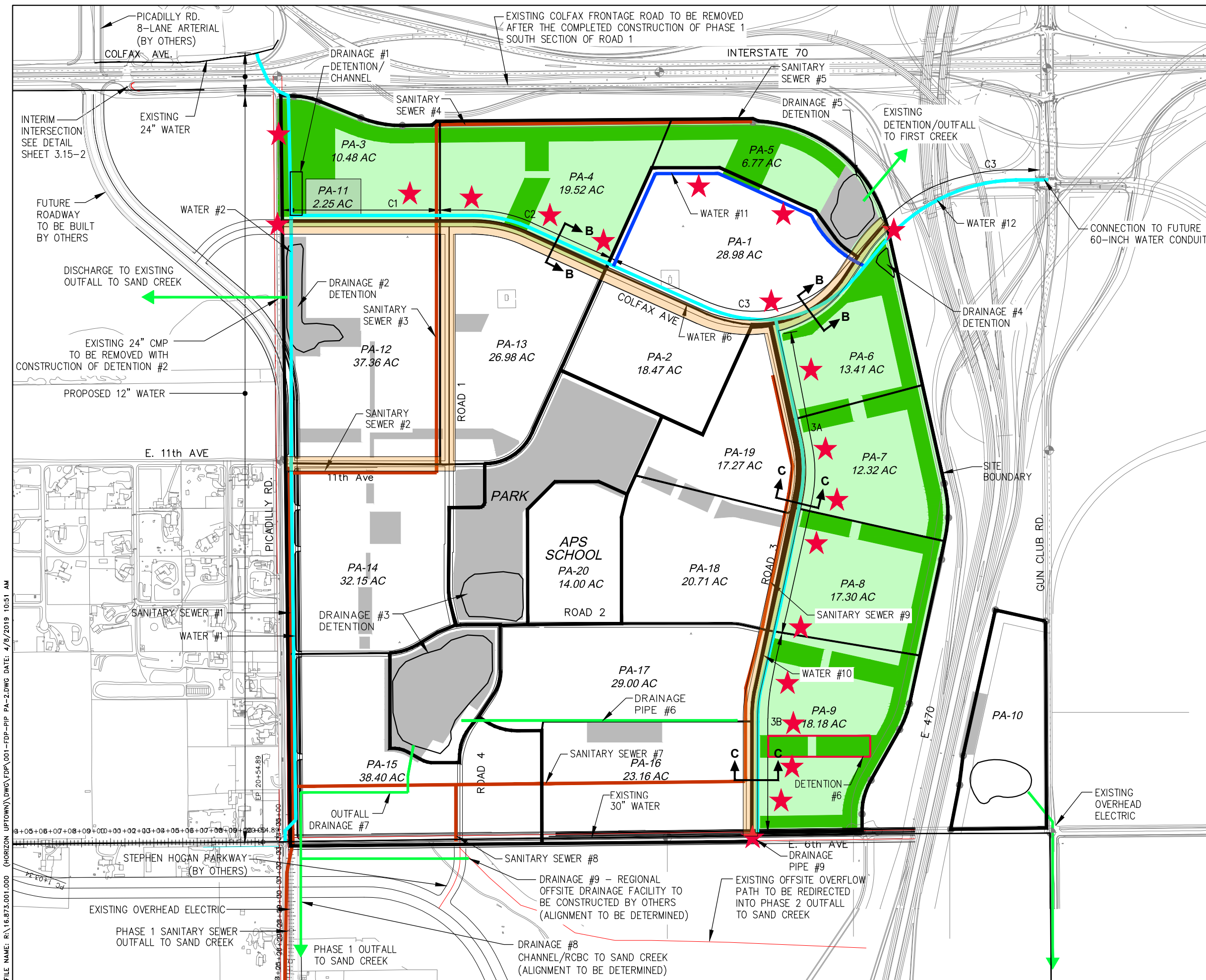
## PUBLIC IMPROVEMENTS PLAN SHEET 3.15-3 PA-1 - PA-2



ORIGINAL SCALE: 1" = 300'-0"  
NOTE: SCALE IS APPROXIMATE

FILE NAME: R:\16.873.001.000 (HORIZON UPTOWN)\DWG\FDP\PA-1.DWG DATE: 4/8/2019 10:48 AM





Framework Development Plan  
Horizon Uptown

SWC of I-70 and E-470  
Aurora, Colorado  
April, 2019

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LEGEND

P-SS

PROPOSED SANITARY SEWER

P-WT

PROPOSED WATER

SUN BOUNDARY

PLANNING AREA BOUNDARY

★

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(Notes continued Sheet 3.15-2)

PROPOSED ROADWAY

\* DETENTION #6 MAY BE DEVELOPED AS  
A SUB-REGIONAL FACILITY OF DISPERSED  
BETWEEN INDIVIDUAL DEVELOPMENTS.

