



Please indicate what changes are being made by clouding specific changes

Indicate all changes.

## PORTEOS PUBLIC IMPROVEMENT PLAN AMENDMENT CITY OF AURORA, COLORADO

MAY 2020

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Note has been added to PIP text.

Add a note in the PIP that the master developer has requested that the proportional share be determined based on proportional acreage of each planning area and will comply with the City's Traffic Signal Escrow Ordinance.

THIS AMENDMENT IS BEING PREPARED TO PRESENT THE ZONING CHANGE FOR PA-8B. PA-8B WILL BE RE-ZONED FROM THE CURRENT MIXED COMMERCIAL TO INDUSTRIAL. PLANNING AREAS 8A, 8B, 10A, AND 10B ACREAGES HAVE BEEN CHANGED.

STATEMENT OF ACKNOWLEDGEMENT

THE FOLLOWING DOCUMENT IS AN AMENDMENT TO THE PUBLIC IMPROVEMENT PLAN FOR THE PORTEOS PROJECT SITE WRITTEN BY MARTIN/MARTIN CONSULTING ENGINEERS JANUARY 2012 AND REVISED JULY 2012 AND REVISED JUNE 2017.

FOR CLARITY PURPOSES, THE FORMAT AND PORTIONS OF THIS DOCUMENT ARE ORIGINAL TEXT AS PREPARED BY MARTIN/MARTIN WITH AMENDMENTS DEPICTED IN ITALIC FORMAT.

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APPENDIX A

- FINAL BUILD OUT, EXHIBIT 1 OF 8
- PLANNING AREA 'A' – PA3, PA4 EXHIBIT 2 OF 8
- PLANNING AREA 'B' – PA5 & PA6A & 6B, EXHIBIT 3 OF 8
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- PLANNING AREA 'D' – PA8B, 10B, & 11, EXHIBIT 5 OF 8
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- PLANNING AREA 'F' – PA12, EXHIBIT 7 OF 8
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## PROJECT LOCATION AND DESCRIPTION

The purpose of this Master Land Use/Public Improvement Report is to discuss relevant issues regarding infrastructure planning for the Porteos Development. More specifically, this report will discuss with each identified planning area the required roadway, storm drainage, water and sanitary sewer infrastructure necessary to facilitate them as standalone developments.

The proposed Porteos Development is approximately 1287 acres with the land-use designation of mixed use commercial sites. The Porteos site is bordered by existing West 56<sup>th</sup> Avenue and undeveloped Aurora to the south, the future Harvest Road alignment and undeveloped Aurora to the west, and Denver International Airport (DIA) property to the north and east. The property is located in the Southwest  $\frac{1}{4}$  of Section 4, the South  $\frac{1}{2}$  of Section 5, the North  $\frac{1}{2}$  of Section 8, the Southwest  $\frac{1}{4}$  of Section 8 and the West  $\frac{1}{2}$  of Section 9, Township 3 South, Range 65 West of the Sixth Principal Meridian, in the City of Aurora, County of Adams, State of Colorado. The property encompasses eight (8) quarter sections and is generally square in shape except for the Southeast  $\frac{1}{4}$  of Section 8 which is under different ownership and is not part of the Porteos Property and is not included in the FDP submittal. Figure 1.1 below shows the general vicinity of the Porteos Property.



(Figure 1.1)

The Porteos Property is proposed to be developed as a mixture of commercial use zones and industrial zones to take advantage of its close proximity to Denver International Airport. Anticipated uses include retail, hotel and office to service users from and traveling through DIA.

Other uses include industrial and office/warehouse for businesses benefiting from close proximity to the airport. Residential uses would not be permitted at the development.

## REFERENCES

*Additional documents used to prepare this report are as follows:*

- *Master Drainage Report prepared by Martin / Martin Inc., dated June 2012.*
- *Amendment to the above Master Drainage Report; issued in September 2013 by Martin/Martin Inc.*
- *Master Utility Report for the Porteos project site, dated July 2012 by Martin/Martin Inc.*
- *Public Improvement Plan for the Porteos Project Site, by Martin/Martin Inc. dated January 2012 and revised July 2012.*
- *Aurora Northeast Area Transportation Study, updated 2007*
- *Porteos Traffic Impact Study by Felsburg, Holt & Ullevig, dated December 2016.*

*As part of this Public Improvement Plan Amendment, CVL Consultants of Colorado has prepared Amendments to the Master Drainage Report, as well as the referenced Master Utility Report. Please refer to these documents for specific information regarding storm drainage, and water and sanitary sewer design analysis.*

## PUBLIC IMPROVEMENTS

Final Build Out - (Exhibit 1 of 8)

### **General Parameters; Required Off-Site Infrastructure**

The Porteos site has been divided into *twelve* distinct planning areas based on market analysis and development opportunities. As such the planning areas noted herein were analyzed to determine the minimum required infrastructure necessary to support them independently. However, the actual sequential development of this project shall more than likely be solely determined by market demands. Furthermore, dependent upon market needs, identified planning areas may be combined or partially skipped as needed.

Utility alignments (water, sanitary sewer, storm drainage) are shown in the exhibits for illustrative purposes to identify required infrastructure but are also subject to revisions as planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be determined in subsequent CSP and construction document submittals. Each planning area shall have two distinct points of access into the Porteos property and sufficient roadways to assure emergency vehicle access with sufficient fire hydrants to provide adequate fire flows. On-site roadway geometry (i.e. overall road width and curb radii), including unpaved sections, will allow for emergency vehicle access. Additionally, each planning area prepared for site development shall also provide adequate access and utility service infrastructure as required by City of Aurora and will be provided for review and approval at the time of their submittal processes. It is also expressly understood that the City may be unable to provide fire protection to the property prior to the installation of required emergency access roadways and operable fire hydrants.

It is anticipated that half roadway sections shall be constructed adjacent to each planning area as necessary to accommodate access locations as well as to satisfy Life Safety and traffic movement requirements. Half roadway sections shall include half of the median curb/gutter (if necessary), flowline curb/gutter and sidewalk per City of Aurora Design and Construction Specifications. As identified in the traffic study, intersections may require full sections with proper transitions to adequately handle the ultimate traffic volumes and turning movements. Additionally, sidewalks will initially be installed adjacent to the developed parcel, however, as the site continues to develop sidewalks may need to extend along undeveloped parcels as necessitated by the City during site plan processes. The remaining roadway and utility infrastructure shall be completed as future planning areas are developed. However, as development occurs within Porteos and the surrounding area, unpaved sections may be required along with installation of wet utilities prior to development of the adjacent planning areas. Furthermore, developments adjacent to Porteos will be responsible to complete the remaining half road sections of Harvest Road, 56<sup>th</sup> Avenue and 68<sup>th</sup> Avenue.

As requested by City of Aurora, planning areas shall adhere to and address within their respective CSP submittals the following requirements: 1) roadway sections shall terminate with appropriate pavement transitions beyond the end of the constructed section, 2) proposed utility alignments identified within unpaved road sections shall be graded to final subgrade elevations to ensure adequate soil cover and depths, 3) proposed roadway sections, either half or full, will require wet utilities to be installed prior to paving, 4) proposed roadway design shall include street lighting, striping and signage, 5) the Porteos Traffic Impact Study will need to be reviewed and updated if necessary to ensure proper street sections and movements can be accommodated as planning areas are developed, 6) *on-site three and four lane collectors are required to be constructed to full roadway sections when on-site traffic volumes reach 13,000 vpd. Traffic volumes may be reached prior to additional traffic volumes resulting from an adjacent planning area development within Porteos. Should this occur; the sidewalks within the roadway cross-section can be omitted until the adjacent planning area development occurs.*

A roadway development agreement has also been established with DIA allowing a roadway to be extended from the common Aurora/Denver and Porteos property boundary and connect to existing Jackson Gap Street within DIA. It should be noted that the Porteos site requires this connection for development of any of the planning areas and is intended to serve as the second point of access. Per discussions with Aurora and DIA this roadway connection and alignment will be finalized at time of initial CSP submittal. Additionally, it is proposed that Jackson Gap Street be constructed off of the quarter section line within the property until the southwest land parcels are developed. At that time the south end of Jackson Gap Street would be revised to its final alignment locating the intersection at 56<sup>th</sup> Avenue to the north/south section line; *more specifically, the easterly line of the southwest quarter section of Section 8. Spacing of the Jackson Gap Street intersections at 56<sup>th</sup> Avenue (initial and final) shall be designed per the parameters outlined in the "56<sup>th</sup> Avenue Control Access Plan."*

*The roadway connection to the existing Jackson Gap Street within DIA and the alignment of Jackson Gap Street through the Porteos property from 56<sup>th</sup> Ave to 68<sup>th</sup> Avenue has been*

*approved and the east half of the street section has been constructed off of the section line at this time. As discussed above, this roadway will serve as the second point of access for the development. The realignment or final alignment of the southern portion of Jackson Gap Street (aka Jackson Gap Way) has been reviewed and approved by the City of Aurora, COA EDN 216082; approved December 22, 2016.*

Significant off-site utility infrastructure is also required for providing both a water network and a sanitary sewer outfall. Currently, neither utility is in close proximity to support the Porteos Development. As indicated by City of Aurora and approved construction documents provided by the City, an existing 24 inch transmission main is stubbed to approximately 48<sup>th</sup> Avenue and Harvest Road. Consequently, to facilitate the Porteos Development and/or any of the planning areas a water transmission main will be required to be extended from this stub approximately 7,800 lf to 56<sup>th</sup> Avenue and Harvest Road and an additional 5,300 lf to 64<sup>th</sup> Avenue and Harvest Road to provide Porteos points of connection as well as to support the adjacent developments. Per the Aurora “Master Water Plans as of September 12, 2008” this water main is to be a 24 inch transmission main.

Discussions with Aurora Water indicate this 24 inch transmission line shall be looped back to 56<sup>th</sup> Avenue via the internal roadways of 68<sup>th</sup> Avenue and Powhaton Road. Construction of this transmission main will occur as necessitated by the developments of the planning areas as a looped system is not required from the on-set of the project. However, each planning area shall be required to provide an internal looped water network per city criteria during their respective CSP submittals.

