



June 21, 2024

City of Aurora
Planning & Development Services
15151 E. Alameda Parkway, Suite 5200
Aurora, Colorado 80012
Ph: 303.739.7186

Re: Port Colorado – Sub-Area 2 – Master Plan (DA-1793-05) Submittal #4 – Response to Submission Review #3

We have reviewed Staff's 3rd round of comments for Port Colorado Sub-Area 2 Master Plan and have attached our responses to those comments.

OWNER OF EACH RESPONSE

Red: LAI Design Group Blue: Westwood/Civil Green: FHI/Traffic

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- Tab # 8 missing Form D and MP Standard Notes. (Items 2) **Resubmitted from earlier submittal**
- Tab # 13 Provide a section for Quail Run Drive. Identify the required improvements for on the section See the comments and redlines from Engineering regarding the PIP. (Item 4) **Completed**
- Please contact the reviewer directly for comments. Traffic Engineering. (Item 5) **Completed**
- See the attached comments from CDOT. (Item 10) **Completed**

PLANNING DEPARTMENT COMMENTS

Reviewed by: Rachid Rabbaa rrabbaa@auroragov.org / 303-739-7541 / PDF comment color is teal.

1. Community Comments

1A. Please see the CDOT comments. PDF
Re: **Acknowledged**

2. Completeness and Clarity of the Application

Tab #8 – Land Use Map Matrix
2B. Missing 2 pages: Form D and MP Standard Notes
Re: **Resubmitted from earlier submittal**

Tab #13 - Public Improvement Plan.
2F. See comments 5D to 5I below from Engineering.
Re: **Completed**

3. Zoning, Land Use Comments, and Transportation Issues

3A. No additional comments.



Re: **Acknowledged**

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

4. Civil Engineering

Reviewed by: Reviewed by: Julie Bingham, jbingham@auroragov.org / 303-739-7403 / Comments in green.

Re: **Acknowledged**

Tab 8 MP. Land Use Map, Matrix, and Standard Notes.

4A. This is 114' feet of ROW.

Re: **Corrected**

4B. This is not fully existing.

Re: **Corrected – Matches PIP**

Tab 11 Landscape Standards

4C. There are no 8-lane roads.

Re: **Matrix Updated**

Tab 13 (PIP)

4D. Provide a section for Quail Run Drive. Identify the required improvements for on the section.

Re: **Quail Run Drive, has been identified with the 3 lane collector full width section as this will be the completed section within Sub-Area 2 improvements.**

4E. Why aren't improvements to Quail Run Drive adjacent to PA-3 being provided?

Re: **Revised to indicate that Port will be responsible for the west 1/2 of the roadway when PA-3 is developed.**

4F. There should be a trigger identified for the design of the bridge and a trigger identified for the construction of the bridge.

Re: **The coordination of the timing/trigger of the 48th Avenue bridge structure has been determined by email off-line. Communication with J. Bingham off-line has been initiated to discuss previous design parameters and aspects of bridge timing.**

4G. This is in direct conflict with what page 37 of the MTIS says about 48th. It includes 48th as a short-term background improvement to support background traffic even without the development of Subarea 2.

Re: **Text of report has been updated to reflect additional improvements.**

4H. Include Cavanaugh Rd. improvements in this list. Identify the sidewalk for Quail Run Drive on the east side on this list.

Re: **Text of report has been updated to reflect additional improvements.**

4I. Include the sidewalk for Quail Run Drive on the east side on this list.

Re: **Text of report has been updated to reflect additional improvements.**



5. Traffic Engineering

Reviewed by: Carl Harline / charline@auroragov.org / 303-739- 7584/ Comments in gold.

5A. *Please contact the reviewer directly for comments. Do not resubmit until the Traffic comments are obtained and the revisions incorporated into the resubmittal and the comment response letter.*

Re: **Completed**

6. Aurora Water

Casey Ballard / 303-739-7382 / cballard@auroragov.org / Comments in red.

6A. No additional comments.

Re: **Acknowledged.**

7. Parks and Recreation (PROS)

Reviewed by: Curt Bish / 303-739-7131 / cbish@auroragov.org

7A. No additional comments.

Re: **Acknowledged**

8. Environmental Planning- Land Use

Reviewed by Maria L. Alvarez / malvarez@auroragov.org

8A. No comments.

Re: **Acknowledged**

9. Colorado Department of Transportation

9A. Comments are attached. Respond to each major item specifically in your comment response letter and make revisions as necessary.

Re: **Completed**

9B. A comment response letter should be included in future referrals.

Re: **Completed**

10. Colorado Department of Transportation Attached Comments (Dated 5/31/2023)

Environmental Comments:

For ANY ground disturbance/work within CDOT ROW---

Required:

Arch/History/Paleo: **Acknowledged**

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

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

Paleo File Search: Colorado University Museum of Natural History - Email: jacob.vanveldhuizen@colorado.edu and



<https://www.dmns.org/science/earth-sciences/earth-sciences-collections/>

The ECIS will be used to support HazMat requirements.

Non-historic 4f does not apply.

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

Re: **Acknowledged**

Info for Applicant/Contractor:

The Permittee shall complete a stormwater management plan (SWMP) which must be prepared with good engineering, hydrologic, and pollution control practices and include at a minimum the following components: qualified stormwater manager; spill prevention and response plan; materials handling; potential sources of pollution; implementation of control measures; site description; and site map.

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

Re: **Acknowledged**

Clear Zone: It is the responsibility of the engineer/architect who stamps the plans to ensure that: any new landscaping/trees are outside of the clear zones for any State Highway/CDOT ROW and that the new landscaping/trees do not interfere with site lines from any State Highway/CDOT ROW.

Re: **Acknowledged**

Landscape: Any new or changes to existing landscaping within CDOT ROW must be reviewed and approved by CDOT. Landscaping plans should be submitted and should include details of all proposed plant species and seed mixes/ratios

Re: **Acknowledged**

12/20/2022: Environmental review is pending the receipt of the file search results for Arch, Paleo and History.

Re: **Acknowledged**

Traffic Comments:

The TIS still didn't include US-36 and I-70. With no details how this will impact those facilities in interim. This will cause operational and safety issues if those facilities are not improved to accommodate the traffic that this site is going to produce.

Re: **See Revised TIS**

Jason Igo 5/30/2023

The previous comments in November were not addressed or replied back too.

Re: **See Revised TIS**



Jason Igo 1/3/2023

The warehouse trip generation seems like it is a little low. The Data center was a little high so it might work out.

Re: [See Revised TIS](#)

This TIS doesn't include US-36 and I-70 in the traffic analysis. Manilla already hooks into both of these corridors. If Quail run is not built traffic will be diverted to that location. Up to a 81% of the traffic is headed to I-70 based on Figure 4. That is over 10,000 vehicles per a day.

Re: [See Revised TIS](#)

We need to see this analyzed and wait till Manilla and Quail Run interchange improvements are fully established before allowing this development to be built or at least have a threshold for when the existing network will breakdown.

Re: [See Revised TIS](#)

Jason Igo 11/3/2022

Resident Engineer Comments:

I have no comment at this time.

KMD_5/26/23

Re: [Acknowledged](#)

KM_11/1/22_Any work within CDOT ROW shall follow CDOT Standards and Specifications

Re: [Acknowledged](#)

Permits Comments: FHU has addressed all comments in the resubmitted document

We last reviewed highway improvements in this area under the name of "Transport". Comments were previously offered yet the response to comments from LAI dated 12/7 says "No comments from CDOT" That is an inaccurate statement.

Back in June 0221, we asked for a final Public Improvement Plan (PIP) for the Transport project - particularly those sheets (table 2) with the notes-details (timing of) and plans for SH 36 RoW improvements. It is generally easy to recognize when improvements are proposed along SH 36, but more unclear when off-site improvements at the Manila / I-70 interchange are called for. We have previously cautioned that the existing interchange ramp terminals are substandard for oversized-vehicles, that potential MIMR may be needed for interim improvements. This proposal for grading would suggest some of those larger construction related equipment may be coming through. Contractor should the CDOT oversize-overweight office accordingly if permits (in addition to access, utility and special use) may be required. Discussions for building a new interchange at Quail Run has not been formally initiated and would need to come from the City, Counties and possibly both.

The TIA that was provided for review is lacking in many respects.

TIA and Plans provided totally omit any discussion – information relative to the off-site improvements needed to address the traffic to be generated. For example:

- No mention of SH 36 ? Colax is planned as an arterial roadway and how much E-W traffic might be placed upon this roadway and the improvements that will be necessary & warranted are overlooked . All connections to SH 36 will be further complicated by the RR Crossing and PUC coordination that will be necessary.
- No mention of the timing to initiate a new Quail Run interchange at I-70 including the NEPA, design, funding and construction under the 1601 / IAR process. Not even a mention to assist in the funding of what is involved, yet the TIA shows most of the traffic to use this non-existent interchange.
- No mention of the timing to improve the rural Manila interchange at I-70 including the NEPA, design, funding and construction under the 1601 / IAR process. This interchange will clearly be relied on to handle traffic in the short term.
- If "Port Subarea 2" is reliant on an earlier TIA and Public Improvement Plan approved for Transport, the TIA fails to ID those off-site improvements or discuss the timing of their construction. In particular, additional lanes and intersections outlined along SH 36 and at both I-70 interchanges. We also noted that two future overpasses are anticipated of the RR at Manila & Quail Run flanking the intersections at SH 36, and both intersections are anticipated to be signalized in the short term. As inferred above (and below under the PIP) there is no acknowledgement or commitment to these off-site roadway improvements needed and warranted. CDOT would prefer that all such commitments and pending permits be made by the City (not a metro district) who in-turn would cover maintenance responsibilities since these locations are not currently covered by a contract maintenance agreement.
- Section IV of this TIA (V) discusses and acknowledges how the 2018 NEATS refresh did not account for the traffic this development is now anticipated to generate. The numbers outlined in figures 4-10 show huge traffic load increases on Manila and Quail Run. The TIA recommends 4 lanes for both (Quail Run is currently non-existent south of SH 36) and yet the TIA recommends for long terms improvements that : "All future intersections will be determined at the time of parcel platting but are expected to have one inbound and one outbound lane at each access point:" The TIA says nothing in the short term regarding how to make assessments or offering commitments for the off-site roadway lane improvements needed to handle the sheer volume of traffic, plus the bullet items listed above.

The PIP tab 13 generally speaks to the on-site and immediately adjacent roadway network. It relies heavily on the first phase of Transport to build the off-site improvements to the south necessary to accommodate all of the traffic to and from Sub Area 2. What appears omitted from this PIP is the fail safe "what if" those off-site networks are not in place? Will the City withhold site plan & plat approval until these off-site improvements are built? I am particularly focused on SH 36 and connections to I-70 which are not even mentioned in this PIP. Generally, it is inappropriate to assume these off-site improvements will be 100% funded "by others".

RS 12-27-22

I have no comments at this time as it appears no work will be done in the CDOT ROW. RLW Oct 21 2022

Re: [Acknowledged](#)

Any utility work in the CDOT ROW requires a CDOT Utility permit. RLW December 22 2022

Re: [Acknowledged](#)



I have no comments at this time as it appears no work will be done in the CDOT ROW. RLW Oct 21 2022

Re: **Acknowledged**

Any utility work in the CDOT ROW requires a CDOT Utility permit. Any landscaping in the CDOT ROW requires a CDOT Landscaping permit. RLW May 19 2023

Re: **Acknowledged**

5-26-23 No Comment AE 5-26-23

Re: **Acknowledged**

Other Comments:

5-30-2023 Resubmittal should include a comment response letter.

Steve Loeffler, 5-30-23

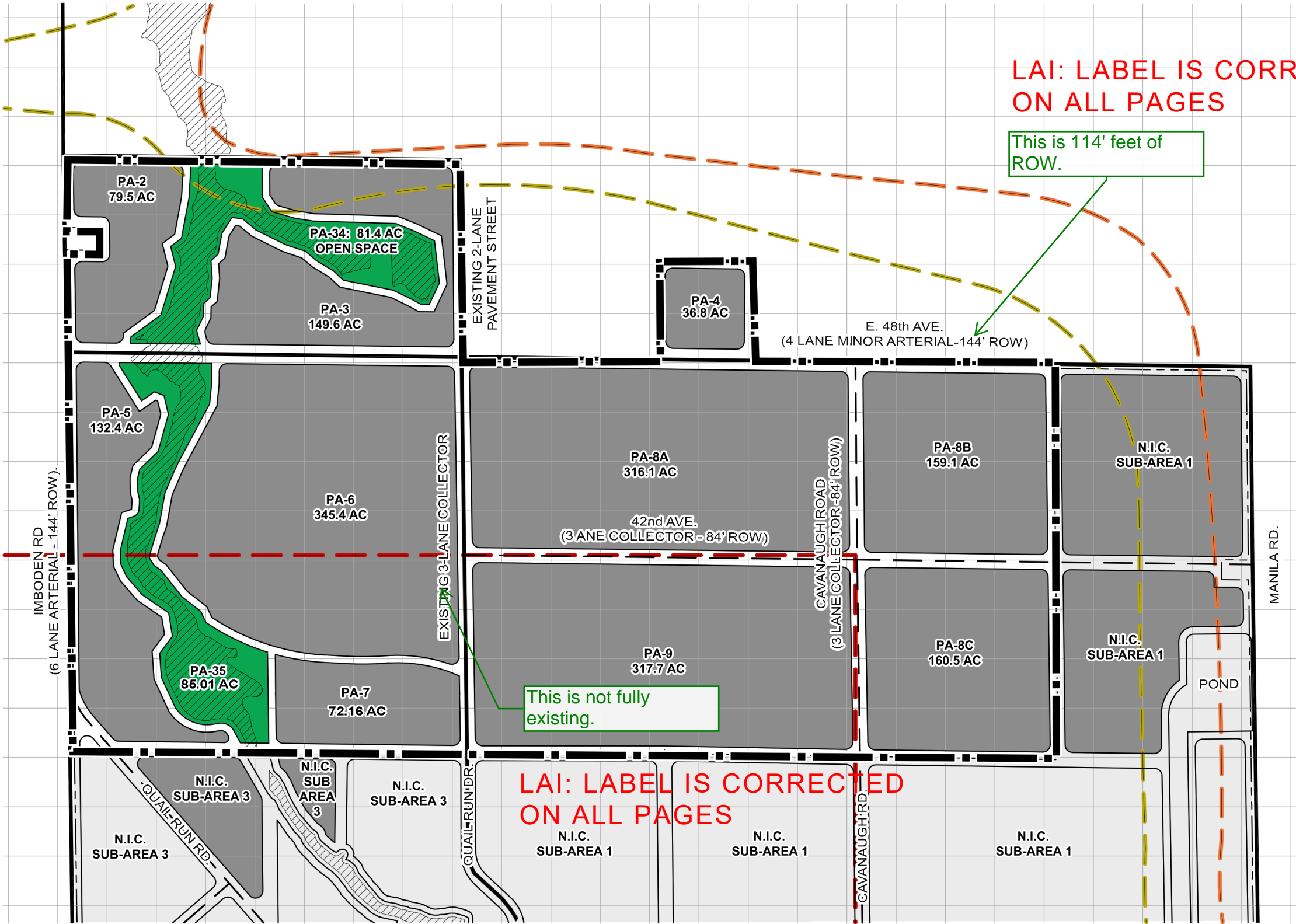
Re: **Acknowledged**

If you require additional information or have any or have any questions about our submittal items, please do not hesitate to call or e-mail me (303) 734-1777 or jcarpenter@laidesigngroup.com. We look forward to working with the City in completing this process in order to contribute to the City of Aurora.

Sincerely,

Jennifer Carpenter
Principal

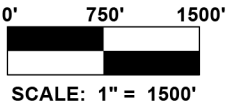
Port Colorado
Sub-Area 2
Planning Area Plan
Tab #8



LEGEND

- SUB-AREA #2 BOUNDARY
- MP BOUNDARY
- EXISTING ROADS
- PLANNED ROADS
- 10 ACRE REFERENCE GRID
- NOISE CONTOUR (60-65 LDN)
- NOISE CONTOUR (65+ LDN)
- AIRPORT INFLUENCE AREA
- I-2 (INDUSTRIAL)
- OPEN SPACE (OS-D)
- BEAR GULCH FLOODPLAIN

Sub-Area	PA	Gross Acreage	MP Zone Designation
Sub-Area 2	2a	79.49	I-2
	3	149.56	I-2
	4	36.81	I-2
	5	132.40	I-2
	6	345.37	I-2
	7	72.16	I-2
	8a	316.15	I-2
	8b	159.11	I-2
	8c	160.51	I-2
	9	317.66	I-2
	34	81.42	I-2
	35	85.01	I-2
	Total Ac.	1935.65	



SCALE: 1" = 1500'

ISSUE RECORD

1st Submittal - 09/21/2022
2nd Submittal - 12/05/2022
3rd Submittal- 05/10/2023



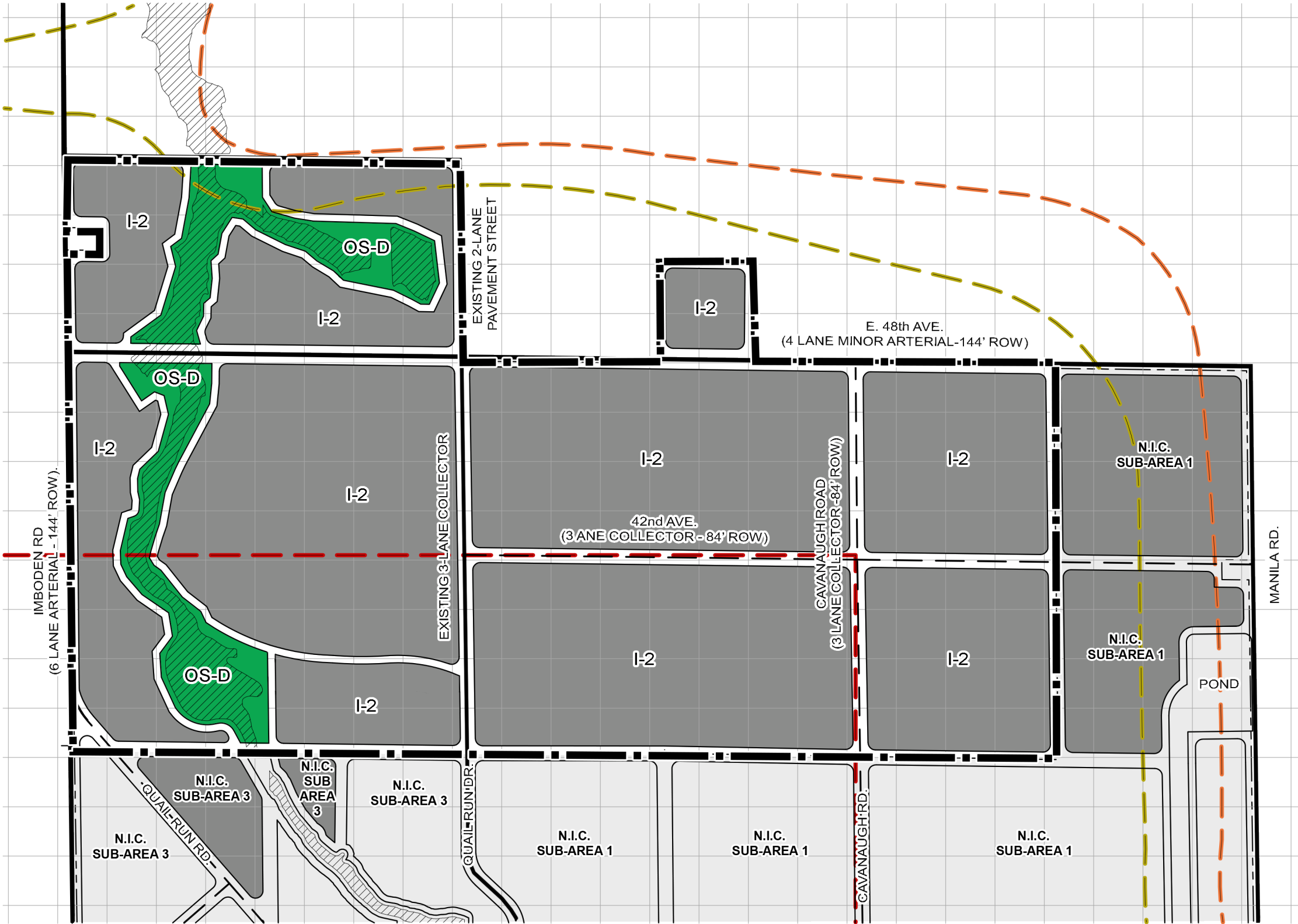
Westwood



Note: Images and Graphics are solely for reference purposes only.