PUBLIC  
IMPROVEMENTS  
PLAN  
SHEET 3.15-4  
PA-3 - PA-9 & PA-11

NORTH

0 300 600 1200

ORIGINAL SCALE: 1" = 300'-0"  
NOTE: SCALE IS APPROXIMATE

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Aurora, Colorado

Horizon Uptown





Framework Development Plan  
Horizon Uptown

SWC of I-70 and E-470  
Aurora, Colorado  
April, 2019

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LEGEND

P-SS PROPOSED SANITARY SEWER

P-WT PROPOSED WATER

SUN BOUNDARY

PLANNING AREA BOUNDARY



ACCESS POINT AT PLANNING AREA  
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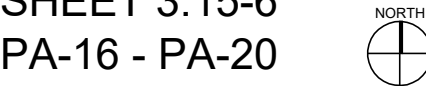
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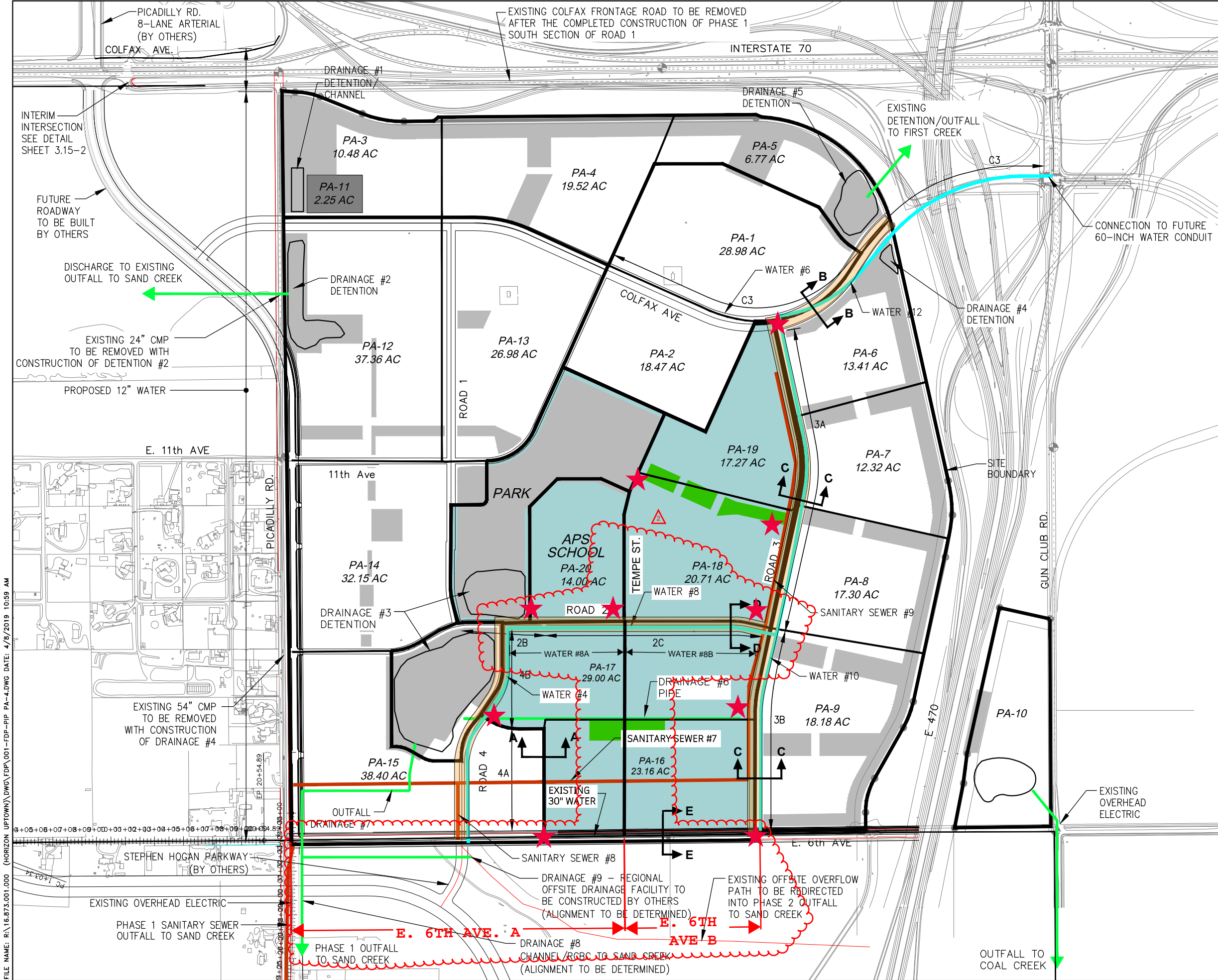
(Notes continued Sheet 3.15-2)