*The 7,800 lf of 24 inch water main identified above has been constructed from the tie-in location of 48<sup>th</sup> Avenue and Harvest Road to the intersection of 56<sup>th</sup> Avenue and Harvest Road at which point the 24 inch water main travels east 2,000 lf within the 56<sup>th</sup> Avenue right-of-way to the now existing intersection of 56<sup>th</sup> Avenue and Jackson Gap Street. Additionally, a 16 inch water transmission main has been constructed in Jackson Gap Street from 56<sup>th</sup> Avenue to 68<sup>th</sup> Avenue and then east along 68<sup>th</sup> Avenue 2,250 lf to a plug and cap for future connection. The planning and implementation of the remaining water transmission lines will be as defined below.*

The Porteos site is located within Zone 3 of the City of Aurora water network. As analyzed and determined through water system modeling, the Porteos Development experiences extremely high water pressures within the entire site with pressures in the central and northern land parcels exceeding Aurora Water limits. Per discussions with Aurora Water, Porteos will need to be served by two water pressure zones. Pressure reducing valves (PRV) have been incorporated within the water model as necessary to facilitate the two pressure zones. Based on the PRV water model the resulting water pressures within the Porteos water network lie within the acceptable pressure range. *Refer to the Porteos Master Utility Report Amendment, November 2016 for additional water models and detailed information.*

Similar to the required water infrastructure, off-site sanitary sewer improvements shall also be required to immediately support Porteos and/or any of the planning areas. Per plans provided

by the City, the existing gravity sanitary sewer system is also located within 48<sup>th</sup> Avenue near Harvest Road. However, since the entirety of Porteos is lower in elevation than the existing sewer system an interim lift station and *dual 10" force mains* will be required. Per the Aurora "Master Sewer Plans as of August 26 2009" a permanent gravity sewer system will be provided and funded by Aurora Capital Improvement Projects, thus, ultimately sewer flows from Porteos and the surrounding developments will be re-directed to the north and the new treatment facility. A time table for these improvements has yet to be determined; however, Aurora and Porteos ownership are currently working on establishing an agreement which would define parameters and other development triggers outlining both *interim* and final conditions, phasing, and cost sharing. *Per discussions with Aurora Water the Interim Wastewater System (interim lift station) shall only be required to facilitate the Porteos development including Fine Point Business Park and an offsite residential parcel located approximately in the southeast corner of the intersection of 56<sup>th</sup> Avenue and Powhaton Road. Other surrounding developments will be responsible for providing their own sanitary systems until the permanent sewer system and associated infrastructure is in place and operational.*

*It is understood that there is an ongoing discussion between the owner and the City to relocate the above-mentioned lift station to the area. This option is still in the conceptual design phase. Based on the design and approval and construction timeline of future planning areas, the proposed interim lift station is anticipated to be located at the project site.*

Information has been added to text regarding the two lift stations and their current operational status.

Include language providing updates to this. The regional lift station (Second Creek lift station) is operational. The Porteos liftstation, which provides service to Porteos only, is under construction.

*Per discussions with Aurora, it is assumed that the regional lift station of Aurora system will be on-line prior to full build out and development of the Porteos interim lift station is not anticipated to be initially constructed. The regional lift station (Second Creek lift station) is not under construction. Based upon current modeling, the regional lift station has been designed to be operational. The Porteos liftstation, which provides service to Porteos only, is under construction. To provide a sanitary sewer outfall for the Porteos interim lift station, an 8 inch waterline will be constructed from the existing waterline at Jackson Gap Street east along the northern parcel boundary of PA2 and the interim lift station. This waterline will be required at the time of the interim lift station. If an agreement with the City of Aurora regarding a "Regional Lift Station" is met, this waterline will not be required. Additional design parameters shall be further defined during the subsequent Planning Area(s) CSP and construction submittal processes.*

**SPECIFIC PLANNING AREA IMPROVEMENTS**

*The below sections define the minimum infrastructure required to independently support the identified Planning Area (i.e. 'A'). The site plan and utility and roadway alignments for the sub-planning areas (i.e. 'PA3') are not known at this time and will be driven by market need. Subsequent CSP and construction document submittals shall be made as users are identified.*

## PLANNING AREA 'A'-PA3 AND PA4

(Exhibit 2 of 8)

As previously noted Planning Area 'A' was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be solely determined by market demands. Furthermore, dependent upon market needs, identified planning areas may be combined or partially skipped as needed.

Utility alignments (water, sanitary sewer, storm drainage) and Roadway are shown in Exhibit 2 for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be provided in the subsequent CSP and construction document submittals.

*Refer to section "General Parameters; Required Offsite Infrastructure" for general CSP submittal requirements.*

*Development and construction of Planning Area 4 and the adjacent infrastructure improvements have been completed at this time. Detail of the in-place infrastructure and remaining infrastructure for Planning Area 3 is discussed below and depicted in Exhibit 2.*

### **Land Development**

The land development in Planning Area "A" is approximately 116.7 acres located in the northwest portion of the Porteos site and includes land-use parcels PA3, PA4. Land uses are identified as Mixed Commercial and Industrial, respectively.

The infrastructure requirements necessary for the completion of this planning area include the construction of arterial and collector roadways, a sub-regional detention/water quality pond, box culverts and storm sewer, a sanitary sewer lift station and force main, and water transmission lines.

### **Roadway Improvements**

The following roadways shall be required to support the developments within Planning Area "A"; however, as previously stated only adjacent half sections will be necessary at this time. *The roadway connection to the existing Jackson Gap Street within DIA and the alignment of Jackson Gap Street through the Porteos property from 56<sup>th</sup> Avenue to 68<sup>th</sup> Avenue has been approved and the east half of the street section has been constructed off of the section line at this time. As discussed under the "General Parameters - Required Off-Site Infrastructure", this roadway will serve as the second point of access for the development.*

*The existing alignment of Jackson Gap Street as defined above is proposed to remain until the southwest land parcels are developed as part of Planning Area "D", Exhibit 5 of 8 or the Fine Point Business Park property is developed, whichever occurs first. At that time the Jackson Gap Street would be revised to its final alignment locating the intersection at 56<sup>th</sup> Avenue to the north/south section line; more specifically, the easterly line of the southwest quarter section of*

Section 8. Spacing of the Jackson Gap Street intersections at 56<sup>th</sup> Avenue (initial and final) shall be designed per the parameters outlined in the “56<sup>th</sup> Avenue Control Access Plan.”

Currently, Fine Point Business Park; which includes the realignment or final alignment of the southern portion of Jackson Gap Street (aka Jackson Gap Way) has been reviewed and approved by the City of Aurora, COA EDN 216082; approved December 22, 2016, for the east half of Jackson Gap Way. Completion of this roadway section will be by the Porteos Development and is defined further within the relative Planning Area Improvements.

In addition to the Jackson Gap Street roadway improvements, the roadway improvements for 68<sup>th</sup> Avenue, a 4 lane collector, have been constructed from the intersection with Jackson Gap Street along the northern property boundary and frontage of land parcel PA4 to the eastern property boundary of PA4. Per the updated traffic analysis this roadway need only be a three-lane collector, therefore this existing section of roadway will be striped per the 3-lane standard section.

To support the remaining land parcel of Planning Area “A”, E. 64<sup>th</sup> Avenue, a 4 lane arterial, is to be constructed along the southern property boundary of land parcel PA3 from the intersection with Jackson Gap Street extending east to the eastern boundary of PA3. Refer to section “General Parameters; Required Offsite Infrastructure” for general CSP submittal requirements.

### **Drainage Improvements**

The required drainage improvements for Jackson Gap Street, 68<sup>th</sup> Avenue and 64<sup>th</sup> Avenue relative to Planning Area “A” have been completed at this time per COA EDN number 214035 and 214020. See exhibit 2 of 8 for existing facilities. Additional drainage improvements required for the individual planning areas shall be defined during the Planning Area CSP process.

### **Water Improvements**

#### **Regional**

The 7,800 lf of 24 inch water main identified in the above “General Parameters - Required Off-Site Infrastructure” section has been constructed from the tie-in location of 48<sup>th</sup> Avenue and Harvest Road to the intersection of 56<sup>th</sup> Avenue and Harvest Road at which point the 24 inch water main travels east along the 56<sup>th</sup> Avenue right-of-way to the now existing intersection of 56<sup>th</sup> Avenue and Jackson Gap Street or the “Phase 1” alignment of Jackson Gap Street.

#### **On-Site**

Per the Public Improvement Plan dated July 2012 and the Master Utility Plan, revised January 2013; a 16 inch water transmission main has been constructed in the Phase 1 alignment of Jackson Gap Street from 56<sup>th</sup> Avenue to 68<sup>th</sup> Avenue. In addition, the required 16 inch water main from Jackson Gap Street along the PA4 frontage has been constructed. A plug and cap for future connection at the easterly property boundary of PA4 has been installed. A PRV has been installed at the Jackson Gap Street and 60<sup>th</sup> Avenue intersection to change from the high pressure zone to the low pressure zone as discussed in the above “General Parameters; Required Offsite Infrastructure” section.

To complete a looped water system within PA3 and PA4 a 12 inch water main will need to be extended along the eastern property boundaries of PA4 and PA3 and the western property boundary of PA5 from 68<sup>th</sup> Avenue south to 64<sup>th</sup> Avenue. A 24 inch water main will also require construction within 64<sup>th</sup> Avenue from the existing Jackson Gap Street water main extending to the easterly property boundary of PA3.

### **Sanitary Sewer Improvements**

#### **Off-Site**

Off-site sanitary sewer infrastructure shall be required as the existing sewer system will need to be brought to the site from the existing gravity point of connection in 48<sup>th</sup> Avenue. However, since the entire Porteos site is lower in elevation than the existing sewer system a interim lift station and force main(s) will be required. Refer to the section above “Public Improvements, Required Off-Site Infrastructure” for additional information.

#### **On-Site**

On-site sewer construction required for Planning Area ‘A’ will consist of gravity lines including a 18 inch line within Jackson Gap Street from 64<sup>th</sup> Avenue to 68<sup>th</sup> Avenue. This line will then continue as an 18 inch sewer line for the final reach prior to connecting to the interim lift station located near the northwest corner of the site.

*Per the Public Improvement Plan dated July 2012 and the Master Utility Plan, revised January 2013; an 18 inch sanitary sewer main in Jackson Gap Street has been constructed from 64<sup>th</sup> Avenue to the 68<sup>th</sup> Avenue intersection. Additionally, a 15 inch sewer main has been completed to the eastern property limits of PA4 within the 68<sup>th</sup> Avenue right-of-way. At this time, an outfall system has not been completed.*

*To complete the outfall system for Planning Area “A” an 18 inch sanitary sewer line from the intersection of Jackson Gap Street and 68<sup>th</sup> Avenue to the interim lift station; as discussed in the “General Parameters; Required Offsite Infrastructure” section, will require construction. In addition, a 12 inch sanitary sewer main will be constructed in 64<sup>th</sup> Avenue from the existing 18” sanitary sewer main in Jackson Gap Street along the PA3 frontage. This line will extend to the eastern most property boundary of PA3.*

*Ultimate gravity service for PA4 was achieved by internal routing of the sewer system. However, this system and the sewer main in 68<sup>th</sup> Avenue does not allow for gravity service to Planning Area B (PA5, 6A and 6B). A lift station will be required to serve these planning areas. Detail and discussion can be found below and on Exhibit 3 of 8.*

### **PLANNING AREA “B”-PA5, PA6A & PA6B**

(Exhibit 3 of 8)

As previously noted Planning Area “B” was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be solely determined by market demands. Furthermore, dependent upon market needs, identified planning areas may be combined or partially skipped as needed.

Utility alignments (water, sanitary sewer, storm drainage) are shown in Exhibit 3 for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be provided in the subsequent CSP and construction document submittals. *Refer to section "General Parameters; Required Offsite Infrastructure" for general CSP submittal requirements.*

### **Land Development**

The land development in Planning Area 'B' is approximately 419.2 acres located in the upper north and northeast portions of the Porteos site and includes land-use parcels PA5, PA6A and PA6B. The land uses are identified as Industrial.