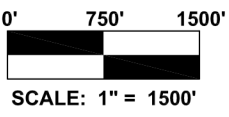


Port Colorado
Sub-Area 2
Land Use Plan
Tab #8



LEGEND

- SUB-AREA #2 BOUNDARY
- MP BOUNDARY
- EXISTING ROADS
- PLANNED ROADS
- 10 ACRE REFERENCE GRID
- NOISE CONTOUR (60-65 LDN)
- NOISE CONTOUR (65+ LDN)
- AIRPORT INFLUENCE AREA
- INDUSTRIAL PLANNING AREA
- OPEN SPACE PLANNING AREA
- BEAR GULCH FLOODPLAIN



SCALE: 1" = 1500'

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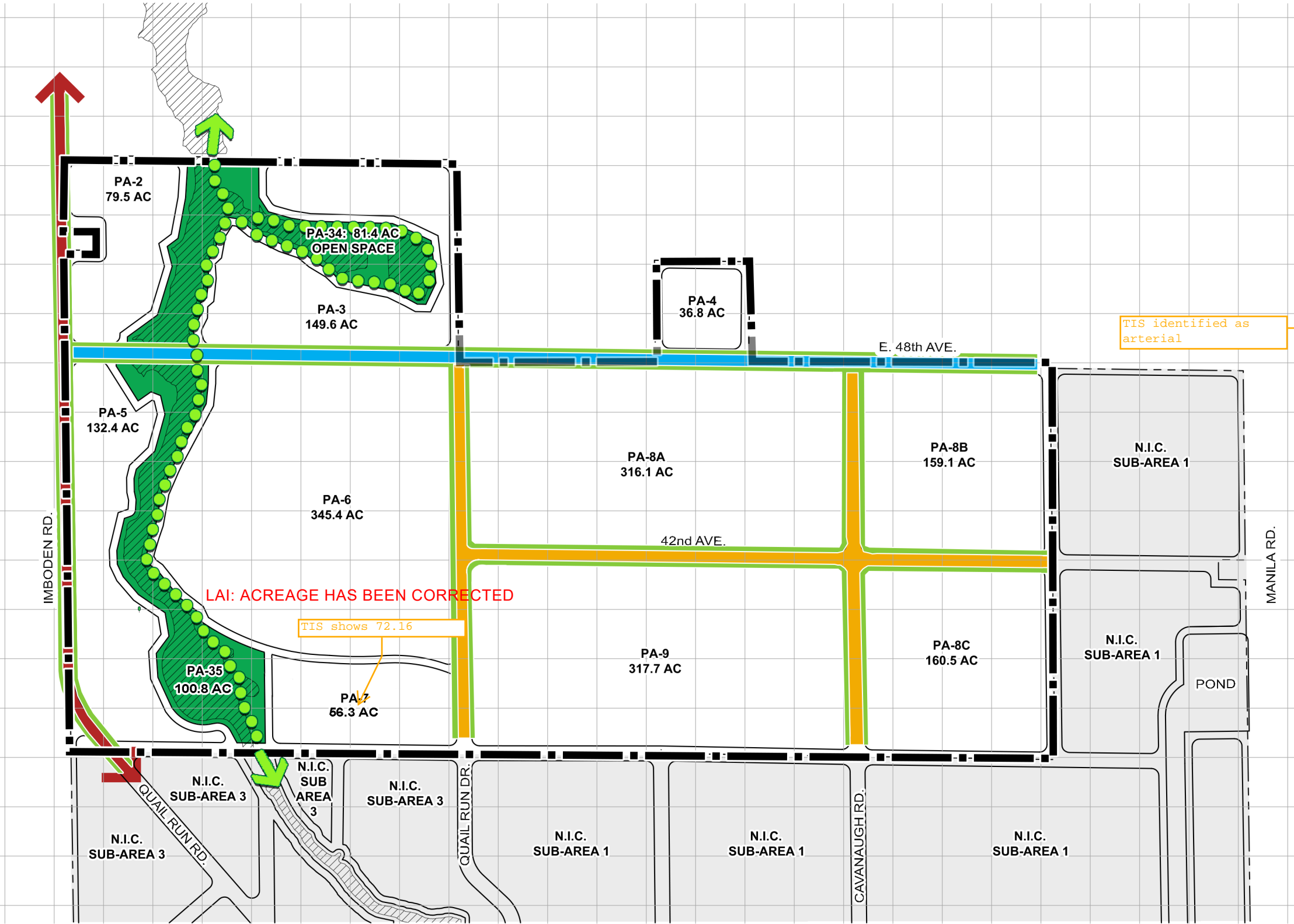
Westwood



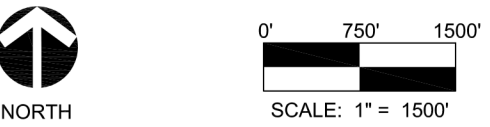
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Port Colorado
Sub-Area 2
Open Space, Circulation &
Neighborhood Plan
Tab #9



- LEGEND**
- SUB-AREA #2 BOUNDARY
 - MP BOUNDARY
 - 10 ACRE REFERENCE GRID
 - PEDESTRIAN NETWORK
 - 144' R.O.W. MAJOR ARTERIAL W/ RAISED MEDIAN/TURN LANE
 - 114' R.O.W. MINOR ARTERIAL W/ SEPARATED SHARED USE PATH
 - 84' R.O.W. COLLECTOR W/ PAINTED MEDIAN
 - PROPOSED TRAIL
 - BEAR GULCH FLOODPLAIN
 - PLANNING AREA BOUNDARY
 - OPEN SPACE (OS-D)



ISSUE RECORD

1st Submittal - 09/21/2022
2nd Submittal - 12/05/2022
3rd Submittal- 05/10/2023



Westwood

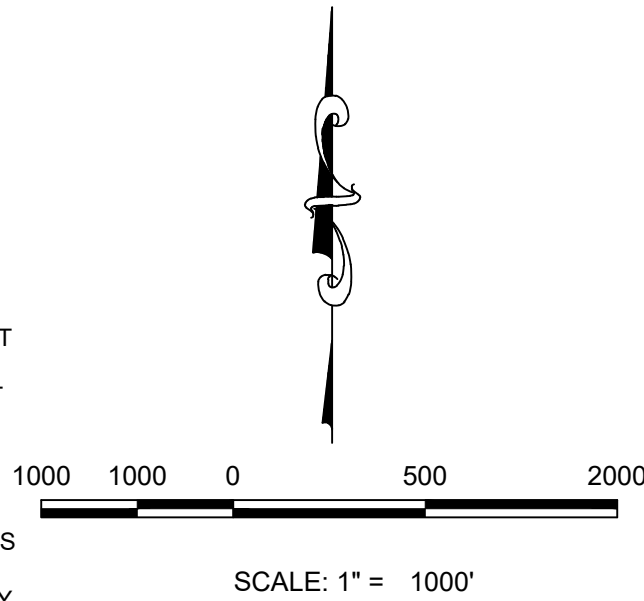


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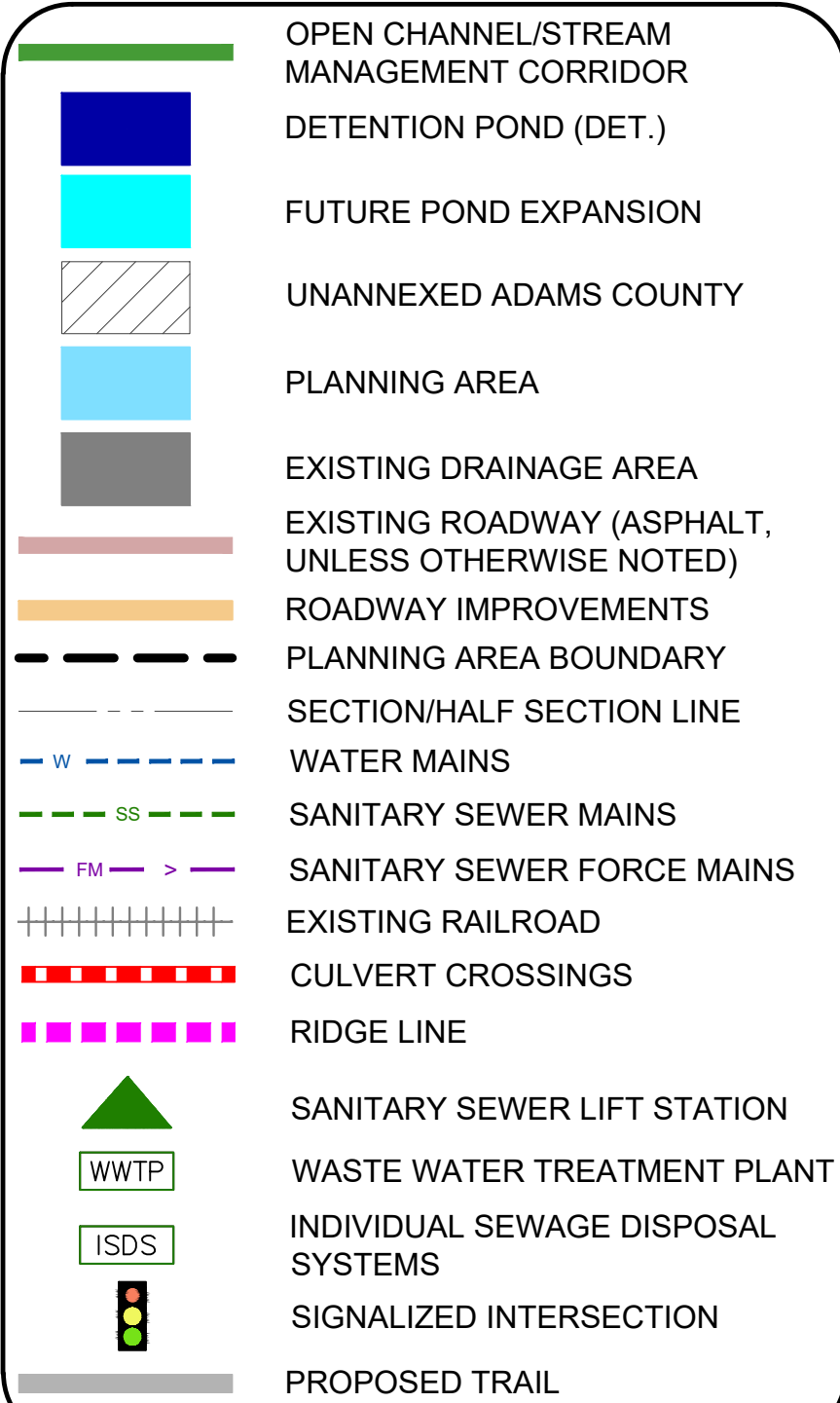
NOTES:

1. TRANSPORT COLORADO RESERVES THE RIGHT TO SUBMIT SUB-PUBLIC IMPROVEMENT PLAN ADDENDUMS AS THE SITE DEVELOPS TO ADJUST TO MARKET CONDITIONS AND ENSURE ECONOMIC VIABILITY OF THE PROJECT.
2. POTENTIAL FUTURE DEVELOPMENT MUST BE COORDINATED WITH THE CITY OF THE SUB-AREAS PER THE TIA, BUT MAY REQUIRE CONTRIBUTION BY ADJACENT PLANNING AREAS TO THE TRAFFIC SIGNALS ESCROW PER CITY ORDINANCE.
3. SANITARY SEWER MAINS SHOWN HEREIN MAY BE REROUTED, WITH AURORA WATER APPROVAL, BASED ON THE BOUNDARY CONFIGURATIONS OF PURCHASED PARCELS AND ASSOCIATED GRADING.
4. THE SUB-AREAS SHOWN WILL BE SERVICED BY INDIVIDUAL SEWAGE DISPOSAL SYSTEMS (ISDS) UNTIL A CONNECTION TO A CITY SYSTEM OR REGIONAL WASTEWATER TREATMENT PLANT IS MADE.
5. SANITARY SEWER MAINS WILL BE INSTALLED AT THE TIME OF ROAD CONSTRUCTION AND WILL BE CONNECTED TO A CITY SYSTEM OR REGIONAL TREATMENT PLANT WHEN IT COMES ONLINE.
6. THE CITY OF AURORA IS WORKING WITH THE METROPOLITAN WASTEWATER DISTRICT ON A FEASIBILITY STUDY FOR A REGIONAL WASTEWATER TREATMENT SOLUTION. IF A SYSTEM IS NOT ON-LINE WHEN INDIVIDUAL SEWAGE DISPOSAL SYSTEMS (ISDS) LOADING HAS MET THE MAXIMUM THRESHOLD, A REGIONAL WASTEWATER TREATMENT PLANT WILL BE CONSIDERED TO SERVE THE AREA.
7. KEY LOCATIONS ARE PRELIMINARY AS SHOWN AND MAY BE ADJUSTED AS REQUIRED BY THE CITY AS THE SITE DEVELOPS.
8. CITY WATER CONNECTION LOCATIONS ARE BASED ON THE 2018 CAPITAL IMPROVEMENT PLAN.
9. ACCESS TO SUB-AREA 2 WILL BE PROVIDED VIA 48TH AVE. THE PRIMARY POINT OF ACCESS WILL BE VIA IMBODEN ROAD AND THE SECOND POINT OF ACCESS WILL BE VIA QUALI RUN DRIVE.
10. NOT ALL REGIONAL CHANNELS NEEDED FOR DEVELOPMENT ARE SHOWN ON THE PLANS. CONSTRUCTED REGIONAL CHANNEL ALIGNMENTS WILL GENERALLY FOLLOW THE ALIGNED, EXISTING DRAINAGEWAYS. THE DEVELOPMENT WILL PURSUE MAINTENANCE ELIGIBLE, REGIONAL CHANNELS FOR ALL TRIBUTARY AREAS GREATER THAN 130 ACRES. ANY DEVIATION FROM THIS PROPOSED BY THE DEVELOPER WILL BE EVALUATED ON A CASE-BY-CASE BASIS BY THE CITY OF AURORA AND MHFD AT THE PRELIMINARY DESIGN STAGE. WHERE MAINTENANCE ELIGIBILITY IS REQUIRED, CHANNELS WILL BE DESIGNED PER MHFD CRITERIA.
11. STREAM CORRIDORS WILL BE EVALUATED IN GREATER DETAIL FOR STABILITY AS THEY ARE INCORPORATED INTO THE LAND USE SCENARIOS. IMPROVEMENTS WILL BE INFORMED BY GEOMORPHIC PRINCIPALS. STRUCTURAL STABILITY WILL BE PROVIDED THROUGH NATURAL MATERIALS LIKE VEGETATION AND IMPORTED ROCK THAT WORKS COHESIVELY WITH OTHER REGIONAL INFRASTRUCTURE. ANY DEVIATIONS FROM THIS WILL BE CONSIDERED ON A CASE-BY-CASE BASIS AT A LATER TIME BASED ON MORE DETAILED ANALYSIS OF THE CHANNEL AND OTHER SITE SPECIFIC FACTORS. SEE MASTER DRAINAGE REPORT FOR ADDITIONAL DEVELOPMENT DETAILS.
12. AN APPROVED FLOODPLAIN DEVELOPMENT PERMIT IS REQUIRED FOR ANY WORK WITHIN A MAPPED 100-YEAR FLOODPLAIN, AN APPROVED NO-RISE CERTIFICATION AND/OR CLAIM IS REQUIRED FOR ANY WORK WITHIN A MAPPED FLOODWAY. ADDITIONAL REQUIREMENTS MAY BE REQUIRED BY THE FLOODPLAIN ADMINISTRATOR.
13. PRIOR TO CONSTRUCTION WITHIN UNANNEXED LAND, AN INTERGOVERNMENTAL AGREEMENT (IGA) WILL BE REQUIRED.



KEYMAP
N.T.S.