PROPOSED ROADWAY

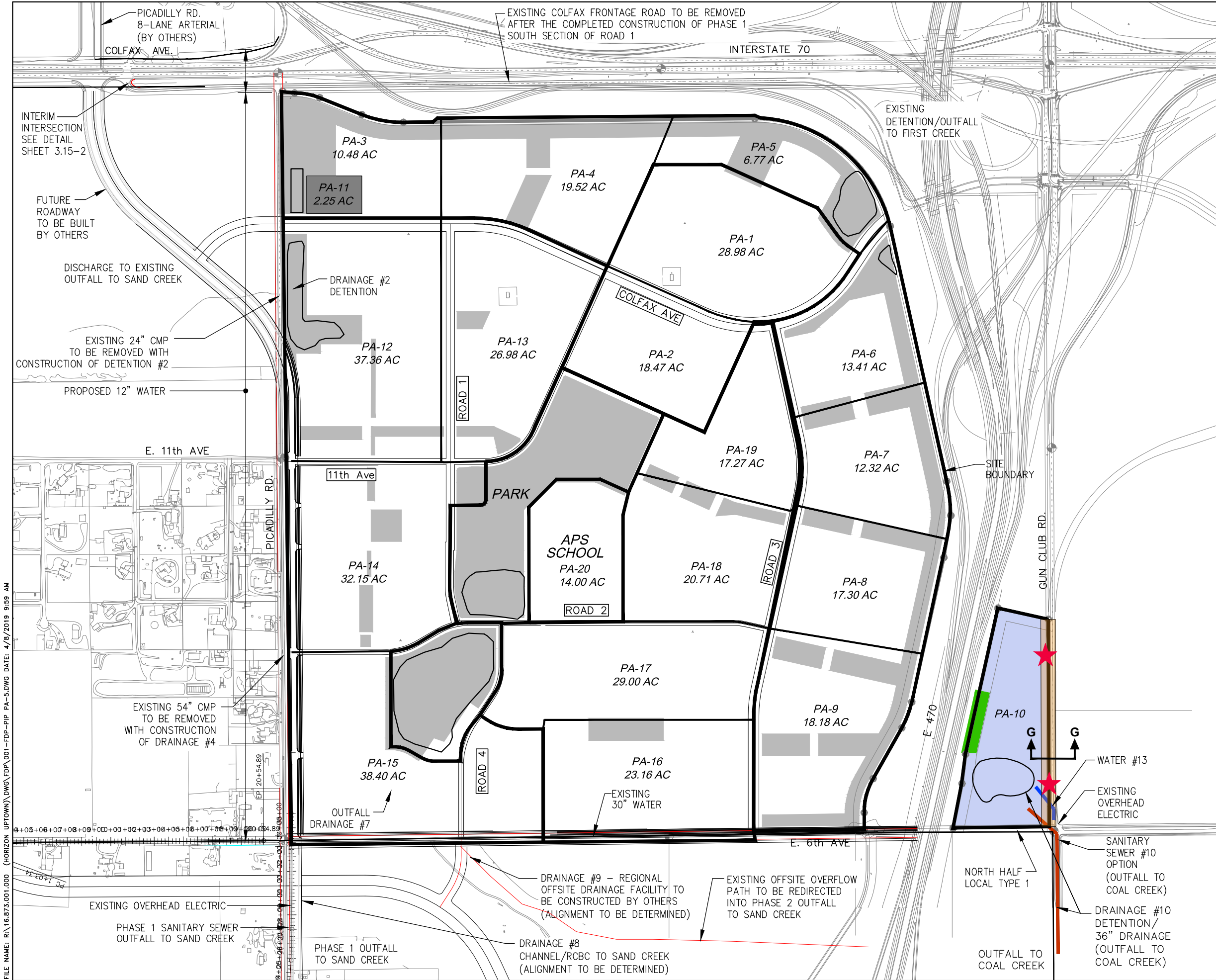
PUBLIC  
IMPROVEMENTS  
PLAN  
SHEET 3.15-6  
PA-16 - PA-20



ORIGINAL SCALE: 1" = 300'-0"  
NOTE: SCALE IS APPROXIMATE







# Framework Development Plan Horizon Uptown

SWC of I-70 and E-470  
Aurora, Colorado  
April, 2019

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## LEGEND

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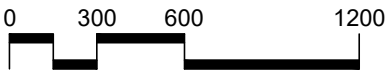
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(Notes continued Sheet 3.15-2)

PROPOSED ROADWAY

## PUBLIC IMPROVEMENTS PLAN SHEET 3.15-7 PA-10



ORIGINAL SCALE: 1" = 300'-0"  
NOTE: SCALE IS APPROXIMATE



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