The infrastructure requirements necessary for the completion of this planning area include the construction of arterial and collector roadways, a regional detention/water quality pond, box culverts and storm sewer, sanitary sewer, *a sanitary sewer lift station* and force main, and water transmission lines.

### **Roadway Improvements**

The following roadways shall be required to support the developments within Planning Area "B"; however, as previously stated only adjacent half sections will be necessary at this time unless otherwise defined below.

*The roadway connection to the existing Jackson Gap Street within DIA and the alignment of Jackson Gap Street through the Porteos property from 56<sup>th</sup> Avenue to 68<sup>th</sup> Avenue has been approved and the east half of the street section has been constructed off of the section line at this time. As discussed under the "Required Off-Site Infrastructure", this roadway will serve as the second point of access for the development.*

*The existing alignment of Jackson Gap Street as defined above is proposed to remain until the southwest land parcels are developed as part of Planning Area "D", Exhibit 5 of 8 or the Fine Point Business Park property is developed, whichever occurs first. At that time the Jackson Gap Street would be revised to its final alignment locating the intersection at 56<sup>th</sup> Avenue to the north/south section line; more specifically, the easterly line of the southwest quarter section of Section 8. Spacing of the Jackson Gap Street intersections at 56<sup>th</sup> Avenue (initial and final) shall be designed per the parameters outlined in the "56<sup>th</sup> Avenue Control Access Plan."*

*Currently, Fine Point Business Park; which includes the realignment or final alignment of the southern portion of Jackson Gap Street (aka Jackson Gap Way) has been reviewed and approved by the City of Aurora, COA EDN 216082; approved December 22, 2016, for the east half of Jackson Gap Way. Completion of this roadway section will be by the Porteos Development and is defined further within the relative Planning Area Improvements.*

*In addition to the Jackson Gap Street roadway improvements, the roadway improvements for 68<sup>th</sup> Avenue, a 4 lane collector, have been constructed from the intersection with Jackson Gap Street along the northern property boundary and frontage of land parcel PA4 to the eastern property boundary of PA4.*

*Additional roadways to be constructed to support the land parcels of Planning Area “B” consist of; a half section of E. 64<sup>th</sup> Avenue, a 4 lane arterial, from the intersection of 64<sup>th</sup> Ave and Powhaton west to the planning area limits and along the frontage of PA5. A full section will be required east of the intersection to the eastern most property boundary of the Porteos project site along the PA6A and PA6B frontages. 64<sup>th</sup> Avenue shall continue to Valley Head Street as a two lane section by others. 68<sup>th</sup> Avenue, a 3 lane collector, is to be constructed from the eastern property boundary of PA4 (limits of the existing infrastructure) along the northern property boundary and frontage of land parcel 5 to Powhaton Road. East of this intersection 68<sup>th</sup> Avenue shall transition to an alternative 2 lane collector along the PA6A property frontage to the east property boundary. A half section of Powhaton Road is to be constructed from 56<sup>th</sup> Avenue extending north to 64<sup>th</sup> Avenue as a modified 4 lane arterial. From 64<sup>th</sup> Avenue north to 68<sup>th</sup> Avenue, the full section of Powhaton will be constructed as a 3 lane collector.*

*Refer to section “General Parameters; Required Offsite Infrastructure” for general CSP submittal requirements.*

### **Drainage Improvements**

*Required drainage improvements include water/quality and detention ponds; both temporary and permanent, open channels, box culverts, and storm sewer. Refer to the “Porteos Harvest Road and 56<sup>th</sup> Avenue Master Drainage Report” dated June 2012 and the Amendment to the Master Drainage Report issued September 2013 by Martin/Martin Inc.*

*In addition to the above, see also the second Amendment to the Master Drainage Report dated April 2017 by CVL Consultants of Colorado, Inc. for more specific information. This document is currently in the review and approval process with the City of Aurora.*

### **Water Improvements**

#### **Regional**

*The 7800 lf of 24 inch water main identified in the above “General Parameters - Required Off-Site Infrastructure” section has been constructed from the tie-in location of 48<sup>th</sup> Avenue and Harvest Road to the intersection of 56<sup>th</sup> Avenue and Harvest Road at which point the 24 inch water main travels east along the 56<sup>th</sup> Avenue right-of-way to the now existing intersection of 56<sup>th</sup> Avenue and Jackson Gap Street or the “Phase 1” alignment of Jackson Gap Street.*

#### **On-Site**

*Per the Public Improvement Plan dated July 2012 and the Master Utility Plan, revised January 2013; a 16 inch water transmission main has been constructed in the Phase 1 alignment of Jackson Gap Street from 56<sup>th</sup> Avenue to 68<sup>th</sup> Avenue. In addition, a 16 inch water main from Jackson Gap Street along the PA4 frontage has been constructed. A plug and cap for future connection at the easterly property boundary of PA4 has been installed. A PRV has been installed at the Jackson Gap Street and 60<sup>th</sup> Avenue intersection to change from the high pressure zone to the low pressure zone as discussed in the above “General Parameters; Required Offsite Infrastructure” section.*

*A 16 inch transmission main will be constructed east from the existing Jackson Gap Street along the 60<sup>th</sup> Avenue ROW to Powhatan Road and north from 60<sup>th</sup> Avenue to 68<sup>th</sup> within Powhatan Road. From the intersection of 68<sup>th</sup> Avenue and Powhatan Road a 16 inch water main will extend east to the eastern most property boundary and west along the frontages of land parcel PA5 and PA6A. Based on existing conditions, this 16 inch water main will connect to the existing 16 inch main at the property limits of PA-4. From the intersection of 64<sup>th</sup> Avenue and Powhatan, a 24 inch water transmission main will be constructed west to the planning area limits of PA-5 and east to the property limits along the PA-6A and PA-6B frontages.*

*To complete a looped system within the planning areas; PA5 will require a 12 inch water main to be extended along the eastern property boundaries of PA4, PA3 and the western property boundary of PA5 from 68<sup>th</sup> Avenue south to 64<sup>th</sup> Avenue. PA6A will require a 12 inch water main to be extended internal to the planning area from 68<sup>th</sup> Avenue south and then west to Powhatan Road and PA6B will also require a 12 inch water main internal extension from 64<sup>th</sup> Avenue to the south and then west back to Powhatan Road.*

*It is anticipated that PRVs will be required along the 64<sup>th</sup> Avenue and the Powhatan Road alignments to change from the high pressure zone to the low pressure zone as discussed in the above “General Parameters; Required Offsite Infrastructure” section.*

### **Sanitary Sewer Improvements**

#### **Off-Site**

Off-site sanitary sewer infrastructure shall be required as the existing sewer system will need to be brought to the site from the existing gravity point of connection in 48<sup>th</sup> Avenue. However, since the entire Porteos site is lower in elevation than the existing sewer system an interim lift station and force main(s) will be required. Refer to the section above “Public Improvements, Required Off-Site Infrastructure” for additional information.

#### **On-Site**

On-site sewer construction required for Planning Area “B” will consist of gravity lines including an 8 inch line along the western property frontage (Powhatan Road) and the northern property frontage (64<sup>th</sup> Avenue) of PA6B to the intersection of 64<sup>th</sup> Avenue and Powhatan Road which will then be upsized to a 10 inch line in Powhatan Road from 64<sup>th</sup> Avenue to 68<sup>th</sup> Avenue. This line will then continue west within 68<sup>th</sup> Avenue to a proposed lift station located near the intersection of 68<sup>th</sup> Avenue and Powhatan Road (see exhibit) from the lift station, a force main will be constructed to tie in to the existing 15 inch gravity sanitary sewer main located in 68<sup>th</sup> Avenue at the eastern property boundary of PA4. To complete the outfall system for Planning Area “B” a 18 inch sanitary sewer line from the intersection of Jackson Gap Street and 68<sup>th</sup> Avenue to the interim lift station; as discussed in the “General Parameters; Required Offsite Infrastructure” section, will require construction. Additionally, several smaller 8 inch lines will be extended into the land parcels for future connections.

## PLANNING AREA 'C'-PA1 & PA2

(Exhibit 4 of 8)

As previously noted Planning Area 'C' was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be solely determined by market demands. Furthermore, dependent upon market needs, identified planning areas may be combined or partially skipped as needed.

Utility alignments (water, sanitary sewer, storm drainage) are shown in Exhibit 4 for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be provided in the subsequent CSP and construction document submittals. *Refer to section "General Parameters; Required Offsite Infrastructure" for general CSP submittal requirements.*

### **Land Development**

The land development in Planning Area 'C' is approximately 90.5 acres located in the northwest portion of the Porteos site and includes land-use parcel PA1 & PA2. Land uses are both identified as Mixed Commercial.

The infrastructure requirements necessary for the completion of this planning area include the construction of arterial and collector roadways, a sub-regional detention/water quality pond, box culverts, open channels and storm sewer, sanitary sewer and force main, and water transmission lines.

### **Roadway Improvements**

The following roadways shall be required to support the developments within Planning Area "C"; however, as previously stated only adjacent half sections will be necessary at this time. *The roadway connection to the existing Jackson Gap Street within DIA and the alignment of Jackson Gap Street through the Porteos property from 56<sup>th</sup> Ave to 68<sup>th</sup> Avenue has been approved and a half street section has been constructed off of the section line at this time. As discussed under the "General Parameters - Required Off-Site Infrastructure", this roadway will serve as the second point of access for the development.*

*The existing alignment of Jackson Gap Street as defined above is proposed to remain until the southwest land parcels are developed as part of Planning Area "D", Exhibit 5 of 8 or the Fine Point Business Park property is developed, whichever occurs first. At that time the Jackson Gap Street would be revised to its final alignment locating the intersection at 56<sup>th</sup> Avenue to the north/south section line; more specifically, the easterly line of the southwest quarter section of Section 8. Spacing of the Jackson Gap Street intersections at 56<sup>th</sup> Avenue (initial and final) shall be designed per the parameters outlined in the "56<sup>th</sup> Avenue Control Access Plan."*

*Currently, Fine Point Business Park; which includes the realignment or final alignment of the southern portion of Jackson Gap Street (aka Jackson Gap Way) has been reviewed and approved by the City of Aurora, COA EDN 216082; approved December 22, 2016, for the east half of*

*Jackson Gap Way. Completion of this roadway section will be by the Porteos Development and is defined further within the relative Planning Area Improvements.*

*The west half street of Jackson Gap Street from 64<sup>th</sup> Avenue to 68<sup>th</sup> Avenue will require construction; as the east half street section is existing, bringing that section of roadway to a full build-out condition. Additionally, Harvest Road will be constructed along the western property boundary and frontage of both PA1 & PA2. 64<sup>th</sup> Avenue, a 6 lane arterial, is also required from Harvest Road to Jackson Gap Street and 68<sup>th</sup> Avenue, a 3 lane collector will also be constructed from Harvest Road to Jackson Gap Street along the frontage of PA1. Internal roadway layouts, shall provide two points of access by connecting to either Jackson Gap or Harvest Road. These internal collectors shall be constructed to City of Aurora and Life Safety criteria.*

### **Drainage Improvements**

Required drainage improvements include water/quality and detention, open channels, box culverts, and storm sewer. Refer to the “Porteos Harvest Road and 56<sup>th</sup> Avenue Master Drainage Report” dated June 2012 and the Amendment to the Master Drainage Report issued September 2013 by Martin/Martin Inc.