LEGEND



PLANNING AREA

EXISTING DRAINAGE AREA

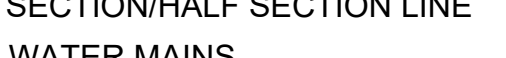


UNLESS OTHERWISE NOTED)

ROADWAY IMPROVEMENTS

PLANNING AREA BOUNDARY

PLANNING AREA BOUNDARY
SECTION/HALE SECTION LINE



WATER MAINS
SANITARY SEWER MAINS

SANITARY SEWER FORCE MAIN

SANITARY SEWER FORCE MAIN
EXISTING RAIL ROAD



COLVERT CROSSINGS
RIDGE LINE

Westwood

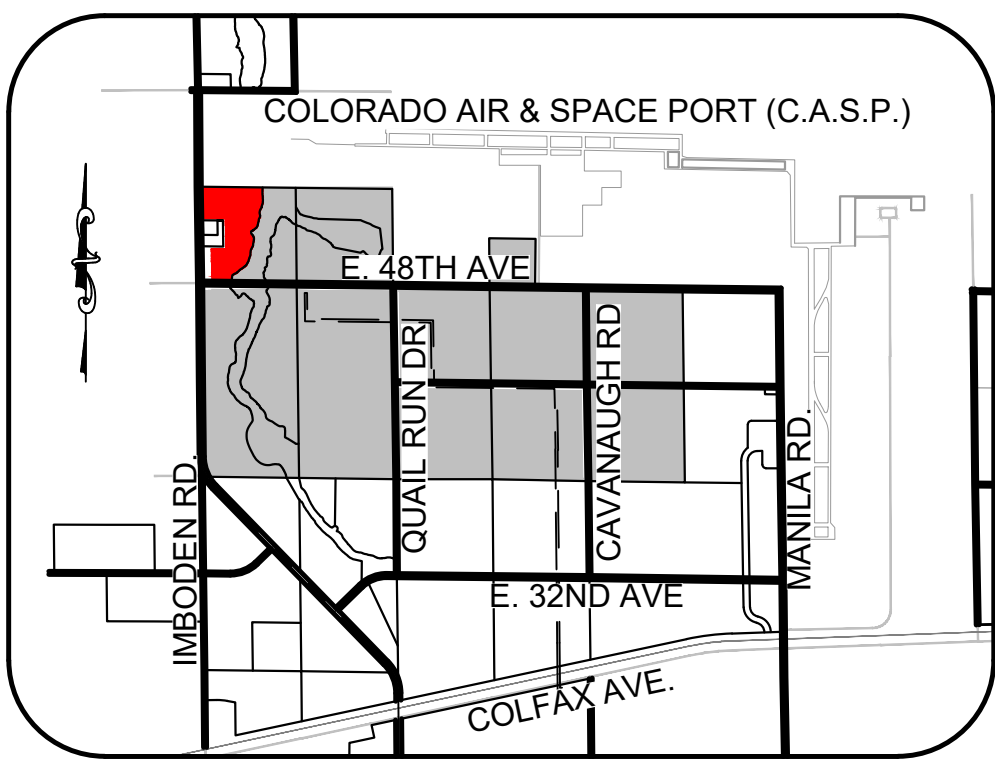
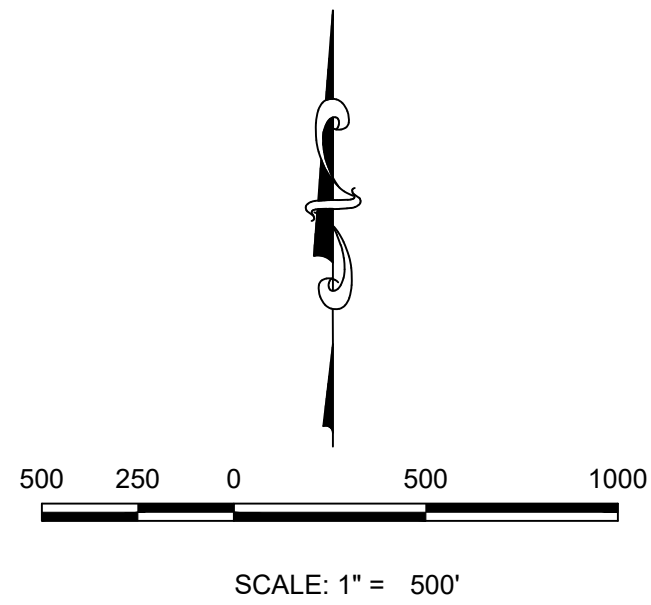
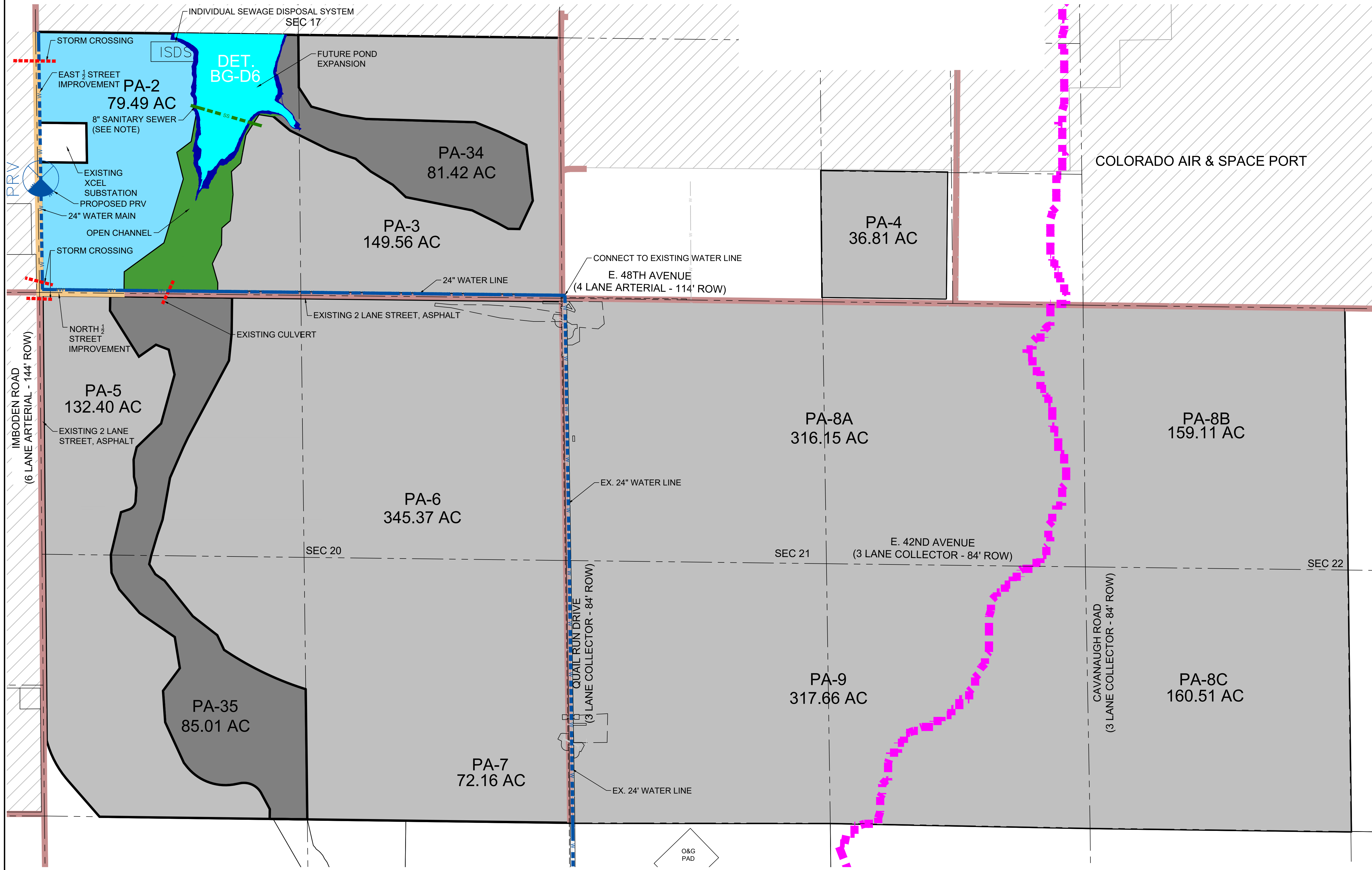
TRANSPORT COLORADO, LLC
1331 17TH STREET, SUITE 1000

**TRANSPORT COLORADO
SUB-AREA 2
PUBLIC IMPROVEMENT PLAN
ULTIMATE**

DRAWN BY: KRW
SCALE: AS SHOWN
CHECKED BY:

1
SHEET NUMBER

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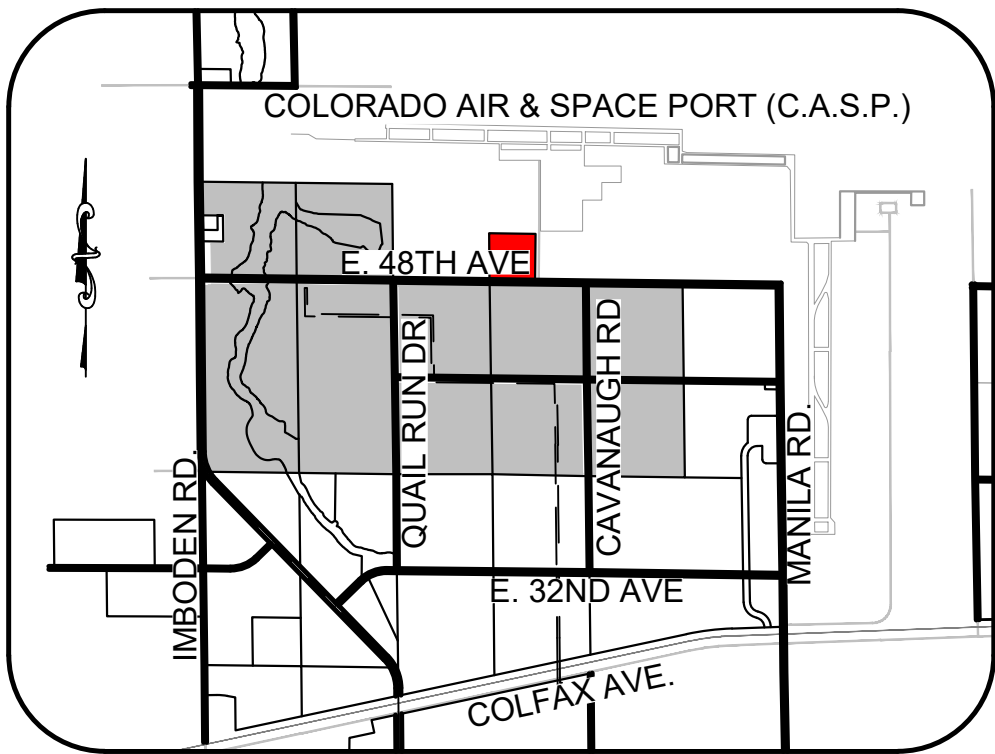
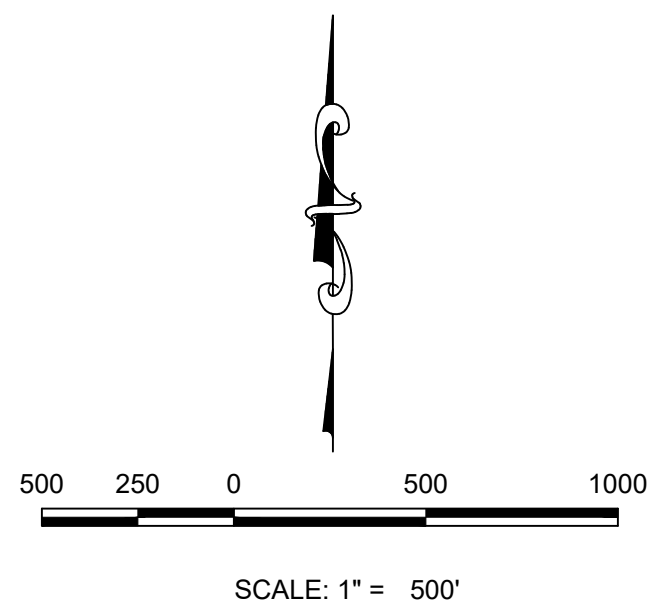
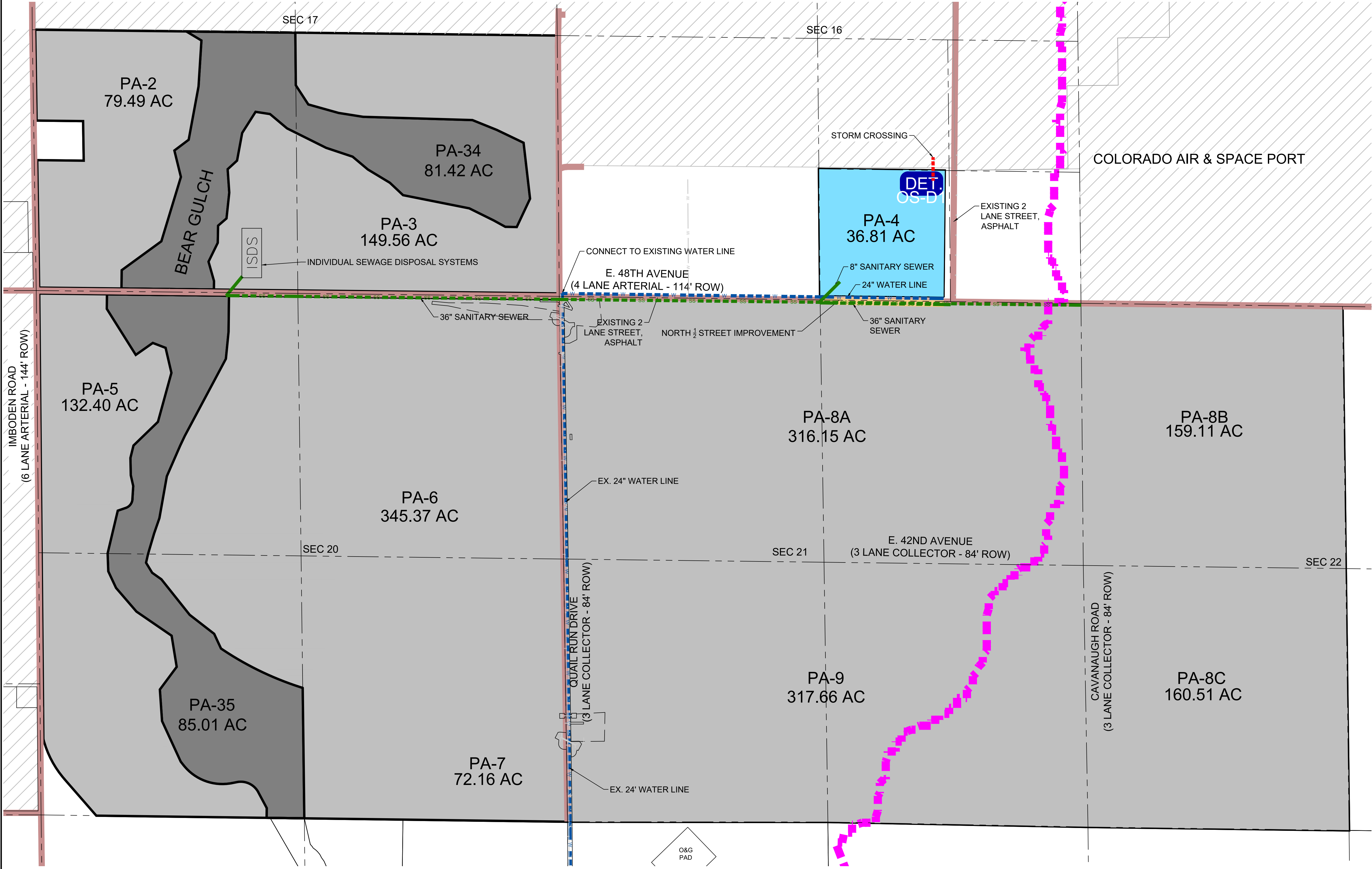
LEGEND

- OPEN CHANNEL/STREAM MANAGEMENT CORRIDOR
- DETENTION POND (DET.)
- FUTURE POND EXPANSION
- UNANNEXED ADAMS COUNTY
- PLANNING AREA
- EXISTING DRAINAGE AREA
- EXISTING ROADWAY (ASPHALT, UNLESS OTHERWISE NOTED)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- SANITARY SEWER MAINS
- SANITARY SEWER FORCE MAINS
- EXISTING RAILROAD
- CULVERT CROSSINGS
- RIDGE LINE
- SANITARY SEWER LIFT STATION
- WASTE WATER TREATMENT PLANT
- INDIVIDUAL SEWAGE DISPOSAL SYSTEMS
- SIGNALIZED INTERSECTION
- PROPOSED TRAIL

NOTE:
8" SANITARY SEWER FOR FUTURE CONNECTION ONCE WASTE WATER TREATMENT PLANT IS BUILT.

SHEET NUMBER	DRAWN BY:	CHECKED BY:	DATE:	SCALE:	AS SHOWN	FILE NO:	R0032061.00	Revisions	No.	Date	Init.	Appr.	Date
2	KRW	MEL	04/14/23										
TRANSPORT COLORADO, LLC SUB-AREA 2 PUBLIC IMPROVEMENT PLAN PA-2								Westwood 10333 E DRY CREEK RD., SUITE 240 ENGLEWOOD, CO 80112 TEL: 720.482.9526 Westwoodps.com Westwood Professional Services, Inc.					