*In addition to the above, see also the second Amendment to the Master Drainage Report dated April 2017 by CVL Consultants of Colorado, Inc. for more specific information. This document is currently in the review and approval process with the City of Aurora.*

### **Water Improvements**

#### **Regional**

*The 7800 lf of 24 inch water main identified in the above “General Parameters - Required Off-Site Infrastructure” section has been constructed from the tie-in location of 48<sup>th</sup> Avenue and Harvest Road to the intersection of 56<sup>th</sup> Avenue and Harvest Road at which point the 24 inch water main travels east along the 56<sup>th</sup> Avenue right-of-way to the now existing intersection of 56<sup>th</sup> Avenue and Jackson Gap Street or the “Phase 1” alignment of Jackson Gap Street.*

#### **On-Site**

*Per the Public Improvement Plan dated July 2012 and the Master Utility Plan, revised January 2013; a 16 inch water transmission main from 56<sup>th</sup> Avenue within the phase I Jackson Gap Street alignment to the northerly property boundary of 68<sup>th</sup> Avenue has been constructed. An additional 16 inch water main will be constructed along the frontage of PA1 within 68<sup>th</sup> Avenue and Harvest Road. A 24 inch transmission main will be constructed east within 64<sup>th</sup> Avenue from Harvest Road to the existing Jackson Gap Street and north within Harvest Road along the PA-2 westerly limits.*

### **Sanitary Sewer Improvements**

#### **Off-Site**

Off-site sanitary sewer infrastructure shall be required as the existing sewer system will need to be brought to the site from the existing gravity point of connection in 48<sup>th</sup> Avenue. However, since the entire Porteos site is lower in elevation than the existing sewer system an interim lift

station and force main(s) will be required. Refer to the section above “Public Improvements, Required Off-Site Infrastructure” for additional information.

### **On-Site**

On-site sewer construction required for Planning Area ‘C’ will consist of gravity lines including an 8 inch line increasing to a 10 inch sewer line within 64<sup>th</sup> Avenue to Harvest Road. From this intersection, the sewer line will be extended as a 18 inch line within Harvest Road prior to connecting to the interim lift station near the northwest corner of the site. An 18 inch sanitary sewer line has been constructed within Jackson Gap Street from 64<sup>th</sup> Avenue to 68<sup>th</sup> Avenue and will serve portions of both PA-1 and PA-2 plan. Planning Area “C” a 18 inch sanitary sewer line from 68<sup>th</sup> Avenue to the interim lift station; as discussed in the “General Parameters; Required Offsite Infrastructure” section, will require construction of the outfall system for Jackson Gap Street and Harvest Road. *Refer to section “General Parameters; Required Offsite Infrastructure” for general CSP submittal requirements.*

Text revised to note all 8B subareas

Indicate that PA-8B includes all subareas such as PA-8B3

### **PLANNING AREA ‘D’-PA8B, PA10B & PA11**

(Exhibit 5 of 8)

As previously noted Planning Area ‘D’ was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be solely determined by market demands. Furthermore, dependent upon market needs, identified planning areas may be combined or partially skipped as needed.

Utility alignments, (water, sanitary sewer, storm drainage) are shown in Exhibit 6 for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be provided in the subsequent CSP and construction document submittals. *Refer to section “General Parameters; Required Offsite Infrastructure” for general CSP submittal requirements.*

### **Land Development**

The land development in Planning Area ‘D’ is approximately 205.3 acres and is located in the southwest portion of the Porteos site and includes land-use parcel PA8B, 10B & 11. Land uses are identified as Mixed Commercial.

The infrastructure requirements necessary for the completion of this planning area include the construction of arterial and collector roadways, a detention/water quality pond, box culverts, open channels, and storm sewer, sanitary sewer and force main, and water transmission lines.

### **Roadway Improvements**

The following roadways shall be required to support the developments within Planning Area “D”; however, as previously stated only adjacent half sections will be necessary at this time except for 60<sup>th</sup> Avenue which will require a full roadway section. *The roadway connection to the existing Jackson Gap Street within DIA and the alignment of Jackson Gap Street through the Porteos property from 56<sup>th</sup> Ave to 68<sup>th</sup> Avenue has been approved and a half street section has been constructed off of the section line at this time. As discussed under the “General Parameters*

- Required Off-Site Infrastructure”, this roadway will serve as the second point of access for the development.

At the time of development of Planning Area ‘D’ or the Fine Point Business Park property is developed the existing alignment of Jackson Gap Street as defined above will be evaluated and revised to its final alignment locating the intersection at 56<sup>th</sup> Avenue to the north/south section line; more specifically, the easterly line of the southwest quarter section of Section 8. Spacing of the Jackson Gap Street intersections at 56<sup>th</sup> Avenue (initial and final) shall be designed per the parameters outlined in the “56<sup>th</sup> Avenue Control Access Plan.”

The realignment or final alignment of the southern portion of Jackson Gap Street (aka Jackson Gap Way) has been reviewed and approved by the City of Aurora, COA EDN 216082; approved December 22, 2016, for the east half of Jackson Gap Way. It is assumed that the construction of this half street will be completed prior to the development of Planning Area D.

Subsequently, a portion of the temporary Jackson Gap Street will be removed to limits shown in the exhibit. The west half street of Jackson Gap Street from 56<sup>th</sup> Avenue to 60<sup>th</sup> Avenue including the rerouted section and from 64<sup>th</sup> Avenue south to the realigned section (see limits in exhibit) will require construction; as the east half street section is existing, bringing that section of roadway to a full build-out condition. The west half of Jackson Gap Way from 56<sup>th</sup> north to the rerouted section of Jackson Gap Street (see limits in exhibit) will require construction, bringing that section of roadway to a full build-out condition. The north half of 56<sup>th</sup> Avenue, a 6 lane arterial, shall be constructed from Harvest Road along the southern property boundary and frontage of land parcels PA10A, PA10B & PA11. The full width of 60<sup>th</sup> Avenue, a 3 lane collector, shall be constructed from Jackson Gap Way west along the frontages of land parcel PA8B, 10B and 11. The south half of 64<sup>th</sup> Avenue, a 6 lane arterial, shall be constructed along the northern frontage of land parcel PA8B. Refer to section “General Parameters; Required Offsite Infrastructure” for general CSP submittal requirements.

### **Drainage Improvements**

Required drainage improvements include water/quality and detention, open channels, box culverts, and storm sewer. Refer to the “Porteos Harvest Road and 56<sup>th</sup> Avenue Master Drainage Report” dated June 2012 and the Amendment to the Master Drainage Report issued September 2013 by Martin/Martin Inc.

In addition to the above, see also the second Amendment to the Master Drainage Report dated April 2017 by CVL Consultants of Colorado, Inc. for more specific information. This document is currently in the review and approval process with the City of Aurora.

### **Water Improvements**

#### **Regional**

The 7800 lf of 24 inch water main identified in the above “Public Improvements, Required Off-Site Infrastructure” section has been constructed from the tie-in location of 48<sup>th</sup> Avenue and Harvest Road to the intersection of 56<sup>th</sup> Avenue and Harvest Road at which point the 24 inch

water main travels east 56<sup>th</sup> Avenue right-of-way to the now existing intersection of 56<sup>th</sup> Avenue and Jackson Gap Street or the “Phase 1” alignment of Jackson Gap Street.

### **On-Site**

A 16 inch water transmission main has been constructed in the Phase 1 alignment of Jackson Gap Street from 56<sup>th</sup> Avenue to 68<sup>th</sup> Avenue. A PRV has been installed on the north side of the Jackson Gap Street and 60<sup>th</sup> Avenue intersection to change from the high pressure zone to the low pressure zone as previously discussed. Additionally, a 24 inch transmission main shall also be constructed west within the 64<sup>th</sup> Avenue right-of-way along the frontage of PA8B and a 16 inch water main will be constructed within 60<sup>th</sup> Avenue along the frontage of PA10B; both will connect to the existing 16 inch transmission main in Jackson Gap Street. A PRV is anticipated downstream of the existing water main in Jackson Gap Street along 60<sup>th</sup> Avenue to change from the high pressure zone to the low pressure zone as previously discussed. Per the approved Fine Point Business Park plans COA EDN 216082, it is assumed the 16 inch water main located between Jackson Gap Street and Jackson Gap Way will be constructed prior to development of Planning Area D. If the 16 inch water main has not been constructed at the time of Planning Area D development, then this will be required.

### **Sanitary Sewer Improvements**

#### **Off-Site**

Off-site sanitary sewer infrastructure shall be required as the existing sewer system will be brought to the site from the existing gravity point of connection in 48th Avenue since the entire Porteos site is lower in elevation than the existing sewer system. Force main(s) will be required. Refer to the section above “Public Improvements – Required Off-Site Infrastructure” for additional information.

Text has been added for the construction of the noted 15" line.

On-Site is to include the 15-inch between Jackson Gap Way and Jackson Gap Street, along the 60th Avenue alignment.

#### **On-Site**

On-site sewer construction required for Planning Area ‘D’ will consist of gravity lift station and an 15 inch line within 60<sup>th</sup> Avenue from the *realigned Jackson Gap Street (aka Jackson Gap Way)* across the frontages of land parcels PA-11 and PA-10B to Harvest Road. From the intersection of Harvest Road and 60<sup>th</sup> Avenue the 15 inch sewer line will be extended north to 64<sup>th</sup> Avenue and upsized to an 18 inch line prior to connection to the interim lift station near the northwest corner of the site. Additionally, an 8 inch sanitary line will also be required within PA8B and will follow the alignment of the open drainage channel to 64<sup>th</sup> Avenue. Lastly, an 8 inch line increasing to a 10 inch sewer line will be constructed within 64<sup>th</sup> Avenue to Harvest Road and connect to the 18 inch main within Harvest Road.

### **PLANNING AREA ‘E’-PA8A & PA10A**

(Exhibit 6 of 8)

As previously noted Planning Area ‘E’ was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be solely determined by market demands. Furthermore, dependent upon market needs, identified planning areas may be combined or partially skipped as needed.

Utility alignments, (water, sanitary sewer, storm drainage) are shown in Exhibit 6 for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be provided in the subsequent CSP and construction document submittals. *Refer to section “General Parameters; Required Offsite Infrastructure” for general CSP submittal requirements.*

### **Land Development**

The land development in Planning Area ‘E’ is approximately 67.4 acres and is located in the southwest portion of the Porteos site and includes land-use parcel PA8A & 10A. Land uses are both identified as Mixed Commercial.

The infrastructure requirements necessary for the completion of this planning area include the construction of arterial and collector roadways, a detention/water quality pond, box culverts, open channels, and storm sewer, sanitary sewer and force main, and water transmission lines.