N:\PROJECTS\TRANSPORT COLORADO\CAD\ENGINEERING\SHET SETS\SUBAREA 2\PIP.DWG - JTKILLINGSWORTH, 4/10/2023 1:39 PM



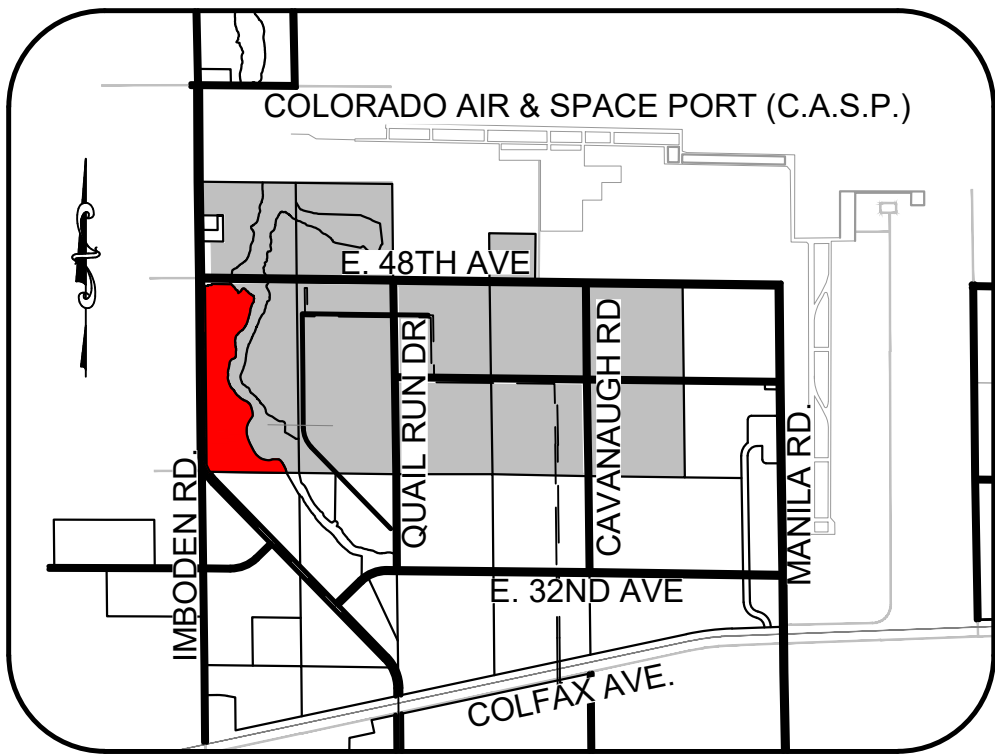
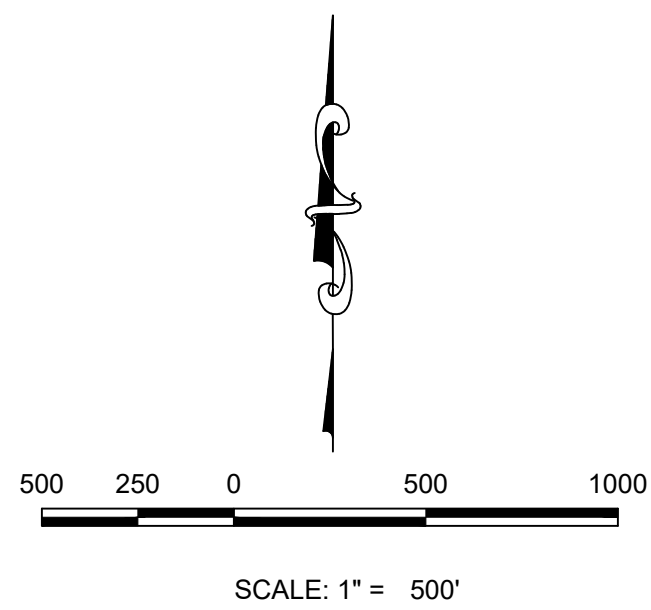
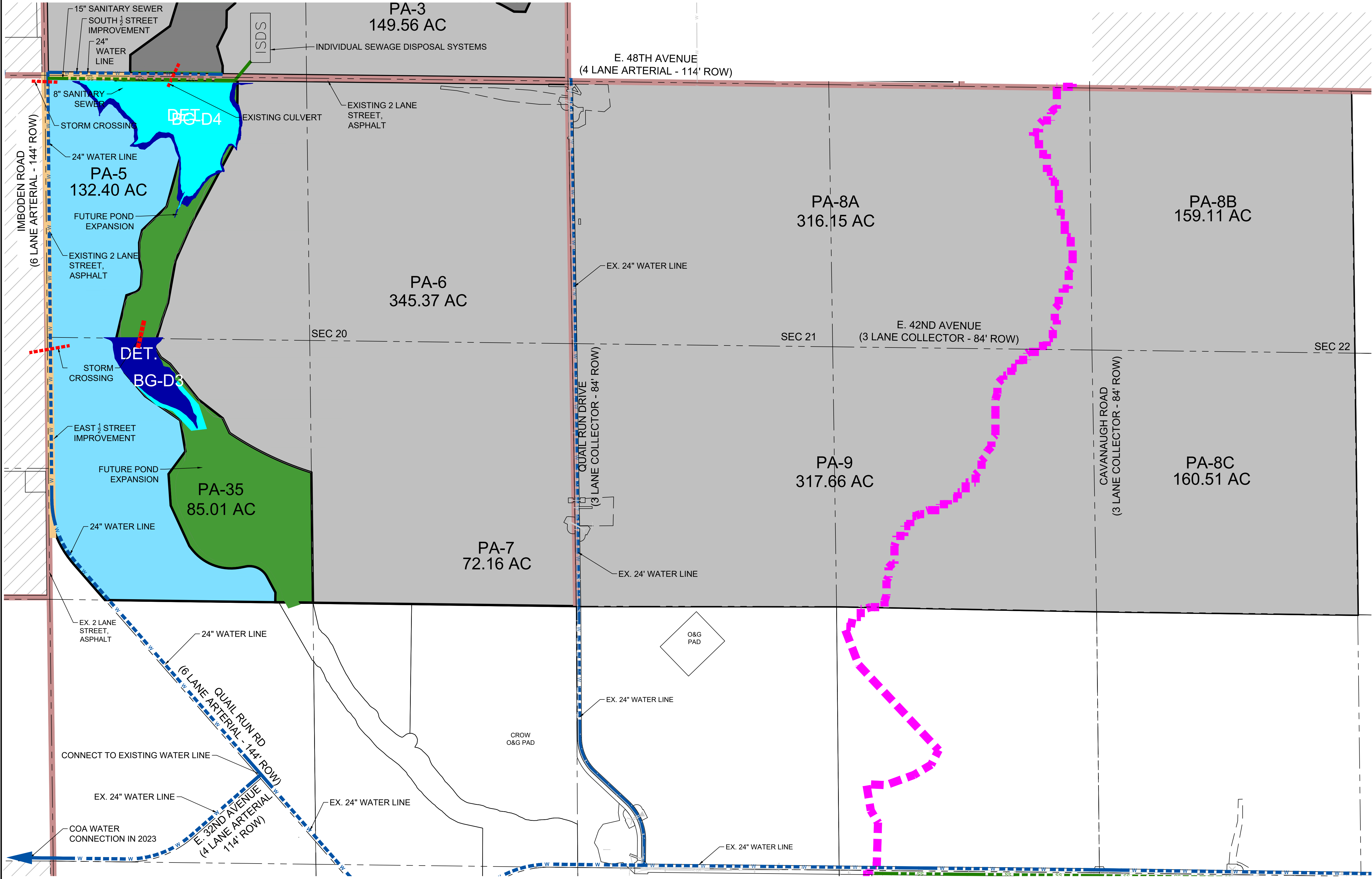
KEYMAP
N.T.S.

LEGEND

- OPEN CHANNEL/STREAM MANAGEMENT CORRIDOR
- DETENTION POND (DET.)
- FUTURE POND EXPANSION
- UNANNEXED ADAMS COUNTY
- PLANNING AREA
- EXISTING DRAINAGE AREA
- EXISTING ROADWAY (ASPHALT, UNLESS OTHERWISE NOTED)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- SANITARY SEWER MAINS
- SANITARY SEWER FORCE MAINS
- EXISTING RAILROAD
- CULVERT CROSSINGS
- RIDGE LINE
- SANITARY SEWER LIFT STATION
- WASTE WATER TREATMENT PLANT
- INDIVIDUAL SEWAGE DISPOSAL SYSTEMS
- SIGNALIZED INTERSECTION
- PROPOSED TRAIL

SHEET NUMBER	4	DRAWN BY: KAM	CHECKED BY: MEL	DATE: 04/14/23	SCALE: AS SHOWN	FILE NO: R0032061.00	TRANSPORT COLORADO SUB-AREA 2 PUBLIC IMPROVEMENT PLAN PA-4	TRANSPORT COLORADO, LLC 1331 17TH STREET, SUITE 1000 DENVER, COLORADO 80202	Westwood 10333 E DRY CREEK RD., SUITE 240 ENGLEWOOD, CO 80112 TEL: 720.482.9526 Westwoodps.com Westwood Professional Services, Inc.	No.	Revisions			Date	Appr.	Date

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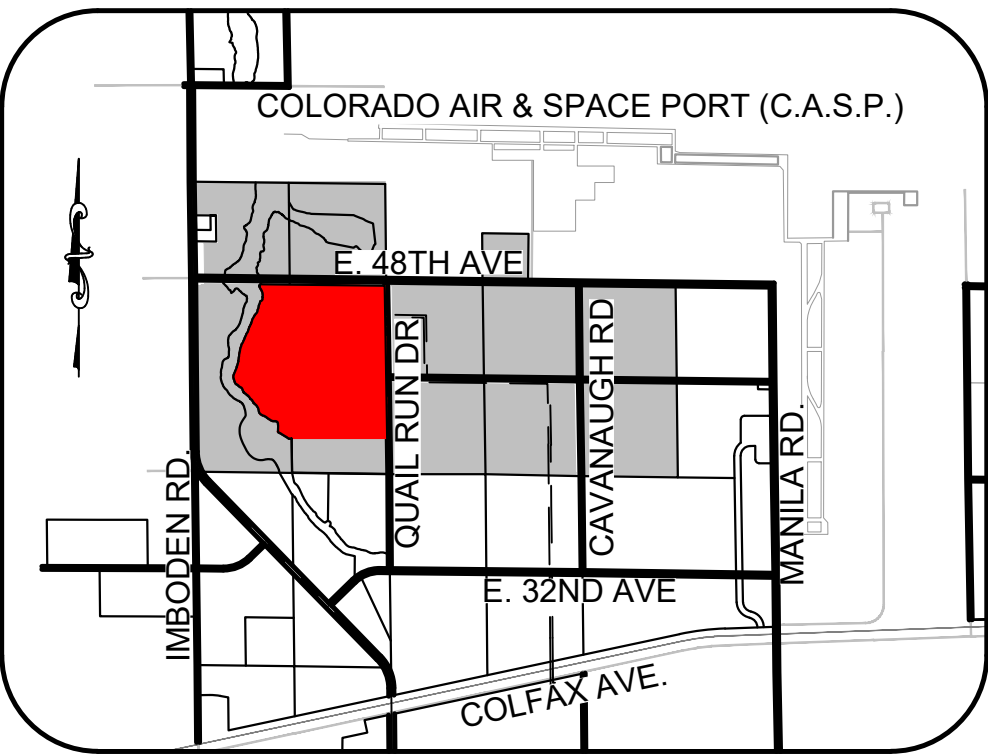
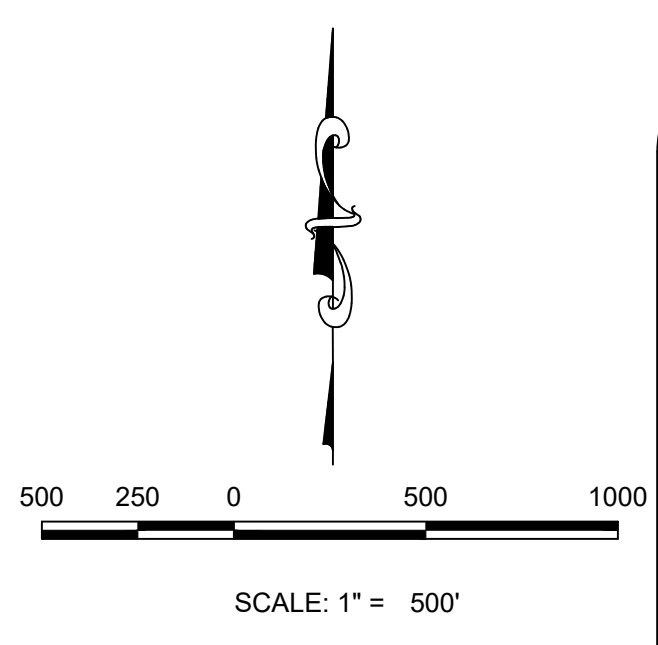
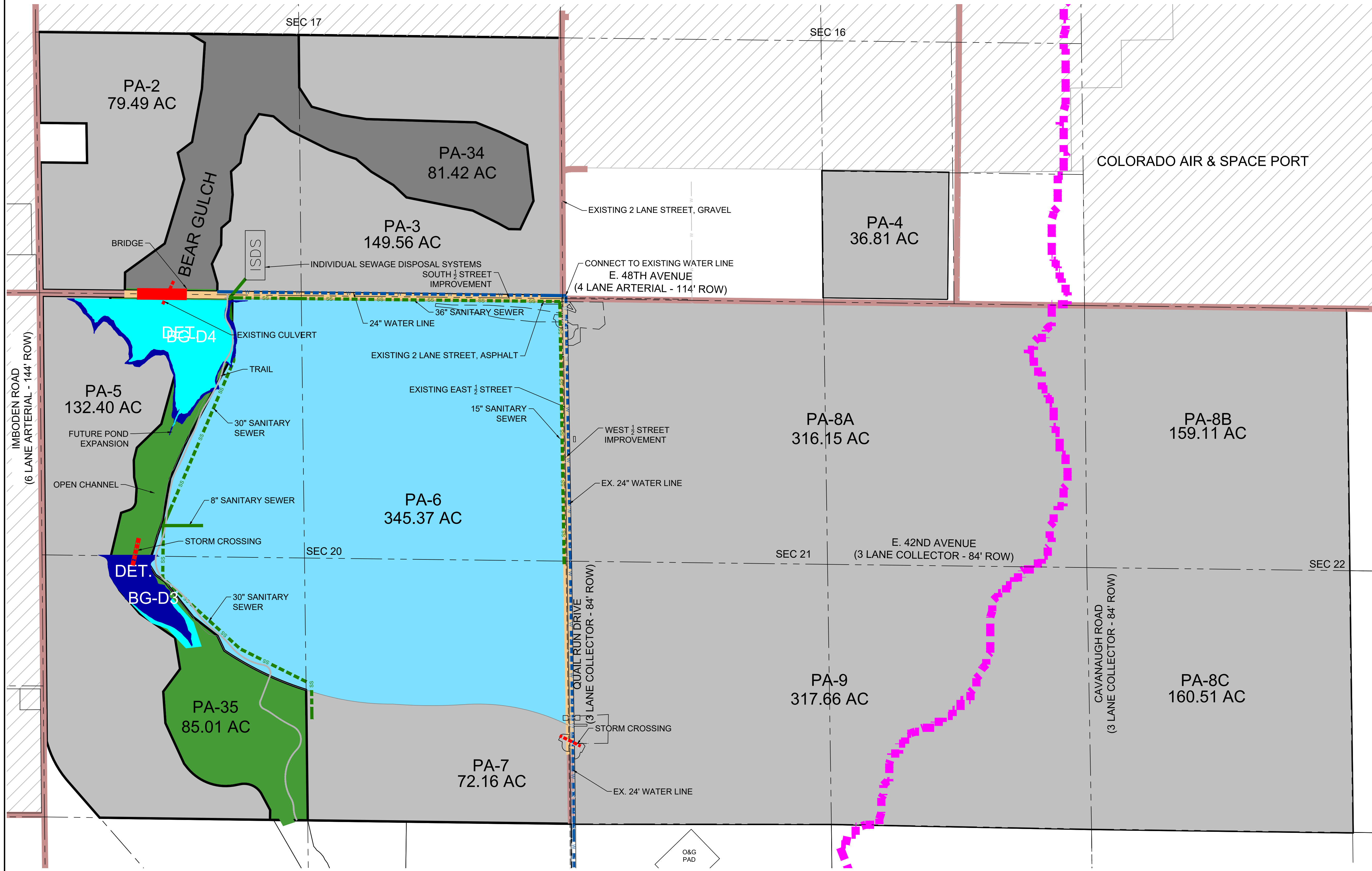
KEYMAP
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LEGEND

- OPEN CHANNEL/STREAM MANAGEMENT CORRIDOR
- DETENTION POND (DET.)
- FUTURE POND EXPANSION
- UNANNEXED ADAMS COUNTY
- PLANNING AREA
- EXISTING DRAINAGE AREA
- EXISTING ROADWAY (ASPHALT, UNLESS OTHERWISE NOTED)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- SANITARY SEWER MAINS
- SANITARY SEWER FORCE MAINS
- EXISTING RAILROAD
- CULVERT CROSSINGS
- RIDGE LINE
- SANITARY SEWER LIFT STATION
- WASTE WATER TREATMENT PLANT
- INDIVIDUAL SEWAGE DISPOSAL SYSTEMS
- SIGNALIZED INTERSECTION
- PROPOSED TRAIL

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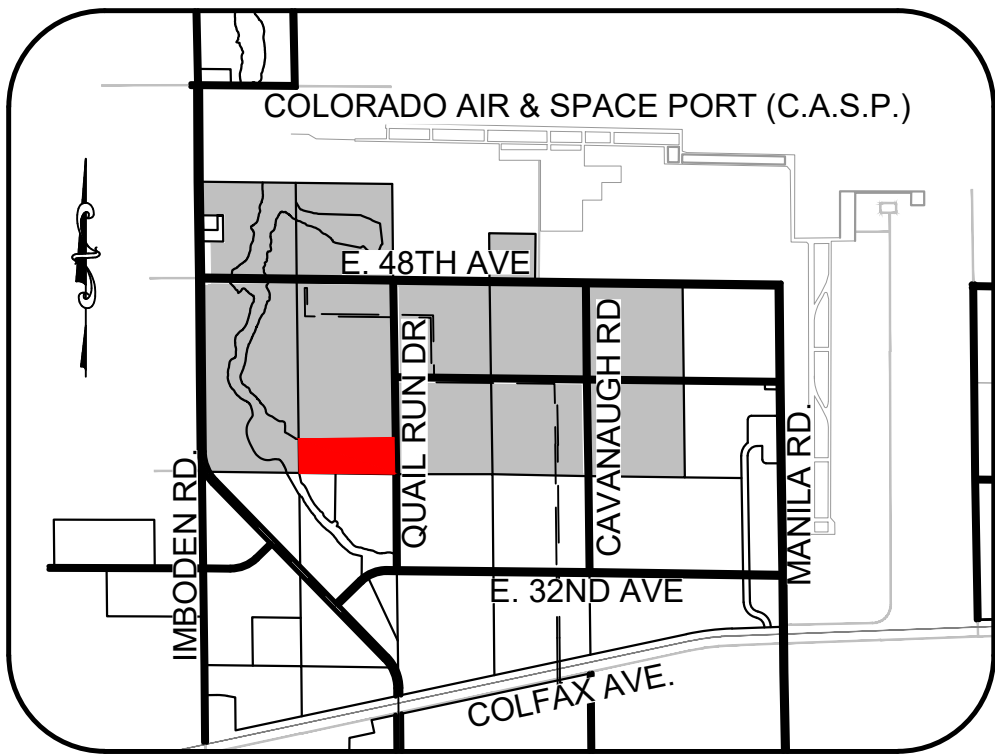
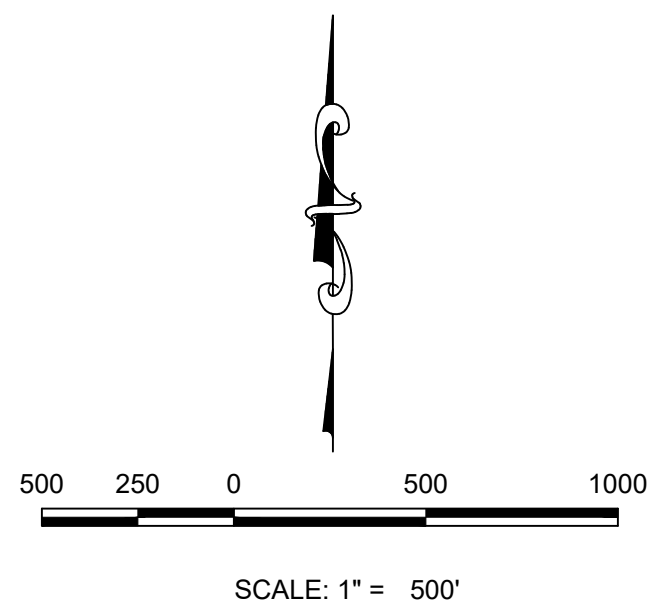
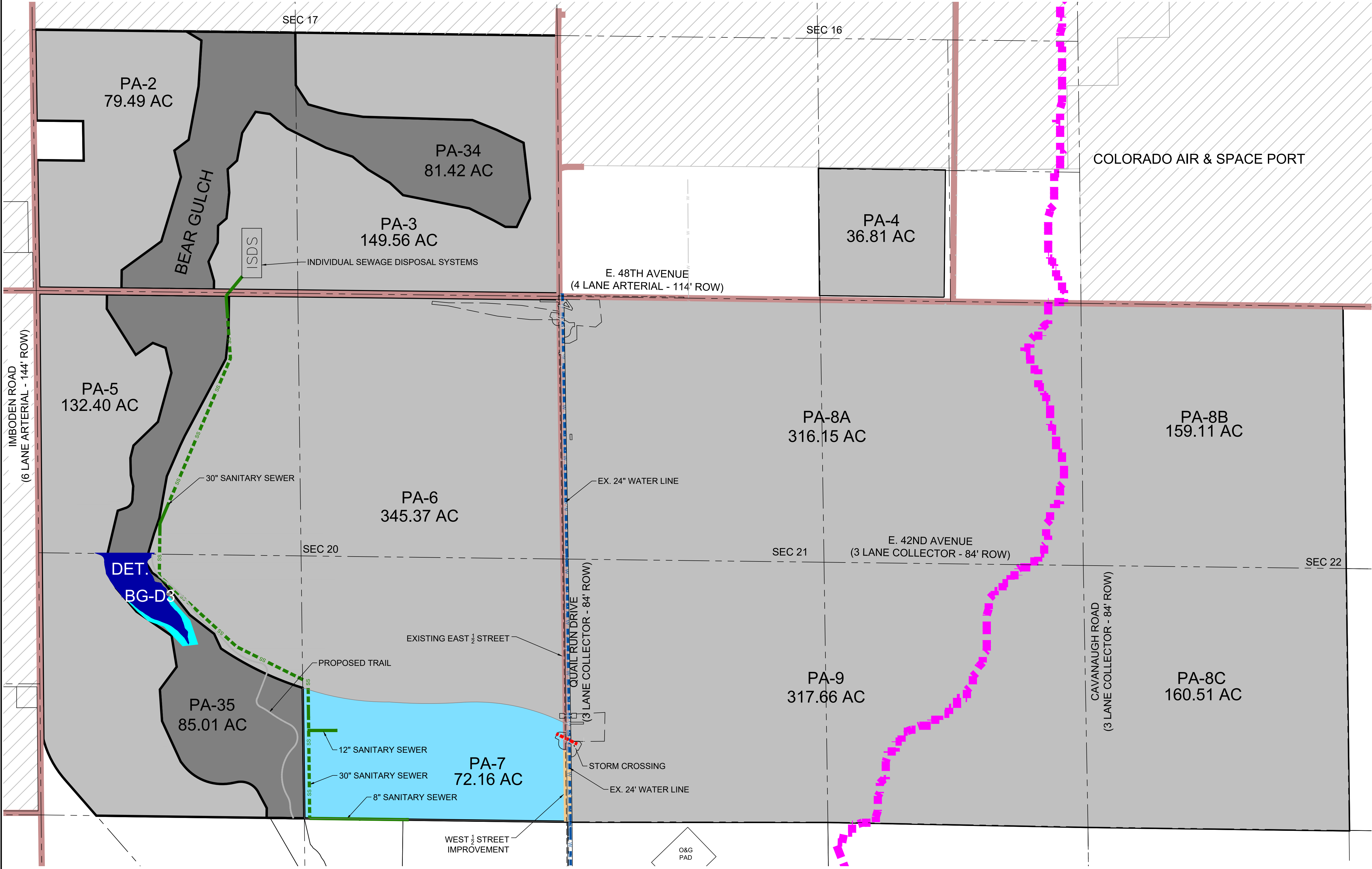
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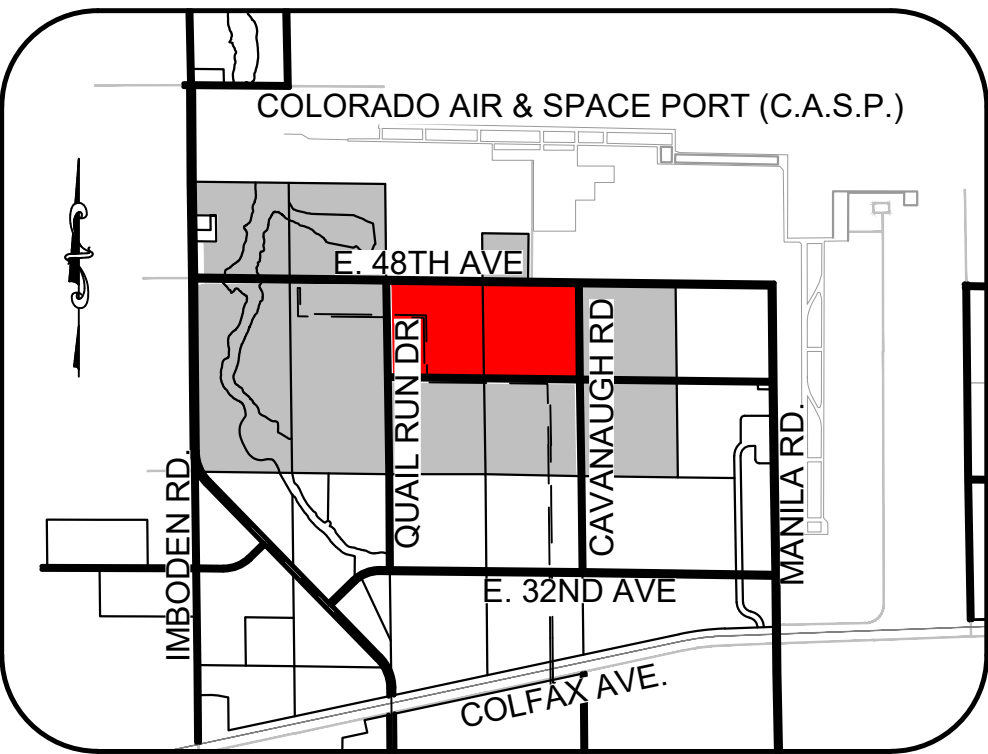
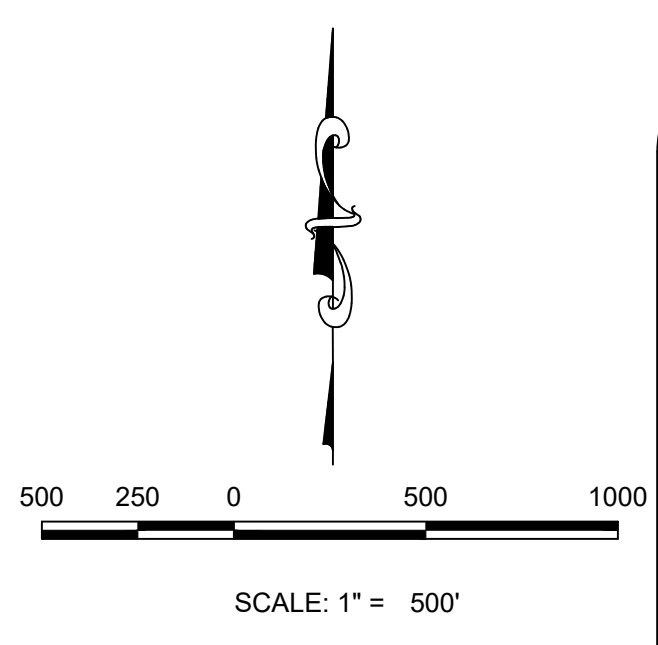
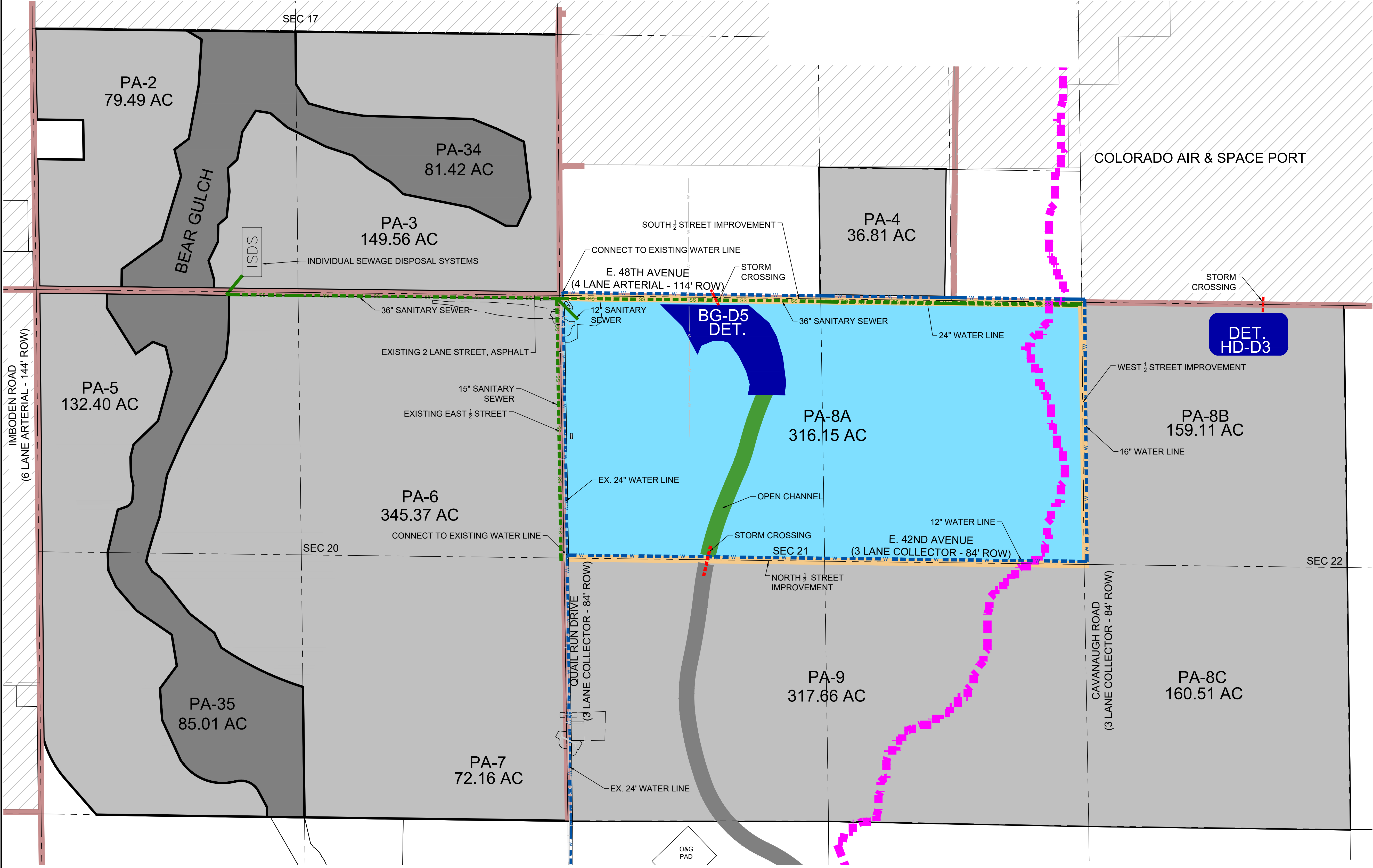
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TEL: 720.482.9526
Westwoodps.com
Westwood Professional Services, Inc.

TRANSPORT COLORADO, LLC
1331 17TH STREET, SUITE 1000
DENVER, COLORADO 80202

TRANSPORT COLORADO
SUB-AREA 2
PUBLIC IMPROVEMENT PLAN
PA-7

R0032061.00
04/14/23

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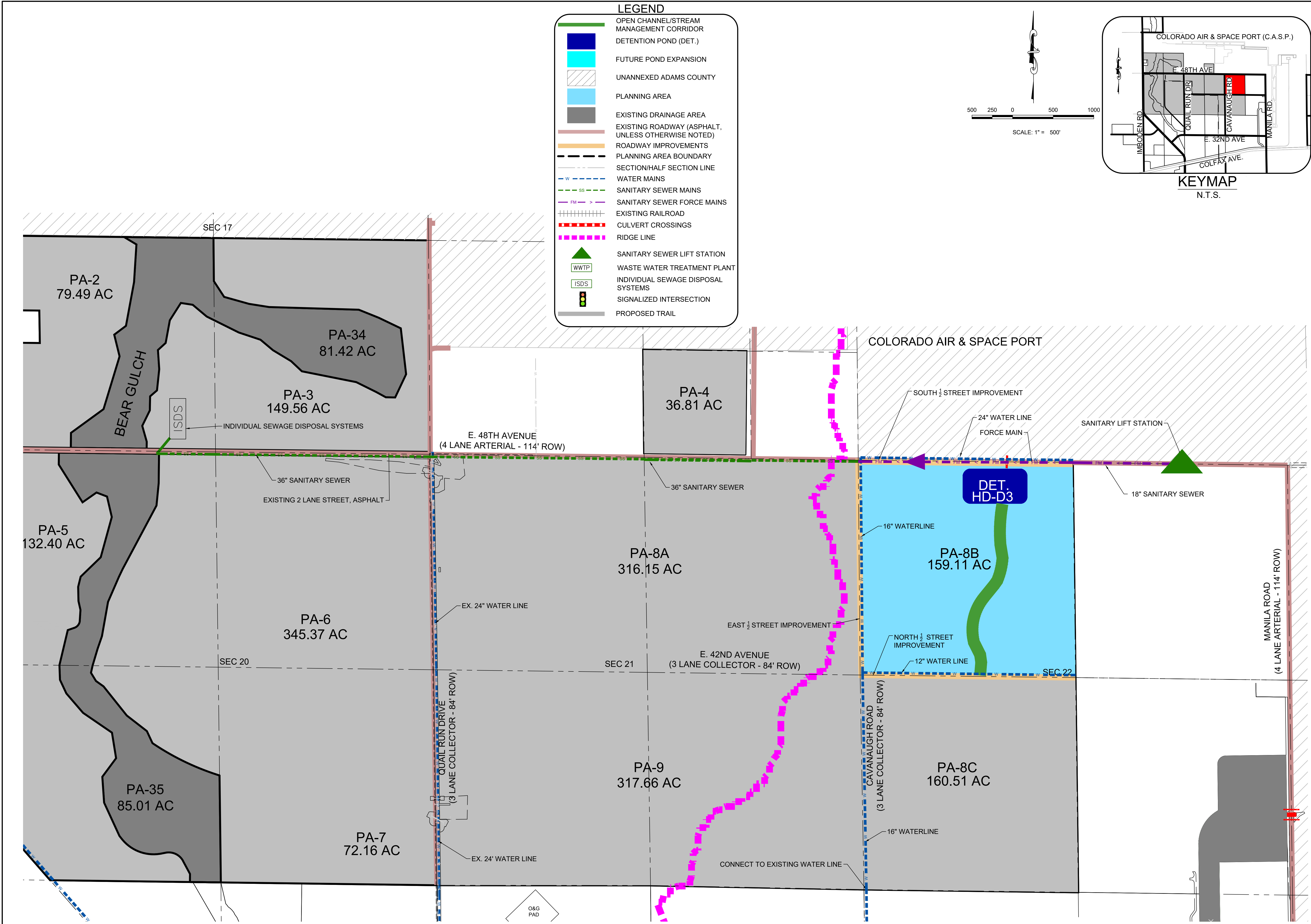
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				FILE NO:	R0032061.00							