### **Roadway Improvements**

The following roadways shall be required to support the developments within Planning Area “E”; however, as previously stated only adjacent half sections will be necessary at this time except for 60<sup>th</sup> Avenue which will require a full roadway section. *The roadway connection to the existing Jackson Gap Street within DIA and the alignment of Jackson Gap Street through the Porteos property from 56<sup>th</sup> Ave to 68<sup>th</sup> Avenue has been approved and a half street section has been constructed off of the section line at this time. As discussed under the “General Parameters - Required Off-Site Infrastructure”, this roadway will serve as the second point of access for the development.*

*The existing alignment of Jackson Gap Street as defined above is proposed to remain until the southwest land parcels are developed as part of Planning Area “D”, Exhibit 5 of 8 or the Fine Point Business Park property is developed, whichever occurs first. At that time the Jackson Gap Street would be revised to its final alignment locating the intersection at 56<sup>th</sup> Avenue to the north/south section line; more specifically, the easterly line of the southwest quarter section of Section 8. Spacing of the Jackson Gap Street intersections at 56<sup>th</sup> Avenue (initial and final) shall be designed per the parameters outlined in the “56<sup>th</sup> Avenue Control Access Plan.”*

*The realignment or final alignment of the southern portion of Jackson Gap Street (aka Jackson Gap Way) has been reviewed and approved by the City of Aurora, COA EDN 216082; approved December 22, 2016, for the east half of Jackson Gap Way.*

Additional roadways to be completed consist of Harvest Road, a six lane arterial, which will be constructed northerly from 56<sup>th</sup> Avenue to 64<sup>th</sup> Avenue. 60<sup>th</sup> Avenue, a 3 lane collector, shall be fully constructed from Harvest Road to Jackson Gap Street between all frontages of land parcels PA8A, 8B, 10A and 10B. 64<sup>th</sup> Avenue, a 6 lane arterial, shall be constructed from Harvest Road to Jackson Gap Street along the northern frontage of land parcels PA8A and 8B.

Refer to section “General Parameters; Required Offsite Infrastructure” for general CSP submittal requirements.

### **Drainage Improvements**

Required drainage improvements include water/quality and detention, open channels, box culverts, and storm sewer. Refer to the “Porteos Harvest Road and 56<sup>th</sup> Avenue Master Drainage Report” dated June 2012 and the Amendment to the Master Drainage Report issued September 2013 by Martin/Martin Inc.

In addition to the above, see also the second Amendment to the Master Drainage Report dated April 2017 by CVL Consultants of Colorado, Inc. for more specific information. This document is currently in the review and approval process with the City of Aurora.

### **Water Improvements**

#### **Regional**

The 7800lf of 24 inch water main identified in the above “General Parameters - Required Off-Site Infrastructure” section has been constructed from the tie-in location of 48<sup>th</sup> Avenue and Harvest Road to the intersection of 56<sup>th</sup> Avenue and Harvest Road at which point the 24 inch water main travels east along the 56<sup>th</sup> Avenue right-of-way to the now existing intersection of 56<sup>th</sup> Avenue and Jackson Gap Street or the “Phase 1” alignment of Jackson Gap Street.

The 24 inch water main located in Harvest Road at the intersection of 56<sup>th</sup> Avenue will require extension to 64<sup>th</sup> Avenue along the PA-8A and PA-10A frontages. This extension will include the construction of a PRV downstream of the 56<sup>th</sup> Ave and Harvest Road intersection to change from the high pressure zone to the low pressure zone as previously discussed.

#### **On-Site**

Per the Public Improvement Plan dated July 2012 and the Master Utility Plan, revised January 2013; a 16 inch water transmission main has been constructed in the Phase 1 alignment of Jackson Gap Street from 56<sup>th</sup> Avenue to 68<sup>th</sup> Avenue. A PRV has been installed at the Jackson Gap Street and 60<sup>th</sup> Avenue intersection to change from the high pressure to the low pressure zone as previously discussed. Additionally, a 24 inch transmission main shall also be constructed east within 64<sup>th</sup> Avenue from Harvest Road to Jackson Gap Street. A 16 inch water main will be constructed within 60<sup>th</sup> Avenue from Harvest Road to Jackson Gap Street. A PRV is anticipated downstream of the existing water main in Jackson Gap Street along 60<sup>th</sup> Avenue to change from the high pressure zone to the low pressure zone as previously discussed.

### **Sanitary Sewer Improvements**

#### **Off-Site**

Off-site sanitary sewer infrastructure shall be required as the existing sewer system will need to be brought to the site from the existing gravity point of connection in 48<sup>th</sup> Avenue. However, since the entire Porteos site is lower in elevation than the existing sewer system an interim lift station and force main(s) will be required. Refer to the section above “Public Improvements, Required Off-Site Infrastructure” for additional information.

### **On-Site**

On-site sewer construction required for Planning Area 'E' will consist of gravity lines including a 15 inch line within 60<sup>th</sup> Avenue from the *realigned Jackson Gap Street (aka Jackson Gap Way) to Harvest Road*. An 8 inch line will also be constructed southerly within Harvest Road from 60<sup>th</sup> Avenue along PA10A. From the intersection of Harvest Road and 60<sup>th</sup> Avenue the sewer line will be extended as a 15 inch line to 64<sup>th</sup> Avenue. This line will then continue as an 18 inch line for the final reach prior to connecting to the interim lift station near the northwest corner of the site. Additionally, an 8 inch sanitary line will also be required within PA8A and will follow the alignment of the open drainage channel to 64<sup>th</sup> Avenue. Lastly, an 8 inch line increasing to a 10 inch sewer line will be constructed within 64<sup>th</sup> Avenue to Harvest Road and connect to the 18 inch main within Harvest Road.

### **PLANNING AREA 'F'-PA12**

(Exhibit 7 of 8)

As previously noted Planning Area 'F' was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be solely determined by market demands. Furthermore, dependent upon market needs, identified planning areas may be combined or partially skipped as needed.

Utility alignments, (water, sanitary sewer, storm drainage) are shown in Exhibit 7 for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be provided in the subsequent CSP and construction document submittals. *Refer to section "General Parameters; Required Offsite Infrastructure" for general CSP submittal requirements.*

### **Land Development**

The land development in Planning Area 'F' is approximately *185.9 acres* and is located in the southwest corner of the Porteos site and includes land-use parcel PA12. Land use is identified as *Industrial*.

The infrastructure requirements necessary for the completion of this planning area include the construction of arterial and collector roadways, a detention/water quality pond, box culverts, *open channels*, storm sewer, sanitary sewer and force main, and water transmission lines.

### **Roadway Improvements**

The following roadways shall be required to support the developments within Planning Area "F"; however, as previously stated only adjacent half sections will be necessary at this time. *The roadway connection to the existing Jackson Gap Street within DIA and the alignment of Jackson Gap Street through the Porteos property from 56<sup>th</sup> Ave to 68<sup>th</sup> Avenue has been approved and a half street section has been constructed off of the section line at this time. As discussed under the "General Parameters - Required Off-Site Infrastructure".*

*The existing alignment of Jackson Gap Street as defined above is proposed to remain until the southwest land parcels are developed as part of Planning Area “D”, Exhibit 5 of 8 or the Fine Point Business Park property is developed, whichever occurs first. At that time the Jackson Gap Street would be revised to its final alignment locating the intersection at 56<sup>th</sup> Avenue to the north/south section line; more specifically, the easterly line of the southwest quarter section of Section 8. Spacing of the Jackson Gap Street intersections at 56<sup>th</sup> Avenue (initial and final) shall be designed per the parameters outlined in the “56<sup>th</sup> Avenue Control Access Plan.”*

*The realignment or final alignment of the southern portion of Jackson Gap Street (aka Jackson Gap Way) has been reviewed and approved by the City of Aurora, COA EDN 216082; approved December 22, 2016, for the east half of Jackson Gap Way.*

*64<sup>th</sup> Avenue, a 4 lane arterial, from Jackson Gap Street to the eastern planning area limits of PA-9A and 60<sup>th</sup> Avenue, a 3 lane collector from Powhaton west to the open drainage channel, will be graded only. Grading operations will occur to facilitate the construction of wet utilities located within these rights-of-way. Pavement improvements will occur as adjacent planning areas develop.*

*Additional roadways to be completed consist of the north half of 56<sup>th</sup> Avenue, a 6 lane arterial, along the southern property boundary and frontage of land parcel PA12 and the east half of Powhaton Road, a modified 4 lane arterial, from 56<sup>th</sup> Avenue to the north property boundary of PA-12. Internal roadway layouts, shall provide two points of access by connecting to either Powhaton or 56<sup>th</sup> Avenue. These internal collectors shall be constructed to City of Aurora and Life Safety criteria. Refer to section “General Parameters; Required Offsite Infrastructure” for general CSP submittal requirements.*

### **Drainage Improvements**

Required drainage improvements include water/quality and regional detention, open channels, box culverts, and storm sewer. Refer to the “Porteos Harvest Road and 56<sup>th</sup> Avenue Master Drainage Report” dated June 2012 and the Amendment to the Master Drainage Report issued September 2013 by Martin/Martin Inc.

*In addition to the above, see also the second Amendment to the Master Drainage Report dated April 2017 by CVL Consultants of Colorado, Inc. for more specific information. This document is currently in the review and approval process with the City of Aurora.*

### **Water Improvements**

#### **Regional**

*The 7800lf of 24 inch water main identified in the above “General Parameters - Required Off-Site Infrastructure” section has been constructed from the tie-in location of 48<sup>th</sup> Avenue and Harvest Road to the intersection of 56<sup>th</sup> Avenue and Harvest Road at which point the 24 inch water main travels east along the 56<sup>th</sup> Avenue right-of-way to the now existing intersection of 56<sup>th</sup> Avenue and Jackson Gap Street or the “Phase 1” alignment of Jackson Gap Street. The water main infrastructure within 56<sup>th</sup> Avenue from Jackson Gap Street to the eastern property*

boundary will be installed by others when necessary. Refer to section “General Parameters; Required Offsite Infrastructure” for general CSP submittal requirements.

### **On-Site**

*Per the Public Improvement Plan dated July 2012 and the Master Utility Plan, revised January 2013; a 16 inch water transmission main has been constructed in the Phase 1 alignment of Jackson Gap Street from 56<sup>th</sup> Avenue to 68<sup>th</sup> Avenue. A PRV has been installed at the Jackson Gap Street and 60<sup>th</sup> Avenue intersection to change from the high pressure to the low pressure zone as previously discussed.*

*The on-site water infrastructure will require the 16 inch transmission main located in Powhatan road from the north planning area limits of PA-12 south to the proposed box culvert crossing (see exhibit for detail) at which point, the remaining segment of the 16 inch water main to 56<sup>th</sup> Avenue shall be constructed by others when necessary. Additionally, a 16 inch waterline extension is required within 60<sup>th</sup> Avenue from the existing Jackson Gap Street east to Powhatan Road.*

*To complete a looped system within PA12, the owner/developer of PA12 will be required to construct a 12 inch water main extending internal to the planning area from Powhatan Road east and then south to 56<sup>th</sup> Avenue. A 24 inch water main within 56<sup>th</sup> Avenue shall be constructed from Powhatan Road to the eastern most property limits by others when necessary.*

### **Sanitary Sewer Improvements**

#### **Off-Site**

Off-site sanitary sewer infrastructure shall be required as the existing sewer system will need to be brought to the site from the existing gravity point of connection in 48th Avenue. However, since the entire Porteos site is lower in elevation than the existing sewer system an interim lift station and force main(s) will be required. Refer to the section above “Public Improvements, Required Off-Site Infrastructure” for additional information.