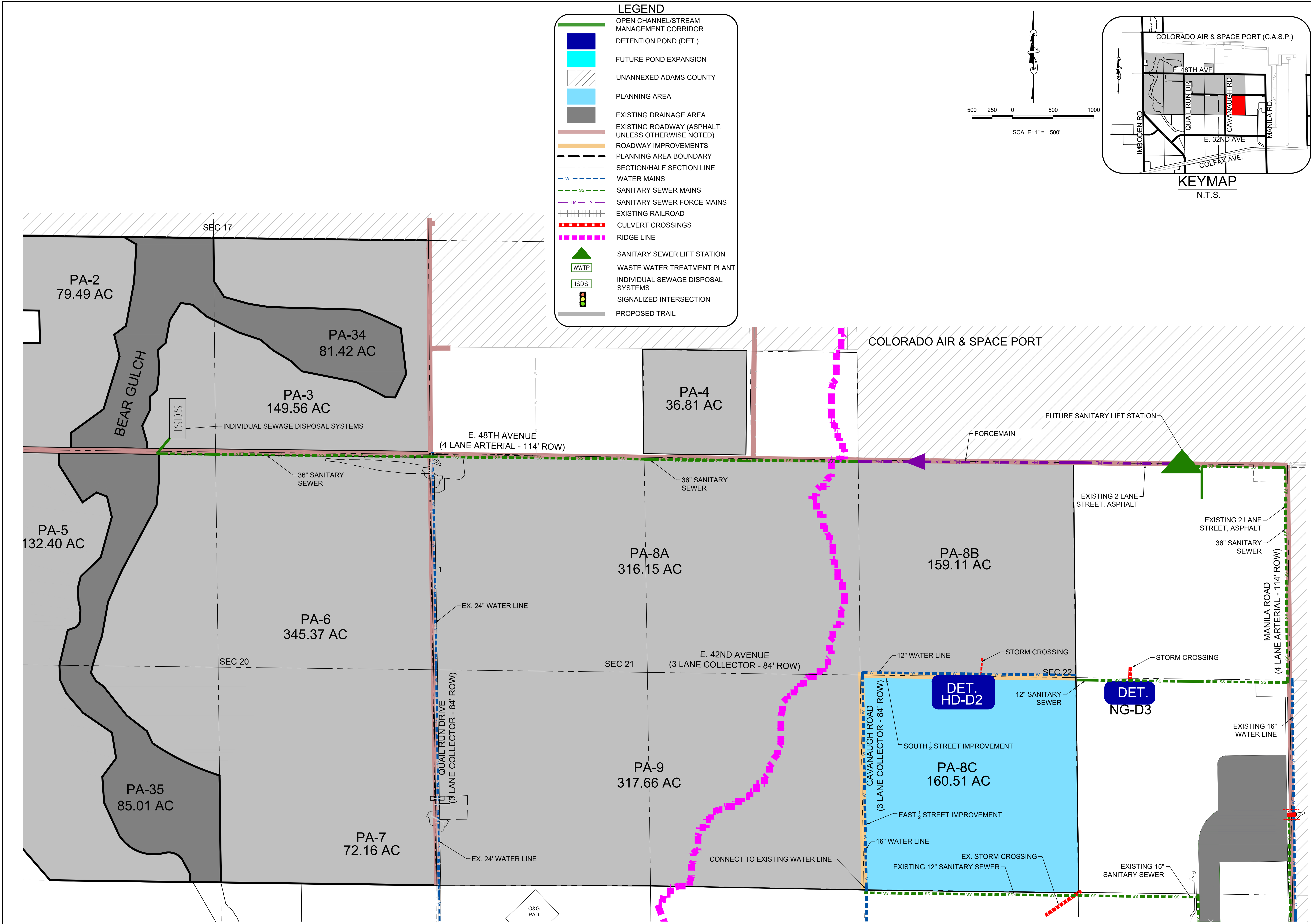
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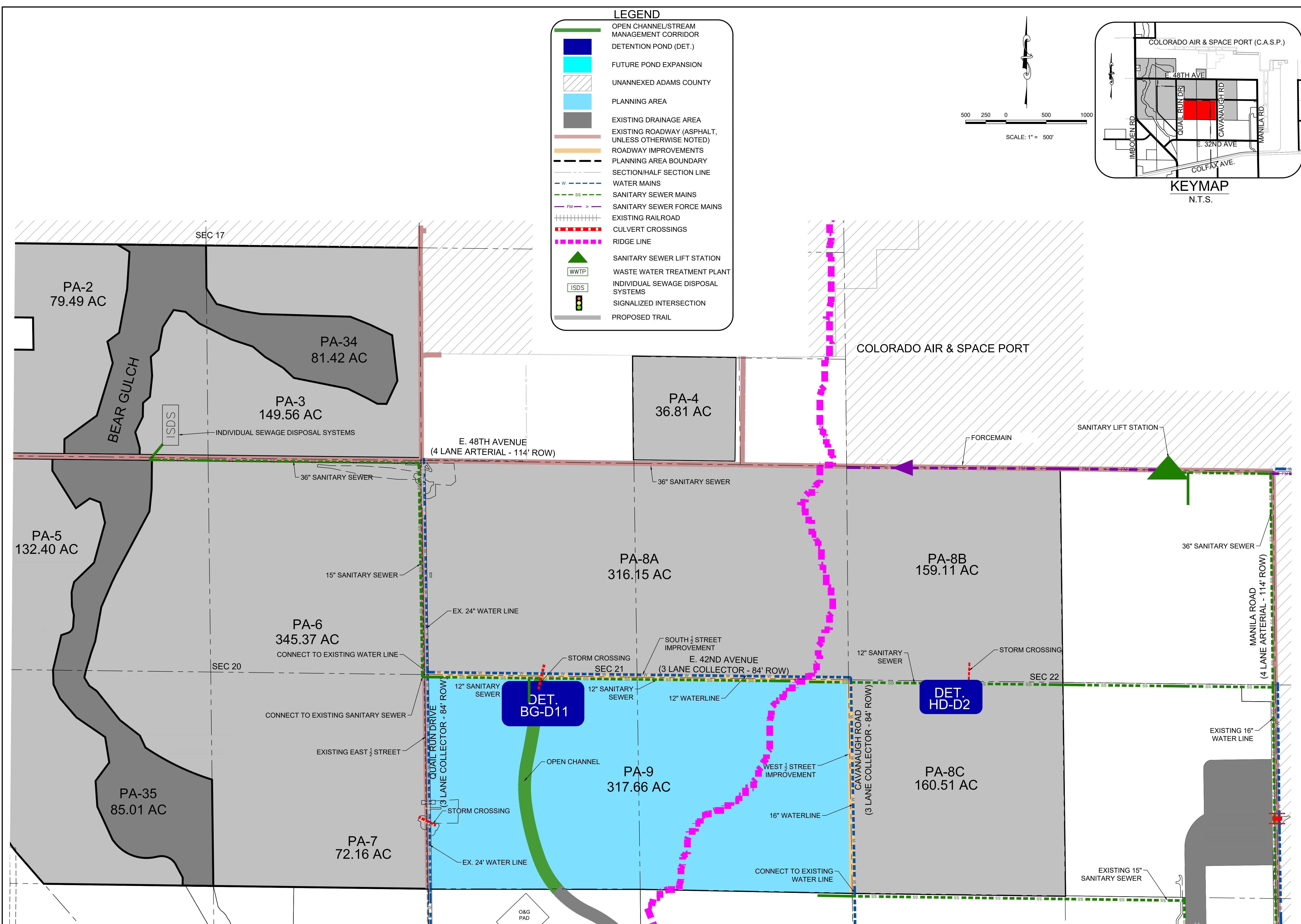


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	CHECKED BY:	MEL	FILE NO:								
	DATE:	04/14/23	R0032061.00								



A REPORT FOR
THE CITY OF AURORA

Public Improvement Plan

Port Colorado Sub-Area 2

APRIL 2023

PREPARED FOR:

Transport Colorado, LLC
1331 17th Street, Suite 1000
Denver, Colorado 80202

PREPARED BY:

Westwood

Public Improvement Plan

**Transport Colorado
Sub-Area 2**

Adams County, Colorado

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Project Number: R0037494.00
Date: April 2023

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Appendix A: Public Improvement Plan Exhibits

1.0 Introduction

General Description

Transport Colorado contains approximately 6,500 acres of planned industrial and mixed-use commercial development in eastern Aurora, CO. The site is divided into six separate sub-areas which will be treated as individual projects. Sub-Area 2 is located in the northwestern portion of the site and contains approximately 1,935.65 acres of planned industrial development. The 1,935.65 acres relative to Sub Area 2 is exclusive of the existing right-of-way. Once the ultimate right-of-way for Sub Area 2 is dedicated, the Sub Area 2 acreage reduces to 1,880 acres. Excluding the 100 year FEMA floodplain, and the ultimate right-of-way, the developable area of Sub Area 2 is 1,787 acres. 75% of Sub-Area 2 will be data centers and 25% will be warehouses, although 100% of the developable land is still categorized as Industrial. The majority of the land surrounding the proposed site, with the exception of the Colorado Air and Space Port (Space Port), formerly known as Front Range Airport, is undeveloped farm/ranching land. Land uses within the subject sub-area are heavy industrial and light industrial. The improvements necessary for the build-out of Sub-Area 2 will include the construction of arterial, collector and local roads; water, sanitary, and stormwater infrastructure; and parks/open space.

Scope of Work

The purpose of this Public Improvement Plan (PIP) for Sub-Area 2 is to provide development details for the planning areas (PAs) within Sub-Area 2. This report will serve as a companion document to the Framework Development Plan (FDP) for Sub-Area 2. The improvements discussed herein are specifically in regard to the infrastructure requirements for Sub-Area 2 and have been analyzed in coordination with the PIP Amendment for the overall development (Ref. 1). Historic land uses have not changed from those shown in the FDP prepared by N.E.S. Inc. in 2005 (Ref. 3).

Project Location

The Transport Colorado development is approximately six (6) miles southeast of Denver International Airport (DIA) and twenty (20) miles east of downtown Denver within Township 3 South, Range 64 West of the 6th Principal Meridian. Sub-Area 2 includes the south half of Section 17, all of Sections 20 and 21, the west ½ of Section 22 and the northwest quarter of the southeast quarter of Section 16. Refer to Figure 1 below for a vicinity map of the project and surrounding areas.

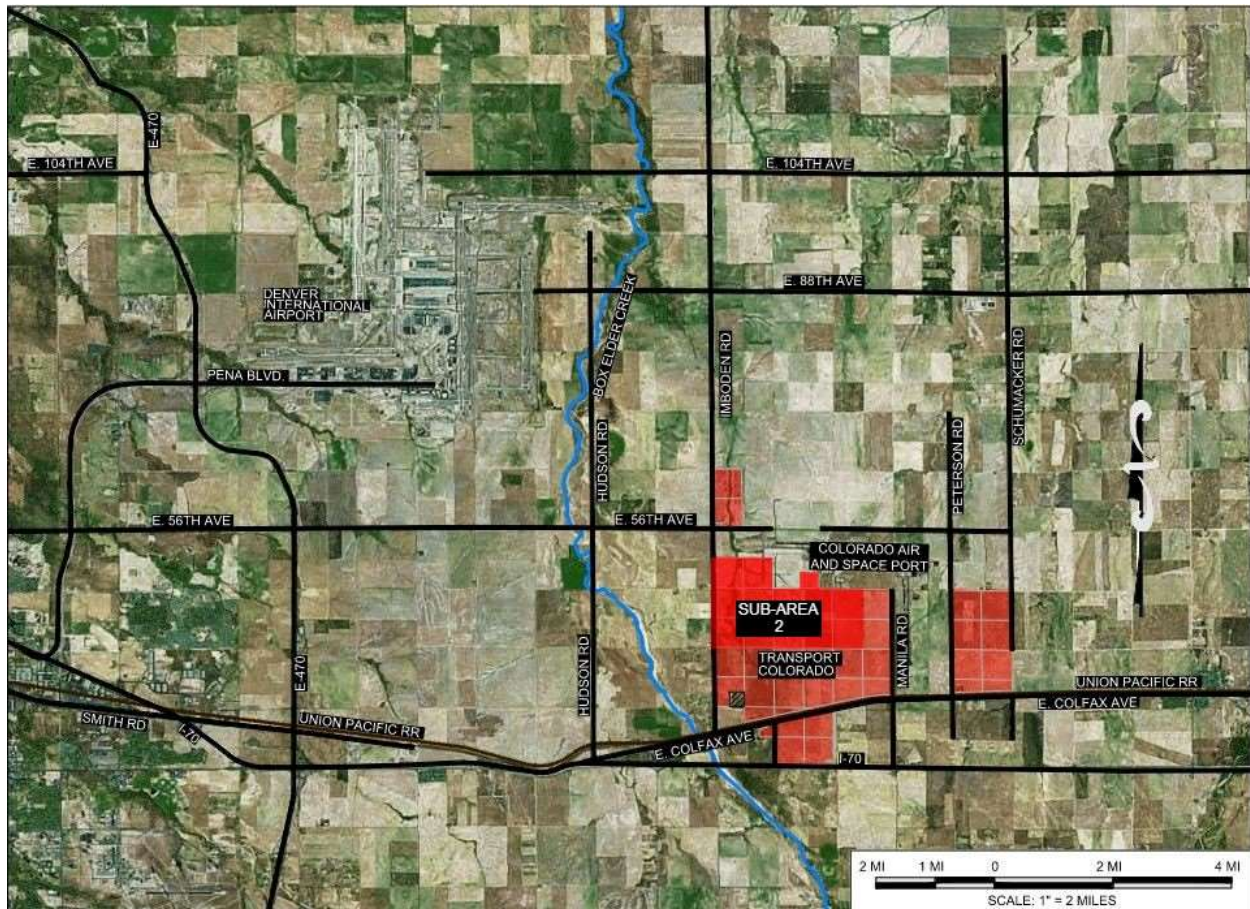


Figure 1.0: Vicinity Map

2.0 Public Improvements

Sub-Area 2 Build-Out (Exhibit 1 of 11)

General

The infrastructure necessary for the build-out of Sub-Area 2 includes the construction of roadways, watermain, sanitary and storm sewer mains, drainage channels and detention ponds. The alignments and locations of these improvements are preliminary and subject to change as development progresses. They will be finalized in future Infrastructure Site Plan (ISP), Site Plan (SP) and construction drawing (CD) submittals. All utilities and roads will be designed in accordance with the City of Aurora (COA) standards and specifications. Exhibit 1 shows a color-coded view of the proposed improvements for Sub-Area 2. The exhibit shows how Sub-Area 2, and its respective utilities and roadways would be constructed if developed independently of the other sub-areas.

Construction within Transport is already underway and a variety of ISPs, SWMPs, and construction plans are in review with the City of Aurora. Please refer to Exhibit 1 for mapping of

Trigger has been added to narrative

There should be a trigger identified for the design of the bridge and a trigger identified for the construction of the bridge.

these improvements. This PIP assumes that the infrastructure identified in PIP is constructed at the time of the initial development of SA 2.

Roadway System

Per the Port Colorado – Subarea 2 Traffic Impact Analysis (Ref. 9), the following roadway improvements will be required for the build-out of Sub-Area 2. All roadways will be constructed per COA standards and specifications. Some roadways are currently existing and the increase in traffic volumes on these streets may require additional improvements. Half-section roads will be constructed along the periphery. The remaining half-sections will be constructed when the adjacent property or sub-area is developed or based on traffic needs. Collector roads and local streets will be constructed to their full widths as planning areas are developed. The improvements required for Sub-Area 2 are described in more detail below.

- Construct the east half of a 6-lane major arterial for Imboden Road along the western subarea boundary in Sections 17 and 20.
- Construct the full width of a 4-lane minor arterial for E. 48th Avenue from Imboden Road to Quail Run Drive, including construction of a bridge for the crossing of Bear Gulch. Construction of the bridge is not specifically tied to the development of any planning area, since the adjacent planning areas do not independently, or cumulatively, trigger the need for a four lane arterial roadway cross-section, to support the traffic volumes. A Conditional Letter of Map Revision (CLOMR) will be required for the bridge.
- Construct the south half of a 4-lane minor arterial for E. 48th Avenue from Quail Run Drive to the eastern boundary of PA-4.
- Construct the full width of a 4-lane minor arterial for E. 48th Ave. along the southern boundary of PA-4.
- Construct the south half of a 4-lane minor arterial for E. 48th Avenue from the eastern boundary of PA-4 to the eastern boundary of PA-8B (the eastern boundary of Sub-Area 2).
- Construct the west half of a 3-lane collector for Quail Run Drive from E. 48th Avenue to the southern boundary of Sub-Area 2.
- Construct the full section of a 3-lane collector for E. 42nd Avenue from Quail Run Drive to the eastern boundary of Sub-Area 2.
- Construct the full section of a 3-lane collector for Cavanaugh Road from the southern boundary of Sub-Area 2 to E. 48th Avenue.

The full buildout of Sub-Area 2 will also require improvements at the intersection of East 48th Avenue/Imboden Road. These improvements include:

- A westbound left turn lane at 48th Avenue and Imboden Road.
- A possible traffic signal at East 48th Avenue and Quail Run Drive.

The improvements listed above are based on assumed land uses. As actual users purchase and develop their property, these improvements may be reevaluated and revised in the future.

Existing roadways surrounding Sub-Area 2 include:

- Imboden Road, 2-lane asphalt roadway.
- The east half of Quail Run Drive, 3-lane Collector, asphalt.
- Manila Road, 2-lane asphalt roadway.

The existing roadway network surrounding Port Colorado Subarea 2 is somewhat limited, and numerous improvements will need to be made to support background traffic in the area even without development of Port Colorado Subarea 2. Those improvements include the following.

Short-Term Background Improvements

- Build 56th Avenue, 48th Avenue, Manila Road, Imboden Road/Quail Run Road, and Imboden Road/Quail Run Road with a 4-lane cross-section
- Quail Run Road, north of East 48th Avenue, 2-lane gravel roadway
- East 48th Avenue, 2-lane asphalt roadway.
- Front Range Parkway, 2-lane asphalt road.

with what page 37 of the MTIS says about 48th. It includes 48th as a short-term background improvement to support background traffic even without the development of Subarea 2.

East 48th Avenue exists today as a 2-lane roadway. Per the Port Colorado – Subarea 2 Traffic Impact Analysis (Ref. 9), the projected traffic can be served by this 2-lane roadway for some time. While roadway right-of-way (ROW) will be dedicated as each adjacent planning area develops, the construction of East 48th Avenue may be postponed until the daily volume exceeds 10,500 trips. 10,500 trips is the lower limit for the LOS D for a 2-lane roadway, as presented in NEATS.

Per traffic report daily trips assigned to 48th Ave is 7,250 which is below the 10,500 trip threshold. TIS text will be corrected

Water Distribution System

As shown in the Master Utility Report, the City of Aurora is planning to install a 30" water line to Imboden Road and development will be served by this waterline and the waterlines that are installed with the ongoing ISPs.

The water lines required for the buildout are shown on Exhibit 1 in the appendix. The layout shown is preliminary and may be revised as development progresses. The Sub-Area 2 system will be designed to integrate with the network that will be installed for the buildout of the overall development. Water lines will be designed and constructed per COA standards and specifications. Adequate looping within the sub-area and planning areas will be provided to minimize disruption in service due to water main breaks. The water line loop for Sub-Area 2 will be established with the following improvements:

- A 24" water line in East 48th Avenue along the Sub-Area 2 boundary
- A 12" water line in East 42nd Avenue between Quail Run Drive and the eastern boundary of Sub-Area 2.
- A 16" water line in Cavanaugh Road between the southern boundary of Sub-Area 2 and East 48th Avenue
- A 24" waterline in Imboden Road from East 32nd Avenue to East 52nd Avenue, including a pressure reducing valve (PRV).

Additionally, water lines will be installed where roads are being constructed for emergency access to avoid the replacement of asphalt or concrete in the future.

Sanitary Sewer Collection System

Sub-Area 2 will be served by Individual Sewage Disposal Systems (ISDS). It is understood that systems generating 2,000 gpd or less will be permitted by the Adams County Health Department, and systems generating more than 2,000 gpd will be regulated by the Colorado Department of Public Health and Environment (CDPHE). The sewer mains have been sized according to COA design criteria and account for flows from the off-site parcels that fall within the service area boundary shown in the Master Utility Report (Ref. 1).

The 2018 COA Wastewater Capital Improvement Plan shows a force main connecting to the site at Bear Gulch and East 64th Avenue and conveying flows to the west. If the City infrastructure downstream of Bear Gulch and East 64th Avenue is not in place at the buildout of Sub-Area 2, a new Wastewater Treatment Plant (WWTP) will be considered at that location (in the northern portion of Sub-Area 4). This scenario will need to be assessed periodically and if required,

detailed design will begin when ISDS loading reaches 70% of the predicted Sub-Area 2 flows to ensure the WWTP is in service as subsequent sub-areas are developed.

Per COA criteria, sanitary sewer lines are to be constructed to the south and west of roadway centerlines. The build-out of Sub-Area 2 will include the following sanitary improvements:

- A 30" line flowing north along the eastern side of Bear Gulch from the southern boundary of Sub-Area 2 to East 48th Avenue.
- A 42" line flowing north along the east side of Bear Gulch from East 48th Avenue to the northern boundary of Sub-Area 2.
- A 15" line flowing east in East 48th Avenue from Imboden Road to the east side of Bear Gulch.
- A 36" line flowing west in East 48th Avenue from Cavanaugh Road to the east side of Bear Gulch.
- A 12" line in East 42nd Avenue from Quail Run Drive and the eastern limits of Sub-Area 2 to Channel BG C9 / C10.
- A 12" line flowing east in E. 42nd Avenue from the east boundary for Sub-Area 2 to Manila Road.
- An 18" line flowing east in E. 48th Avenue from Cavanaugh Road to the lift station.

In addition to the improvements listed above, a lift station and a force main will be required to serve Sub-Area 2. The lift station and force main will be located east of Sub-Area 2, along East 48th Avenue, west of Manila Road, and will serve Planning Areas 8B and 8C and the southeast corner of PA-9, east of the ridge line. Where the force main in East 48th Avenue is referenced in this document, it should be known that final design could require that a combination of two force main pipes will be installed to accommodate initial, interim and ultimate flows.

Storm Drainage System

On-site runoff will be routed through street flow, piped systems, open channels and detention ponds. The determination of public vs private infrastructure improvements will be shown on all construction plans put forth in the future. These ponds will release to their respective drainage basins. There are eight stormwater ponds planned for Sub-Area 2. Three of these are in-line ponds in Bear Gulch that are designed to provide detention for the 100-yr storm with Excess Urban Runoff Volume (EURV) and Water Quality (WQCV) being provided by individual users when they develop their properties at a later date. A pond is proposed in PA-4, which will provide full-spectrum detention that will include EURV. The other ponds within the Bear Gulch watershed, BG-D5 and BG-D11, are in-line to channel BG-C10 BG-C9. The other 2 ponds, HD-D3 and HD-D2 are located in the Henry David Draw Watershed and are located in-line to channel HD-C2. These improvements are discussed in more detail in the companion Master Drainage Report for Transport Colorado (Ref. 3) and the Master Drainage Compliance Letter, including with this Sub-Area 2 application. All regional ponds are within the Maintenance Eligibility Program (MEP), at which point they will be publicly maintained.

Parks and Open Space

Sub-Area 2 will contain common open space and landscape buffers. Open space will include channels and detention ponds. A trail will be included around Bear Gulch. Refer to Exhibit 1 for locations of the channels, detention ponds, and trails.

3.0 Planning Area Improvements

Overview

Sub-Area 2 of the Transport Colorado site has been divided into 12 planning areas (PA-2, PA-3, PA-4, PA-5, PA-6, PA-7, PA-8A, PA-8B, PA-8C, PA-9, PA-34, and PA-35), two of which (PA-34 and PA-35) have been set aside for open space and storm drainage improvements.

Generally, any planning area can be constructed at any time if the following improvements are provided (offsite improvements may be required to meet traffic and/or fire/life safety needs):

- Two points of access for life safety.
- A looped water system capable of supplying adequate fire flow and domestic service.
- An approved sanitary sewer system, including ISDS or connection to the COA sewer system.
- Stormwater storage and conveyance to downstream facilities.

Planning Area 2 (Exhibit 2 of 11)

General

Planning Area 2 contains approximately 79.49 acres. The infrastructure necessary for the build-out of this area includes the construction of arterial roadways, water mains, sanitary sewer mains, storm sewers, drainage channels and a detention pond. The proposed infrastructure shown on Sheet 2 is preliminary and subject to change as the planning area is developed.

Roadway System

All roadways will be constructed per COA standards and specifications. Half-section roads will be constructed along the periphery of the planning area. The remaining half-sections will be constructed when the adjacent property is developed. Collector roads and local streets will be constructed to their full widths. The roadway improvements required for Planning Area 2 are described in more detail below.

- Construct the east half of a 6-lane major arterial for Imboden Road along the western boundary of Planning Area 2.
- Construct the north half of a 4-lane minor arterial for E. 48th Avenue from Imboden Road to the eastern boundary of Planning Area 2, at the western limit of Bear Gulch.

Water Distribution System

If Planning Area 2 is to be developed first, it will be served by the existing water mains that have been installed with the aforementioned ongoing improvements. A connection will be made to the existing 24" water main at the corner of E. 48th Avenue and Quail Run Drive. The waters required for the build-out of Planning Area 2 are shown on Exhibit 2 in the appendix. The layout shown is preliminary and may be revised as development progresses. Water lines will be designed and constructed per COA standards and specifications. Adequate looping within the planning area will be provided to minimize disruption in service due to water main breaks. The water lines to be installed with the development of PA-2 are described below.

- A 24" line flowing west in East 48th Avenue from Quail Run Drive to Imboden Road.
- A 24" line flowing north in Imboden Road from East 48th Avenue to the northern

boundary of PA-2, including a PRV.

Sanitary Sewer System

Planning Area 2 will be served by Individual Sewage Disposal Systems (ISDS). To ensure the infrastructure is in place when the time comes for individual users to connect to the regional or City sewer system, sanitary mains will be installed as adjacent roads are constructed. The sewer mains have been sized according to COA design criteria and account for flows from the off-site parcels that fall within the service area boundary shown in the Master Utility Report (Ref. 2) for this FDP submittal.

Per COA criteria, sanitary sewer lines are to be constructed to the south and west of roadway centerlines. The build-out of Planning Area 2 will include the following sanitary improvements:

- An 8" stub crossing Bear Gulch for future connection to the main trunk line.

Storm Drainage System

On-site runoff will be routed through street flow, piped systems, and floodplain improvements to an in-line detention pond in Bear Gulch at the north end of the planning area. This pond is designed to provide detention for the 100-yr storm with EURV and WQCV being provided by individual users at a later date. This pond will release into the existing floodplain north of the planning area into Bear Gulch. Off-site flows from the south will be conveyed through the site via the existing Bear Gulch floodplain. Existing downstream infrastructure will be evaluated at ISP and preliminary design stage. These improvements are discussed in more detail in the companion Master Drainage Report for Transport Colorado (Ref. 3).

Development of on-site planning areas may trigger the requirement for construction of off-site channel or detention improvements. The need for off-site drainage improvements will be evaluated by the COA and Mile High Flood District (MHFD) when the preliminary drainage report and site plans are developed.

Planning Area 3 (Exhibit 3 of 11)

General

Planning Area 3 contains approximately 149.56 acres. The infrastructure necessary for the build-out of this area includes the construction of arterial roadways, water mains, sanitary sewer mains, storm sewers, drainage channels and a detention pond. The proposed infrastructure shown on Sheet 3 is preliminary and subject to change as the planning area is developed.

Roadway System

All roadways will be constructed per COA standards and specifications. Half-section roads will be constructed along the periphery of the planning area. The remaining half-sections will be constructed when the adjacent property is developed. Collector roads and local streets will be constructed to their full widths. The roadway improvements required for Planning Area 3 are described in more detail below.

- Construct the north half of a 4-lane minor arterial for E. 48th Avenue from the western boundary of PA-3 to Quail Run Drive.

Water Distribution System

If Planning Area 3 is to be developed first, it will be served by the existing water mains that have been installed with the afore mentioned ongoing improvements. A connection will be made to the existing 24" water main at the corner of E. 48th Avenue and Quail Run Drive. The water lines required for the build-out of Planning Area 3 are shown on Exhibit 3 in the appendix. The layout shown is preliminary and may be revised as development progresses. Water lines will be designed and constructed per COA standards and specifications. Adequate looping within the planning area will be provided to minimize disruption in service due to water main breaks. The water lines to be installed with the development of PA-3 are described below.

- A 24" line flowing west in E. 48th Avenue from Quail Run Drive to the western limit of Bear Gulch.

Sanitary Sewer System

Planning Area 3 will be served by Individual Sewage Disposal Systems (ISDS). To ensure the infrastructure is in place when the time comes for individual users to connect to the regional or City sewer system, sanitary mains will be installed as adjacent roads are constructed. The sewer mains have been sized according to COA design criteria and account for flows from the off-site parcels that fall within the service area boundary shown in the Master Utility Report (Ref 1.) for this FDP submittal.

Per COA criteria, sanitary sewer lines are to be constructed to the south and west of roadway centerlines. The build-out of Planning Area 3 will include the following sanitary improvements:

- A 42" line along the western boundary of PA-3 to serve as a main trunk of the regional sewer system.
- A 36" line flowing west along E. 48th Avenue from Quail Run Drive to the western boundary of PA-3, the eastern limits of Bear Gulch.
- 8" and 12" stubs connecting to the main trunk, on either side of the east-west finger of PA-34.

Storm Drainage System

On-site runoff will be routed through street flow, piped systems, and the existing floodplain to convey flows to the in-line detention pond in Bear Gulch that divides PA-2 and PA-3. This pond is designed to provide detention for the 100-yr storm with EURV and WQCV being provided by individual users at a later date. This pond will release at historic rates into the existing floodplain north of the planning area into Bear Gulch. Existing downstream infrastructure will be evaluated at ISP and preliminary design stage. Modifications to the existing Bear Gulch floodplain will be evaluated at a later stage. These improvements are discussed in more detail in the companion Master Drainage Report for Transport Colorado (Ref. 3). A trail will be installed around Bear Gulch within the limits of Planning Area 3.

Development of on-site planning areas may trigger the requirement for construction of off-site channel or detention improvements. The need for off-site drainage improvements will be evaluated by the COA and MHFD when the preliminary drainage report and site plans are developed.

Planning Area 4 (Exhibit 4 of 11)

General

Planning Area 4 contains approximately 36.81 acres. The infrastructure necessary for the build-out of this area includes the construction of arterial roadways, water mains, sanitary sewer mains, storm sewers, and a detention pond. The proposed infrastructure shown on Sheet 4 is preliminary and subject to change as the planning area is developed.

Roadway System

All roadways will be constructed per COA standards and specifications. Half-section roads will be constructed along the periphery of the planning area. The remaining half-sections will be constructed when the adjacent property is developed. Collector roads and local streets will be constructed to their full widths. The roadway improvements required for Planning Area 4 are described in more detail below.

- Construct the north half of a 4-lane minor arterial for E. 48th Avenue from the western boundary of PA-4 to the eastern boundary of PA-4.

Water Distribution System

If Planning Area 4 is to be developed first, it will be served by the existing water mains that have been installed with the aforementioned ongoing improvements. A connection will be made to the existing 24" water main at the corner of E. 48th Avenue and Quail Run Drive. The water lines required for the build-out of Planning Area 4 are shown on Exhibit 4 in the appendix. The layout shown is preliminary and may be revised as development progresses. Water lines will be designed and constructed per COA standards and specifications. Adequate looping within the planning area will be provided to minimize disruption in service due to water main breaks. The water lines to be installed with the development of PA-4 are described below.

- A 24" line flowing west along E. 48th Avenue from the eastern boundary of PA-4 to Quail Run Drive.

Sanitary Sewer System

Planning Area 4 will be served by Individual Sewage Disposal Systems (ISDS). To ensure the infrastructure is in place when the time comes for individual users to connect to the regional or City sewer system, sanitary mains will be installed as adjacent roads are constructed. The sewer mains have been sized according to COA design criteria and account for flows from the off-site parcels that fall within the service area boundary shown in the Master Utility Report (Ref. 2).

Per COA criteria, sanitary sewer lines are to be constructed to the south and west of roadway centerlines. The build-out of Planning Area 4 will include the following sanitary improvements:

- A 36" line flowing west along E. 48th Avenue from the eastern boundary of PA-4 to the ISDS near Bear Gulch.
- An 8" stub connected to the 36" line in E. 48th Avenue.

Storm Drainage System

On-site runoff will be routed through street flow and piped systems to an offline full spectrum pond at the northeast corner of the site. This full spectrum pond is designed to provide detention for the 100-yr storm, EURV and WQCV. This pond will release to the north. These

improvements are discussed in more detail in the companion Master Drainage report for Transport Colorado (Ref. 3).

Development of on-site planning areas may trigger the requirement for construction of off-site channel or detention improvements. The need for off-site drainage improvements will be evaluated by the COA and MHFD when the preliminary drainage report and site plans are developed.

Planning Area 5 (Exhibit 5 of 11)

General

Planning Area 5 contains approximately 132.40 acres. The infrastructure necessary for the build-out of this area includes the construction of arterial roadways, water mains, sanitary sewer mains, storm sewers, drainage channels and detention ponds. The proposed infrastructure shown on Exhibit 5 is preliminary and subject to change as the planning area is developed.

Roadway System

All roadways will be constructed per COA standards and specifications. Half-section roads will be constructed along the periphery of the planning area. The remaining half-sections will be constructed when the adjacent property is developed. Collector roads and local streets will be constructed to their full widths. The roadway improvements required for Planning Area 5 are described in more detail below.

- Construct the east half of a 6-lane major arterial for Imboden Road from the southern boundary of PA-5 to E. 48th Avenue.
- Construct the south half of a 4-lane minor arterial for E. 48th Avenue from Imboden Road to the eastern boundary of PA-5, the western limits of Bear Gulch.

Water Distribution System

If Planning Area 5 is to be developed first, it will be served by the existing water mains that have been installed with the aforementioned ongoing improvements. A connection will be made to the existing 24" water main at the corner of E. 32nd Avenue and Quail Run Road. The water lines required for the build-out of Planning Area 5 are shown on Exhibit 5 in the appendix. The layout shown is preliminary and may be revised as development progresses. Water lines will be designed and constructed per COA standards and specifications. Adequate looping within the planning area will be provided to minimize disruption in service due to water main breaks. The water lines to be installed with the development of PA-5 are described below.

- A 24" line flowing north along Imboden Road from E. 32nd Avenue to E. 48th Avenue.
- A 24" line between Imboden Road to the eastern limits of PA-5, the western limits of Bear Gulch.

Sanitary Sewer System

To ensure the infrastructure is in place when the time comes for individual users to connect to the regional or City sewer system, sanitary mains will be installed as adjacent roads are constructed. The sewer mains have been sized according to COA design criteria and account for flows from the off-site parcels that fall within the service area boundary shown in the Master Utility Report (Ref. 2).

Per COA criteria, sanitary sewer lines are to be constructed to the south and west of roadway centerlines. The build-out of Planning Area 5 will include the following sanitary improvements:

- A 15" line flowing east along East 48th Avenue from Imboden Road to the ISDS near Bear Gulch.
- A 30" line flowing north along the east side of bear gulch to the ISDS near Bear Gulch,
- An 8" stub connected to the 15" line in E. 48th Avenue.
- An 8" stub crossing Bear Gulch for the future connection to the 30" main trunk line, on the east side of Bear Gulch.

Storm Drainage System

On-site runoff will be routed through street flow, piped systems, and the existing floodplain to two on-line regional detention ponds on Bear Gulch at the north and south ends of the planning area. These ponds are designed to provide detention for the 100-yr storm with EURV and WQCV being provided by individual users at a later date. The northern pond will release to a proposed crossing that flows northerly across E. 48th Avenue. The southern pond releases into the existing Bear Gulch floodplain. Modifications to the existing Bear Gulch floodplain will be evaluated at a later time. Existing downstream infrastructure will be evaluated at ISP and preliminary design stage. There improvements are discussed in more detail in the companion Master Drainage Report for Transport Colorado (Ref. 3).

Development of on-site planning areas may trigger the requirement for construction of off-site channel or detention improvements. The need for off-site drainage improvements will be evaluated by the COA and MHFD when the preliminary drainage report and site plans are developed.

Planning Area 6 (Exhibit 6 of 11)

General

Planning Area 6 contains approximately 345.37 acres of planned mixed-use development. The infrastructure necessary for the build-out of this area includes the construction of collector and arterial roadways, water mains, sanitary sewer mains, storm sewers, drainage channels and detention ponds. The proposed infrastructure shown on Exhibit 6 is preliminary and subject to change as the planning area is developed.

Roadway System

All roadways will be constructed per COA standards and specifications. Half-section roads will be constructed along the periphery of the planning area. The remaining half-sections will be constructed when the adjacent property is developed. Collector roads and local streets will be constructed to their full widths. The roadway improvements required for Planning Area 6 are described in more detail below.

- Construct the south half of a 4-lane minor arterial for East 48th Avenue from the eastern limits of Bear Gulch to Quail Run Drive. Since the Bear Gulch bridge will require a CLOMR, this portion of the East 48th Avenue roadway will not be specifically attributed to a planning area. It is anticipated however that the CLOMR will be initiated at the time of PA-6 development.

- Construct the west half of a 3-lane collector for Quail Run Drive along the eastern boundary of PA-6.

Water Distribution System

If Planning Area 6 is to be developed first, it will be served by the existing water mains that have been installed with the afore mentioned ongoing improvements. A connection will be made to the existing 24" water main at the corner of E. 48th Avenue and Quail Run Drive. The water lines required for the build-out of Planning Area 6 are shown on Exhibit 6 in the appendix. The layout shown is preliminary and may be revised as development progresses. Water lines will be designed and constructed per COA standards and specifications. Adequate looping within the planning area will be provided to minimize disruption in service due to water main breaks. The water lines to be installed with the development of PA-6 are described below.

- A 24" line flowing west in East 48th Avenue from Quail Run Drive to the western boundary of Bear Gulch.

Sanitary Sewer System

Planning Area 6 will be served by Individual Sewage Disposal Systems (ISDS). To ensure the infrastructure is in place when the time comes for individual users to connect to the regional or City sewer system, sanitary mains will be installed as adjacent roads are constructed. The sewer mains have been sized according to COA design criteria and account for flows from the off-site parcels that fall within the service area boundary shown in the Master Utility Report (Ref. 2).

Per COA criteria, sanitary sewer lines are to be constructed to the south and west of roadway centerlines. The build-out of Planning Area 6 will include the following sanitary improvements:

- A 36" line flowing west in East 48th Avenue from Quail Run Drive to the eastern limit of Bear Gulch.
- A 30" line flowing northerly along the western boundary of PA-6 to serve as a main trunk of the regional sewer system.

Storm Drainage System

On-site runoff will be routed through street flow, piped systems, and open channels to two on-line regional detention ponds in Bear Gulch at the north and south ends of the planning area. These ponds are designed to provide detention for the 100-yr storm with EURV and WQCV being provided by individual users at a later date. The northern pond will release to a proposed crossing that drains across East 48th Avenue. The southern pond release into the existing Bear Gulch floodplain. Modifications to the existing Bear Gulch floodplain will be evaluated at a later time. These improvements are discussed in more detail in the companion Master Drainage Report for Transport Colorado (Ref. 3). A trail will be installed around Bear Gulch within the limits of Planning Area 6.

Development of on-site planning areas may trigger the requirement for construction of off-site channel or detention improvements. The need for off-site drainage improvements will be evaluated by the COA and MHFD when the preliminary drainage report and site plans are developed.

Planning Area 7 (Exhibit 7 of 11)

General

Planning Area 7 contains approximately 72.16 acres. The infrastructure necessary for the build-out of this area includes the construction of collector roadways, water mains, sanitary sewer mains, storm sewers, drainage channels and detention ponds. The proposed infrastructure shown on Exhibit 7 is preliminary and subject to change as the planning area is developed.