#### **On-Site**

*On-site sewer construction required for Planning Area ‘F’ will consist of gravity lines including a 10 inch line in Powhatan; beginning at the proposed box culvert crossing (See exhibit for detail). The 10 inch sanitary main will then go west in 60<sup>th</sup> Avenue to the “open channel” crossing at which point the main will go northwest along the “open channel” to the western limits of PA7. A 12 inch sanitary main will be required along the western planning area limits of PA7 which will travel north to 64<sup>th</sup> Avenue and then west to the existing 18 inch sanitary sewer main located in Jackson Gap Street. The existing 18 inch sewer line within Jackson Gap Street runs from 64<sup>th</sup> Avenue to 68<sup>th</sup> Avenue. To complete the outfall system for Planning Area “F” a 18 inch sanitary sewer line from the intersection of Jackson Gap Street and 68<sup>th</sup> Avenue to the interim lift station; as discussed in the “General Parameters; Required Offsite Infrastructure” section, will require construction.*

*Additional sanitary sewer mains needed for tributary sewer flows from the future off-site basin south of the site will be provided by others.*

#### **PLANNING AREA 'G'-PA7 & PA9A, 9B, 9C, & 9D**

(Exhibit 8 of 8)

As previously noted Planning Area 'G', was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be solely determined by market demands. Furthermore, dependent upon market needs, identified planning areas may be combined or partially skipped as needed.

Utility alignments, (water, sanitary sewer, storm drainage) are shown in Exhibit 8 for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be provided in the subsequent CSP and construction document submittals.

#### ***Land Development***

The land development in Planning Area 'G' is approximately *186.9 acres* and is located in the central section of the Porteos site and include land-use parcels PA7 & 9A-9D. Land uses are identified as Mixed Commercial for PA9A, C and D and Industrial for PA7 and 9B.

The infrastructure requirements necessary for the completion of this planning area include the construction of arterial and collector roadways, a detention/water quality pond, box culverts, open channels, and storm sewer, sanitary sewer and force main, and water transmission lines.

#### ***Roadway Improvements***

The following roadways shall be required to support the developments within Planning Area "G"; however, as previously stated only adjacent half sections will be necessary at this time. *The roadway connection to the existing Jackson Gap Street within DIA and the alignment of Jackson Gap Street through the Porteos property from 56<sup>th</sup> Ave to 68<sup>th</sup> Avenue has been approved and a half street section has been constructed off of the section line at this time. As discussed under the "General Parameters - Required Off-Site Infrastructure", this roadway will serve as the second point of access for the development.*

*The existing alignment of Jackson Gap Street as defined above is proposed to remain until the southwest land parcels are developed as part of Planning Area "D", Exhibit 5 of 8 or the Fine Point Business Park property is developed, whichever occurs first. At that time the Jackson Gap Street would be revised to its final alignment locating the intersection at 56<sup>th</sup> Avenue to the north/south section line; more specifically, the easterly line of the southwest quarter section of Section 8. Spacing of the Jackson Gap Street intersections at 56<sup>th</sup> Avenue (initial and final) shall be designed per the parameters outlined in the "56<sup>th</sup> Avenue Control Access Plan."*

*Currently, Fine Point Business Park; which includes the realignment or final alignment of the southern portion of Jackson Gap Street (aka Jackson Gap Way) has been reviewed and approved*

by the City of Aurora, COA EDN 216082; approved December 22, 2016, for the east half of Jackson Gap Way. Completion of this roadway section will be by the Porteos Development and is defined further within the relative Planning Area Improvements.

Additional roadways to be completed consist of 64<sup>th</sup> Avenue, a 4 lane arterial, from Jackson Gap Street to Powhatan Road. Powhatan, a four lane modified arterial, will also be required from 64<sup>th</sup> Avenue, south, along the frontage of PA7 to 60<sup>th</sup> Avenue. Specific to this development if 56<sup>th</sup> Avenue and Powhatan Road from 56<sup>th</sup> Avenue (north) have not yet been constructed from adjacent planning areas the internal, PA7 & PA9, roadway layout shall provide the second point of access to the constructed arterial/collector roadways (i.e. based on the acreage size of the land parcels the internal roadway layout is anticipated to provide additional points of connection to Jackson Gap Street, 64<sup>th</sup> Avenue, or Powhatan Road as the conceptual land plans are developed). These second points of access shall be evaluated by City of Aurora and Life Safety at the time of site plan processes. *In addition, the continuation of 60<sup>th</sup> Avenue, a three lane collector, from Jackson Gap Street to Powhatan Road along the southern property boundary of PA9D and PA7 will be re-evaluated at a later time, once agreements between the Porteos development, the adjacent property owner, and City of Aurora have been established. Refer to section "General Parameters; Required Offsite Infrastructure" for general CSP submittal requirements.*

### **Drainage Improvements**

Required drainage improvements include water/quality and detention, open channels, box culverts, and storm sewer. Refer to the "Porteos Harvest Road and 56<sup>th</sup> Avenue Master Drainage Report" dated June 2012 and the Amendment to the Master Drainage Report issued September 2013 by Martin/Martin Inc.

*In addition to the above, see also the second Amendment to the Master Drainage Report dated April 2017 by CVL Consultants of Colorado, Inc. for more specific information. This document is currently in the review and approval process with the City of Aurora.*

### **Water Improvements**

#### **Regional**

*The 7800lf of 24 inch water main identified in the above "General Parameters - Required Off-Site Infrastructure" section has been constructed from the tie-in location of 48<sup>th</sup> Avenue and Harvest Road to the intersection of 56<sup>th</sup> Avenue and Harvest Road at which point the 24 inch water main travels east along the 56<sup>th</sup> Avenue right-of-way to the now existing intersection of 56<sup>th</sup> Avenue and Jackson Gap Street or the "Phase 1" alignment of Jackson Gap Street.*

#### **On-Site**

*Per the Public Improvement Plan dated July 2012 and the Master Utility Plan, revised January 2013; a 16 inch water transmission main has been constructed in the Phase 1 alignment of Jackson Gap Street from 56<sup>th</sup> Avenue to 68<sup>th</sup> Avenue. A PRV has been installed at the Jackson Gap Street and 60<sup>th</sup> Avenue intersection to change from the high pressure zone to the low pressure zone as previously discussed.*

A 24 inch transmission main will be constructed east within 64<sup>th</sup> Avenue from the existing 16 inch water main in Jackson Gap Street to Powhatan Road and south within Powhatan Road from 64<sup>th</sup> Avenue along the frontage of PA7 to the 60<sup>th</sup> Avenue intersection. Additionally, a 16 inch waterline extension is required within 60<sup>th</sup> Avenue from the existing Jackson Gap Street east to Powhatan Road. It is anticipated that a PRV will be required along the Powhatan Road alignment to change from the high pressure zone to the low pressure zone as discussed in the above “General Parameters; Required Offsite Infrastructure” section.

### **Sanitary Sewer Improvements**

#### **Off-Site**

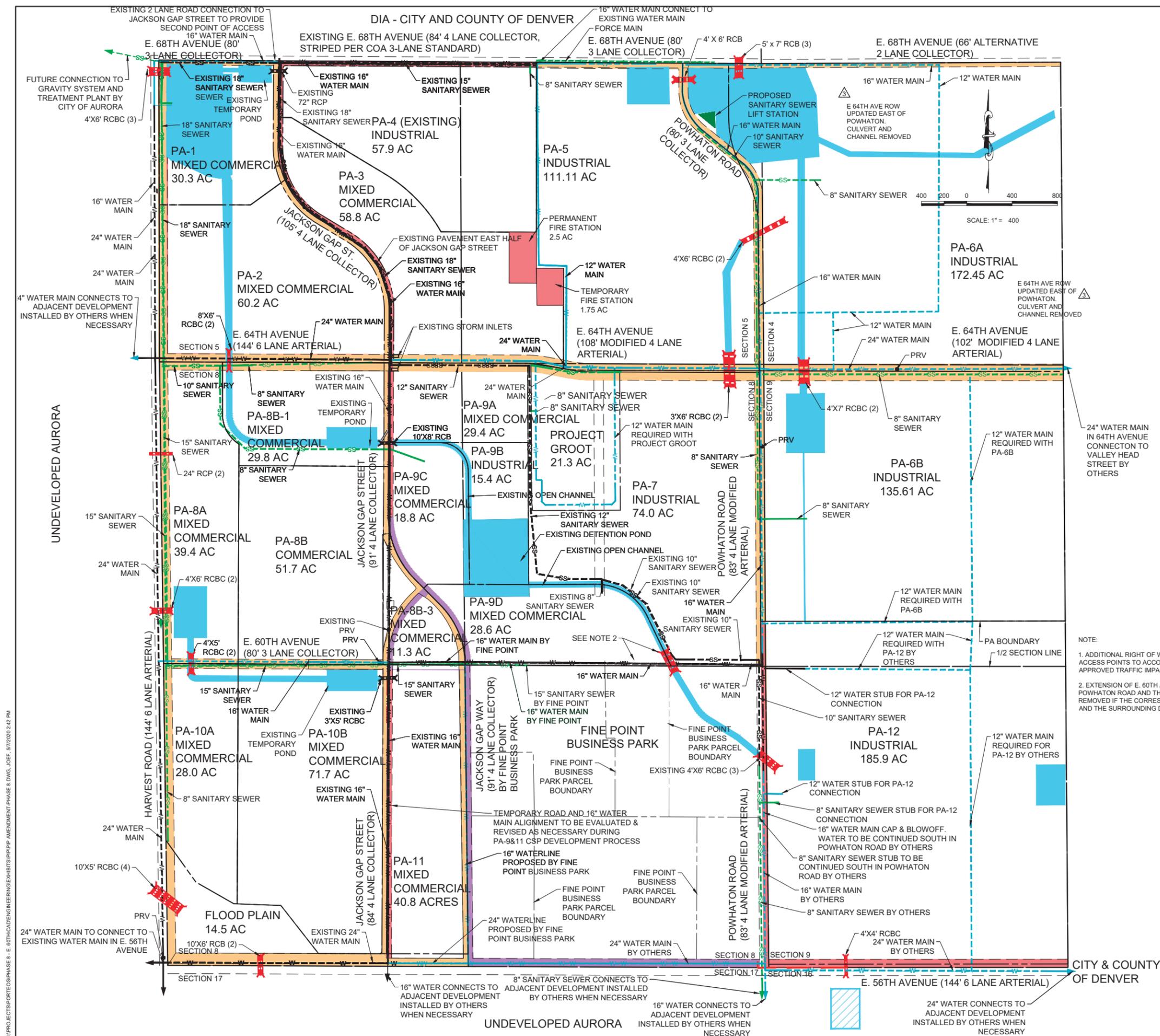
Off-site sanitary sewer infrastructure shall be required as the existing sewer system will need to be brought to the site from the existing gravity point of connection in 48<sup>th</sup> Avenue. However, since the entire Porteos site is lower in elevation than the existing sewer system an interim lift station and force main(s) will be required. Refer to the section above “Public Improvements, Required Off-Site Infrastructure” for additional information.

#### **On-Site**

On-site sewer construction required for Planning Area ‘G’ will consist of gravity lines including a 10 inch line that runs west from Powhatan along the PA7 southern boundary limits to the planning area boundary of PA7 and PA9A, and a 12 inch sanitary line along the planning area boundary dividing PA7 and PA9A. An 8 inch sanitary sewer main will be provided south from the PA7/PA9A boundary under the channel to provide an outfall for PA9D. The 12 inch sanitary main will run north to 64<sup>th</sup> Avenue, east along 64<sup>th</sup> Avenue (PA7 northern boundary) and west to the existing 18 inch sanitary sewer main located in Jackson Gap Street. The existing 18 inch sewer line within Jackson Gap Street runs from 64<sup>th</sup> Avenue to 68<sup>th</sup> Avenue. An 18 inch sanitary sewer line from the intersection of Jackson Gap Street and 68<sup>th</sup> Avenue to the interim lift station will provide the outfall for PA-7, PA-9A, B & D. To provide sanitary sewer service to PA-9C, an 8 inch main shall be constructed from PA-9C west along the south side of the channel through PA-8A and B. As the main enters the 64<sup>th</sup> Avenue right-of-way, the sanitary sewer main will upsize to a 10 inch and extend west to Harvest road. At this point, the main will upsize to an 18 inch and then travel north within Harvest road to the interim lift station; as discussed in the “General Parameters; Required Offsite Infrastructure” section, will require construction.

## CONCLUSIONS

The Master Land Use/Public Improvement report *and Amendment* was prepared in order to discuss the relevant issues regarding infrastructure planning for the Porteos Development. As detailed in the above report the Porteos Development is anticipated to be completed within *twelve* identified planning areas. Planning areas were analyzed to determine the minimum infrastructure necessary to support each of them independently while at the same time providing a methodical extension/expansion of the areas to complete the development as a whole.



**LEGEND**

- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- EXISTING ROADWAY
- ROADWAY PROPOSED BY FINE POINT BUSINESS PARK REFERENCE FOR STREET CROSS SECTION

**NOTE:**

- ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS OR ACCESS POINTS TO ACCOUNT FOR AUXILIARY LANEAGE. PER THE APPROVED TRAFFIC IMPACT STUDIES AND TRAFFIC MEMOS.
- EXTENSION OF E. 60TH AVENUE FROM JACKSON GAP WAY TO POWHATON ROAD AND THE ASSOCIATED STORM CORSSING MAY BE REMOVED IF THE CORRESPONDING DETAILED TRAFFIC STUDY SO ALLOWS AND THE SURROUNDING DEVELOPMENTS SO CHOOSE.

**CVL CONSULTANTS**  
 10333 E. Dry Creek Rd.  
 Suite 240  
 Englewood, CO 80112  
 Tel: 720-482-9526  
 CVLINC.NET

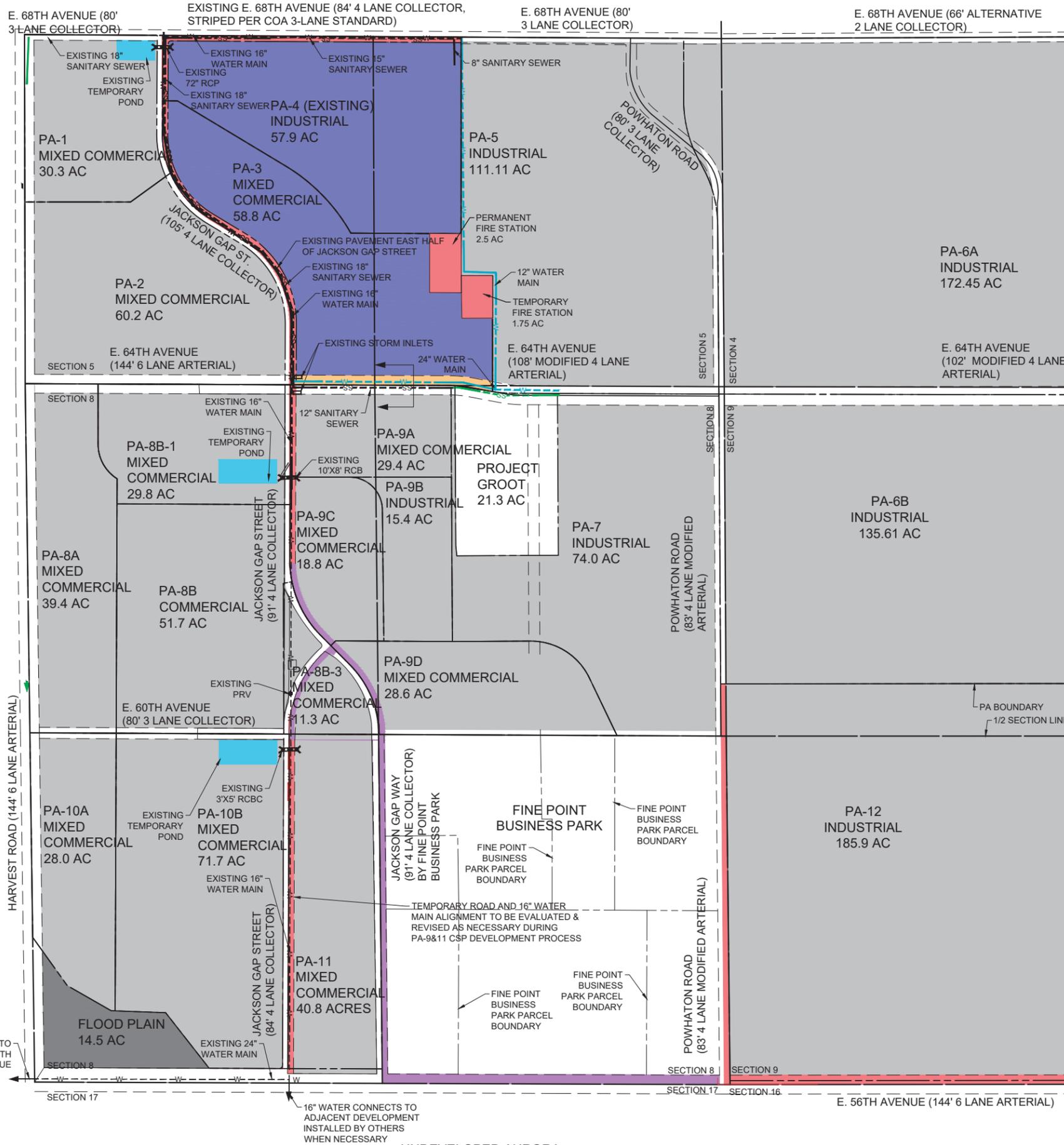
**ORTEOS PUBLIC IMPROVEMENT PLAN**  
 FINAL BUILT OUT, EXHIBIT 1 OF 8

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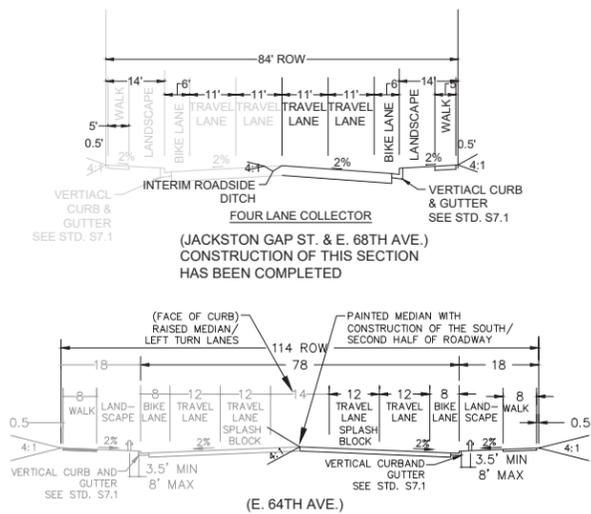
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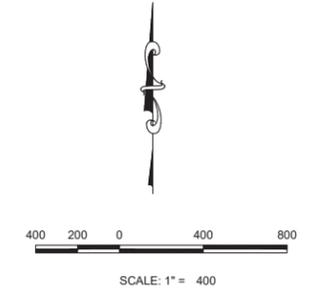