Roadway System

All roadways will be constructed per COA standards and specifications. Half-section roads will be constructed along the periphery of the planning area. The remaining half-sections will be constructed when the adjacent property is developed. Collector roads and local streets will be constructed to their full widths. The roadway improvements required for Planning Area 7 are described in more detail below.

- Construct the west half of a 3-lane collector for Quail Run Drive along the eastern boundary of PA-7.

Water Distribution System

If Planning Area 7 is to be developed first, it will be served by the existing water mains that have been installed with the afore mentioned ongoing improvements. A connection will be made to the existing 24" water main in Quail Run Drive. The water lines required for the build-out of Planning Area 7 are shown on Exhibit 7 in the appendix. The layout shown is preliminary and may be revised as development progresses. Water lines will be designed and constructed per COA standards and specifications. Adequate looping within the planning area will be provided to minimize disruption in service due to water main breaks. The water lines to be installed with the development of PA-7 are described below.

- A connection will be made to the existing 24" waterline in Quail Run Drive.

Sanitary Sewer System

Planning Area 7 will be served by Individual Sewage Disposal Systems (ISDS). To ensure the infrastructure is in place when the time comes for individual users to connect to the regional or city sewer system, sanitary mains will be installed as adjacent roads are constructed. The sewer mains have been sized according to COA design criteria and account for flows from the off-site parcels that fall within the service area boundary shown in the Master Utility Report (Ref. 2).

Per COA criteria, sanitary sewer lines are to be constructed to the south and west of roadway centerlines. The build-out of Planning Area 7 will include the following sanitary improvements:

- A 30" line along the eastern side of Bear Gulch from the southern boundary of PA-7 to the ISDS to serve as a main trunk of the regional sewer system.
- An 8" line along the southern boundary of PA-7 connected the main trunk.
- A 12" stub at the northern boundary of PA-7 connected to the main trunk.

Storm Drainage System

On-site runoff will be routed through street flow, piped systems, open channels and the existing Bear Gulch floodplain to an on-line regional detention pond in Bear Gulch at the north end of

the planning area. The pond is designed to provide detention for the 100-yr storm with EURV and WQCV being provided by individual users at a later date. The pond will release into the existing Bear Gulch floodplain. Modifications to the existing Bear Gulch floodplain will be evaluated at a later time. These improvements are discussed in more detail in the companion Master Drainage Report for Transport Colorado (Ref. 3). A trail will be installed around Bear Gulch within the limits of Planning Area 7.

Development of on-site planning areas may trigger the requirement for construction of off-site channel or detention improvements. The need for off-site drainage improvements will be evaluated by the COA and MHFD when the preliminary drainage report and site plans are developed.

Planning Area 8A (Exhibit 8 of 11)

General

Planning Area 8A contains approximately 316.15 acres. The infrastructure necessary for the build-out of this area includes the construction of arterial and collector roadways, water mains, sanitary sewer mains, storm sewers, a drainage channel and a detention pond. The proposed infrastructure shown on Exhibit 8 is preliminary and subject to change as the planning area is developed.

Roadway System

All roadways will be constructed per COA standards and specifications. Half-section roads will be constructed along the periphery of the planning area. The remaining half-sections will be constructed when the adjacent property is developed. Collector roads and local streets will be constructed to their full widths. The roadway improvements required for Planning Area 8A are described in more detail below.

- Construct the south half of a 4-lane minor arterial for East 48th Avenue from Cavanaugh Road to Quail Run Drive.
- Construct the north half of East 42nd Avenue from Cavanaugh Road to Quail Run Drive.

Include Cavanaugh Rd. improvements in this list.

Identify the sidewalk for Quail Run Drive on the east side on this list.

Water Distribution System

If Planning Area 8A is to be developed first, it will be served by the existing water mains that have been installed with the afore mentioned ongoing improvements. Improvements will be made to the existing 24" water main at the corner of E. 48th Avenue and Cavanaugh Road. The water lines required for the build-out of Planning Area 8A are shown on Exhibit 8. The water lines layout shown is preliminary and may be revised as development progresses. Water lines will be designed and constructed per COA standards and specifications. Adequate looping within the planning area will be provided to minimize disruption in service due to water main breaks. The water lines to be installed with the development of PA-8A are described below.

Improvements have been added to narrative

- A 16" line flowing north in Cavanaugh Road along the east boundary of PA-8A.
- A 12" line flowing east in E. 42nd Avenue from Quail Run Drive to Cavanaugh Road.
- A 24" line flowing east along E. 48th Avenue from Quail Run Drive to Cavanaugh Road.

Sanitary Sewer System

Planning Area 8A will be served by Individual Sewage Disposal Systems (ISDS). To ensure the infrastructure is in place when the time comes for individual users to connect to the regional or

City sewer system, sanitary mains will be installed as adjacent roads are constructed. The sewer mains have been sized according to COA design criteria and account for flows from the off-site parcels that fall within the service area boundary shown in the Master Utility Report (Ref. 2).

Per COA criteria, sanitary sewer lines are to be constructed to the south and west of roadway centerlines. The build-out of Planning Area 8A will include the following sanitary improvements:

- A 36" line flowing west in East 48th Avenue from Cavanaugh Road to the eastern limits of Bear Gulch at the ISDS in PA-6.
- 15" line flowing north along channel BG C9/C10 to East 48th Avenue.

Storm Drainage System

On-site runoff will be routed through street flow, piped systems, and open channels to a detention pond at the northwest end of PA-8A and a pond at the northeast end of PA-8B. These ponds are designed to provide detention for the 100-year storm with EURV and WQCV being provided by individual users at a later date. The ponds will release to proposed crossings that drain northernly across East 48th Avenue. Off-site flows from the south will be conveyed through the open channel flowing through the planning area from East 42nd Avenue into the detention pond described above. These improvements are discussed in more detail in the companion Master Drainage Report for Transport Colorado (Ref. 3).

Development of on-site planning areas may trigger the requirement for construction of off-site channel or detention improvements. The need for off-site drainage improvements will be evaluated by the COA and MHFD when the preliminary drainage report and site plans are developed.

Planning Area 8B (Exhibit 9 of 11)

General

Planning Area 8B contains approximately 159.11 acres. The infrastructure necessary for the build-out of this area includes the construction of arterial and collector roadways, water mains, sanitary sewer mains, storm sewers, a drainage channel and a detention pond. The proposed infrastructure shown on Exhibit 9 is preliminary and subject to change as the planning area is developed.

Roadway System

All roadways will be constructed per COA standards and specifications. Half-section roads will be constructed along the periphery of the planning area. The remaining half-sections will be constructed when the adjacent property is developed. Collector roads and local streets will be constructed to their full widths. The roadway improvements required for Planning Area 8B are described in more detail below.

- Construct the south half of a 4-lane minor arterial for E. 48th Avenue from Cavanaugh Road to the eastern boundary of PA-8B.
- Construct the east half of a 3-lane collector for Cavanaugh Road from the southern boundary of PA-8B to E. 48th Avenue.

- Construct the north half of a 3-lane collector for E. 42nd Avenue from Cavanaugh Road to the eastern boundary of PA-8B.

Water Distribution System

If Planning Area 8B is to be developed first, it will be served by the existing water mains that have been installed with the afore mentioned ongoing improvements. A connection will be made to the existing 16" water main at the corner of E. 38th Avenue and Cavanaugh Road. The water lines required for the build-out of Planning Area 8B are shown on Exhibit 9 in the appendix. The layout shown is preliminary and may be revised as development progresses. Water lines will be designed and constructed per COA standards and specifications. Adequate looping within the planning area will be provided to minimize disruption in service due to water main breaks. The water lines to be installed with the development of PA-8B are described below.

- A 24" line flowing east along E. 48th Avenue along the northern boundary of PA-8B
- A 12" line flowing east in E. 42nd Avenue from Cavanaugh Road to the eastern boundary of PA-8B.
- A 16" line flowing north in Cavanaugh Road from E. 42nd Avenue to E. 48th Avenue.

Sanitary Sewer System

Planning Area 8B will be served by Individual Sewage Disposal Systems (ISDS). To ensure the infrastructure is in place when the time comes for individual users to connect to the regional or City sewer system, sanitary mains will be installed as adjacent roads are constructed. The sewer mains have been sized according to COA design criteria and account for flows from the off-site parcels that fall within the service area boundary shown in the Master Utility Report (Ref. 2) for.

Per COA criteria, sanitary sewer lines are to be constructed to the south and west of roadway centerlines. The build-out of Planning Area 8B will include the following sanitary improvements:

- An 18" line flowing easternly from Cavanaugh Road to the location of proposed lift station on the northern boundary of Sub Area 1 along East 48th Avenue.
- A force main flowing westerly in E. 48th Avenue from the lift station to the ridge line at East 48th Avenue.
- 36" line connecting the force main to the ISDS at the east limit of Bear Gulch in SA-6.

Storm Drainage System

On-site runoff will be routed through street flow, piped systems and open channels to the in-line regional detention pond at the northern end of Planning Area 8B. This pond is designed to provide detention for the 100-yr storm with WQCV and EURV being provided by individual users at a later date. This pond will release into an existing drainageway via a proposed crossing. Surrounding offsite flows will be conveyed to the detention pond via an open channel. These improvements are discussed in more detail in the companion Master Drainage Report for Transport Colorado (Ref. 3).

Development of on-site planning areas may trigger the requirement for construction of off-site channel or detention improvements. The need for off-site drainage improvements will be

evaluated by the COA and MHFD when the preliminary drainage report and site plans are developed.

Planning Area 8C (Exhibit 10 of 11)

General

Planning Area 8C contains approximately 160.51 acres. The infrastructure necessary for the build-out of this area includes the construction of collector roadways, water mains, sanitary sewer mains, storm sewers, and a detention pond. The proposed infrastructure shown on Sheet 10 is preliminary and subject to change as the planning area is developed.

Roadway System

All roadways will be constructed per COA standards and specifications. Half-section roads will be constructed along the periphery of the planning area. The remaining half-sections will be constructed when the adjacent property is developed. Collector roads and local streets will be constructed to their full widths. The roadway improvements required for Planning Area 8C are described in more detail below.

- Construct the east half of a 3-lane collector for Cavanaugh Road from the southern boundary of PA-8C to E. 42th Avenue.
- Construct the south half of a 3-lane collector for E. 42nd Avenue from the eastern boundary of PA-8C to Cavanaugh Road.

Water Distribution System

If Planning Area 8C is to be developed first, it will be served by the existing water mains that have been installed with the aforementioned ongoing improvements. A connection will be made to the existing 16" water main at the corner of E. 38th Avenue and Cavanaugh Road. The water lines required for the build-out of Planning Area 8C are shown on Exhibit 10 in the appendix. The layout shown is preliminary and may be revised as development progresses. Water lines will be designed and constructed per COA standards and specifications. Adequate looping within the planning area will be provided to minimize disruption in service due to water main breaks. The water lines to be installed with the development of PA-8C are described below.

- A 12" line flowing east in E. 42nd Avenue from Cavanaugh Road to the eastern boundary of PA-8C
- A 16" line flowing north in Cavanaugh Road from the southern boundary of PA-8C to E. 42nd Avenue.

Sanitary Sewer System

Planning Area 8C will be served by Individual Sewage Disposal Systems (ISDS). To ensure the infrastructure is in place when the time comes for individual users to connect to the regional or City sewer system, sanitary mains will be installed as adjacent roads are constructed. The sewer mains have been sized according to COA design criteria and account for flows from the off-site parcels that fall within the service area boundary shown in the Master Utility Report (Ref. 2).

Per COA criteria, sanitary sewer lines are to be constructed to the south and west of roadway centerlines. The build-out of Planning Area 9 will include the following sanitary improvements:

- 12" line in East 42nd Avenue from the eastern boundary of PA-8C to Manila Road,

- 36" line along Manila Road, between East 42nd Avenue to East 48th Avenue,
- 36" line along East 48th Avenue between Manila Road and the lift station
- A force main flowing west in E. 48th Avenue from the lift station to the ridge line at East 48th Avenue
- 36" line connecting the force main to the ISDS at the east limit of Bear Gulch in SA-6.

Storm Drainage System

The runoff of PA -8C will be routed through street flow and piped systems to an in-line regional detention pond to the north of PA-8C in the Henry David Draw watershed and to an in-line regional detention pond in Sub Area 1, in the northwest corner of the southeast quarter of Section 22. These ponds are designed to provide detention for the 100-yr storm with WQCV and EURV provided by individual users at a later date. The ponds will release through proposed culverts that crosses under E. 42nd Avenue. These improvements are discussed in more detail in the companion Master Drainage Report for Transport Colorado (Ref. 3).

Development of on-site planning may trigger the requirement for construction of off-site channel or detention improvements. The need for off-site drainage improvements will be evaluated by the COA and MHFD when the preliminary drainage report and site plans are developed.

Planning Area 9 (Exhibit 11 of 11)

General

Planning Area 9 contains approximately 317.66 acres. The infrastructure necessary for the build-out of this area includes the construction of collector roadways, water mains, sanitary sewer mains, storm sewers, drainage channels and detention ponds. The proposed infrastructure shown on Sheet 11 is preliminary and subject to change as the planning area is developed.

Roadway System

All roadways will be constructed per COA standards and specifications. Half-section roads will be constructed along the periphery of the planning area. The remaining half-sections will be constructed when the adjacent property is developed. Collector roads and local streets will be constructed to their full widths. The roadway **Include the sidewalk for Quail Run Drive on the east side on this list.** Area 9 are described in more detail below.

- Construct the south half of a 3-lane collector road from Cavanaugh Road to Quail Run Drive.
- Construct the west half of a 3-lane collector road from East 38th Avenue to East 42nd Avenue.

Sidewalk construction has been added to narrative

Water Distribution System

If Planning Area 9 is to be developed first, it will be served by the existing water mains that have been installed with the aforementioned ongoing improvements. A connection will be made to the existing 24" water main flowing north in Quail Run Drive. A second connection will be made to the existing 16" water main at Cavanaugh Road and East 38th Avenue. The water lines required for the build-out of Planning Area 9 are shown on Exhibit 11 in the appendix. The layout shown is preliminary and may be revised as development progresses. Water lines will be designed and constructed per COA standards and specifications. Adequate looping within the

planning area will be provided to minimize disruption in service due to water main breaks. The water lines to be installed with the development of PA-9 are described below.

- A 16" line flowing north in Cavanaugh Road along the east boundary of PA-9, and
- A 12" line flowing east in E. 42nd Avenue from Quail Run Drive to Cavanaugh Road.

Sanitary Sewer System

Planning Area 9 will be served by Individual Sewage Disposal Systems (ISDS). To ensure the infrastructure is in place when the time comes for individual users to connect to the regional or City sewer system, sanitary mains will be installed as adjacent roads are constructed. The sewer mains have been sized according to COA design criteria and account for flows from the off-site parcels that fall within the service area boundary shown in the Master Utility Report (Ref. 2).

Per COA criteria, sanitary sewer lines are to be constructed to the south and west of roadway centerlines. The western build-out of Planning Area 9 will include the following sanitary improvements:

- A 12" line flowing west in E. 42nd Avenue from the ridge line of PA-9 to Quail Run Drive,
- 15" line flowing north along channel BG C9/C10 to East 42nd Avenue.
- 36" line in East 48th Avenue, west of Quail Run Drive to the ISDS, at the eastern limits of Bear Gulch in PA-6

The eastern build-out of Planning Area 9 will include the following sanitary sewer improvements:

- 12" line in East 42nd Avenue, extending from the ridge line in PA-9 to Manila Road
- 36" line along Manila Road, between East 42nd Avenue to East 48th Avenue,
- 36" line along East 48th Avenue between Manila Road and the lift station
- A force main flowing west in East 48th Avenue from the lift station to the ridge line at East 48th Avenue
- 36" line connecting the force main to the ISDS at the east limit of Bear Gulch in SA-6

Storm Drainage System

The runoff of PA -9 will be routed through street flow, piped systems and an open channel to an in-line regional detention pond at the northwestern portion of PA-9 in the Bear Gulch watershed. This pond is designed to provide detention for the 100-yr storm with WQCV and EURV provided by individual users at a later date. This pond will release through a proposed culvert that crosses under East 42nd Avenue. These improvements are discussed in more detail in the companion Master Drainage Report for Transport Colorado (Ref. 3).

Development of on-site planning areas may trigger the requirement for construction of off-site channel or detention improvements. The need for off-site drainage improvements will be evaluated by the City of Aurora and MHFD when the preliminary drainage report and site plans are developed.

4.0 Life Safety

The developer will construct a looped water supply and fire hydrants as required by the adopted fire code and city ordinances for each individual planning area. Some initial development will be supplied with a single water service to promote water quality within the system.

It is anticipated that this development will initially be serviced by Bennet Fire Station #92. As the site develops, a temporary fire station may be required before a permanent location is established on-site. If required, the developer will provide a temporary fire station by means of a modular structure at the direction of the Fire Chief or his or her designee. Dedicated for public land use, the temporary and permanent fire stations will be located in Sub-Area 1 as shown on Exhibit 3. These locations are show in in more detail in the Master Plan Documents for Sub-Area 1.

A Whelen Warning System is anticipated for this site and will be located in Sub-Area 1 with the permanent fire station.

The developer will construct on-site, and off-site infrastructure needed to establish two points of emergency access to the overall site and each internal phase of construction. The developer will work with the city of Aurora to provide for acceptable water system design solutions related to the City's plan for water system connectivity to the project.

5.0 Conclusion

This Public Improvement Plan Report was prepared as a companion document to the Master Plan for Sub-Area 2. It outlines the infrastructure improvements required for development of Sub-Area 2. As detailed above, the development of Sub-Area 2 is anticipated to be broken up into 12 planning areas, 2 of which are for drainage and open space. These improvements are preliminary and may change as planning areas area developed.

6.0 References Cited

1. **Port Colorado Master Utility Plan – Amendment #2**, Westwood, Inc., June 2020
2. **Port Colorado Sub-Area 6 Master Utility Study**, Westwood, Inc., June 2020
3. **Transport Colorado Master Drainage Report Amendment #3**, Westwood, Inc., August 2022 (Under Review)
4. **Transport Colorado Framework Development Plan**, CVL Consultants of Colorado, Inc. April 2019
5. **Port Colorado Revised Traffic Impact Analysis**, Felsburg Holt & Ullevig, Feb. 2022
6. **Transport/Front Range Airport Area Master Utilities Plan**, Matrix Design Group, Inc. 2007
7. **City of Aurora Wastewater Capital Improvement Plan**, City of Aurora, January 2018
8. **City of Aurora Water Capital Improvement Plan**, City of Aurora, May 2018
9. **Port Colorado – Subarea 2 – Traffic Impact Analysis**, Felsburg Holt & Ullevig, September 2022

APPENDIX A
Public Improvement Plan Exhibits