ROADWAY SECTIONS



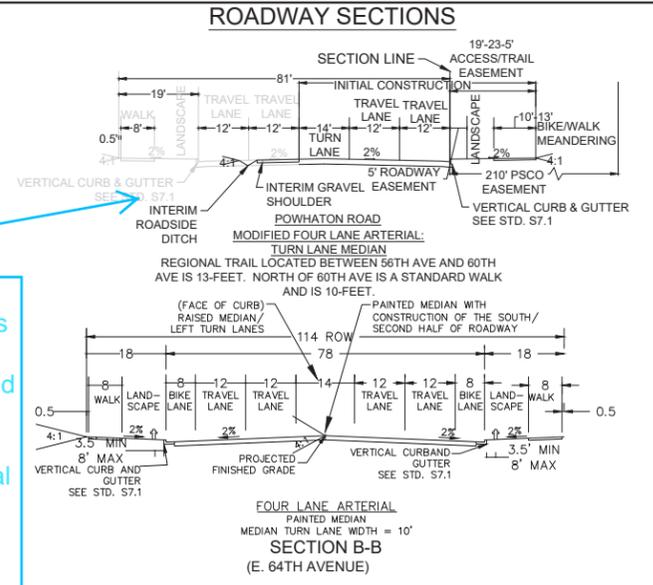
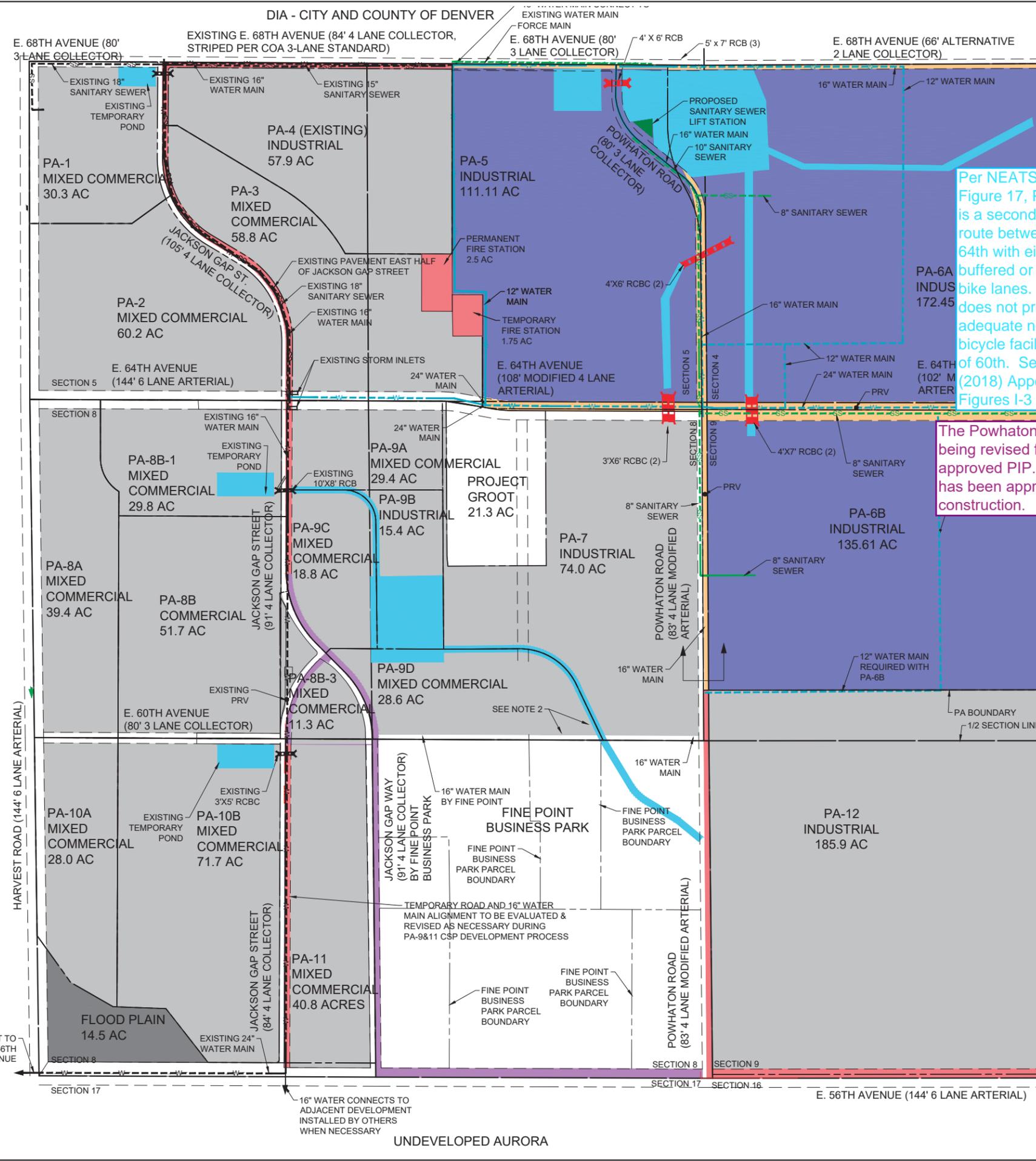
LEGEND

- PLANNING AREA
- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY OTHERS
- REFERENCE FOR STREET CROSS SECTION



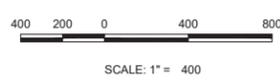
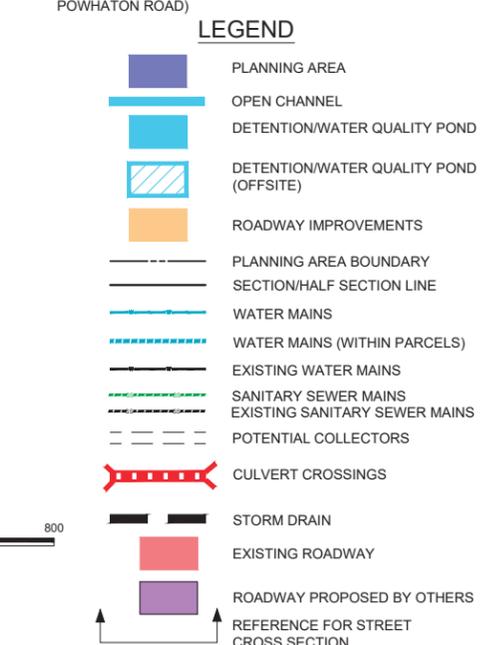
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| <b>CVL</b><br>CONSULTANTS | 10333 E. Dry Creek Rd.<br>Suite 240<br>Englewood, CO 80112<br>Tel: 720-482-9526<br>CVLINC.NET |                   | PORTEOS PUBLIC IMPROVEMENT PLAN<br>PLANNING AREA 'A' - PA 3, & 4 |                 |
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Per NEATS (2018) Figure 17, Powhaton is a secondary bike route between 48th and 64th with either buffered or separated bike lanes. This typical does not provide adequate north-south bicycle facilities, north of 60th. See NEATS (2018) Appendix I, Figures I-3

The Powhaton ROW shown is not being revised from the previously approved PIP. The ROW shown has been approved and is under construction.



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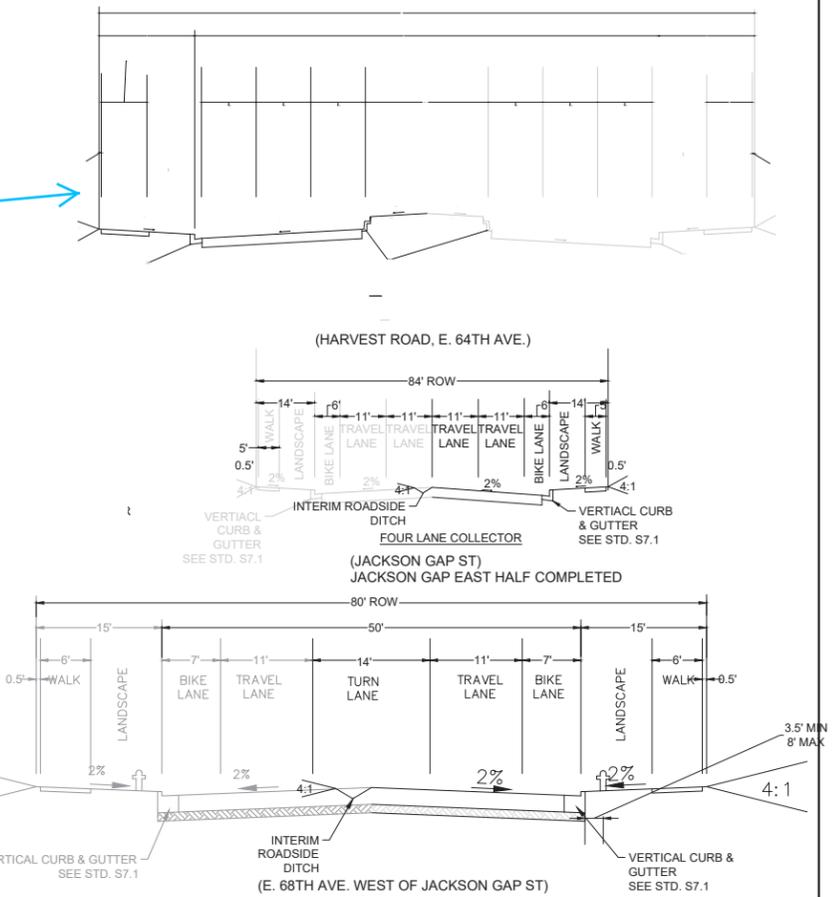
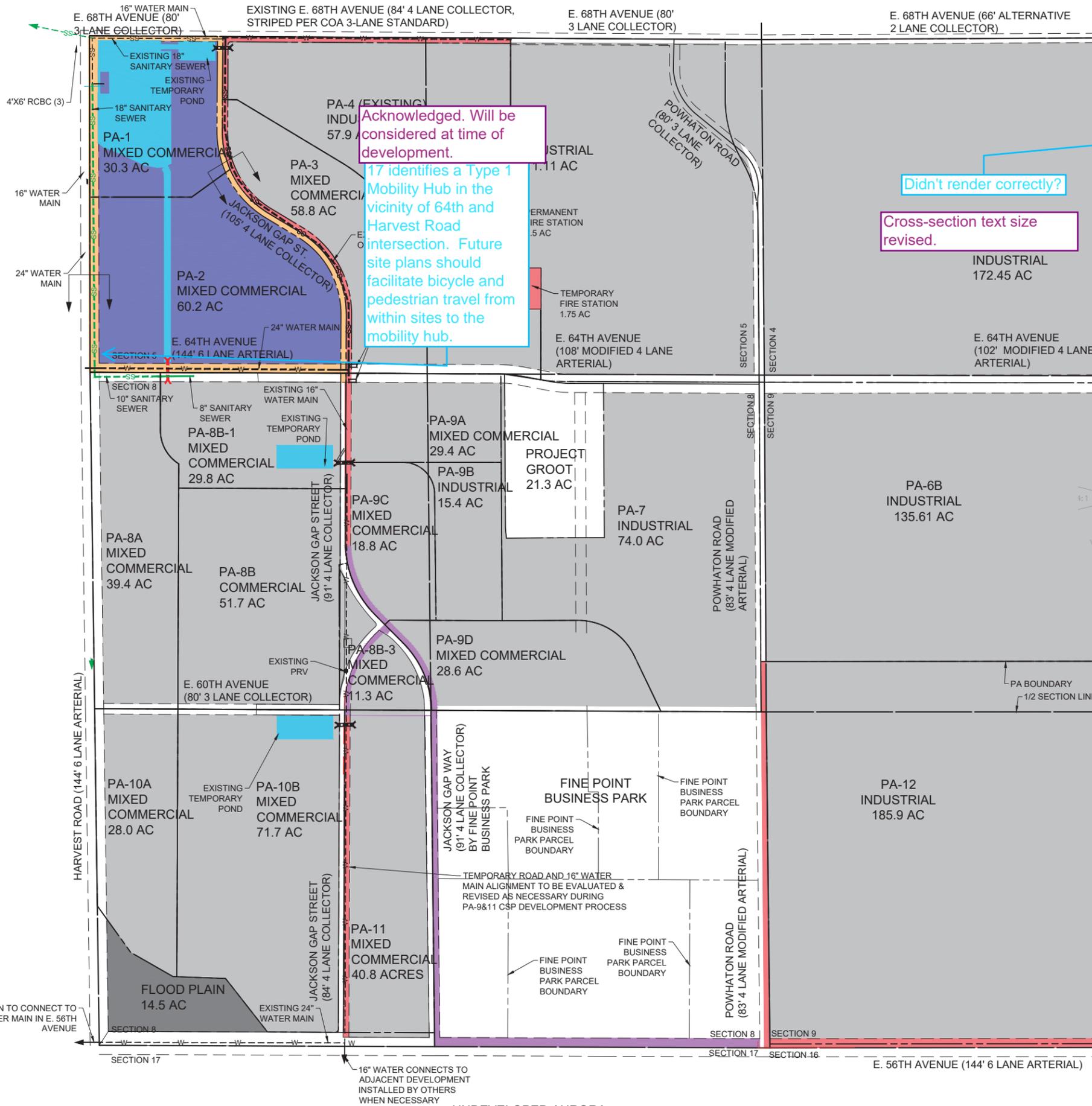
ORTEOS PUBLIC IMPROVEMENT PLAN  
PLANNING AREA 'B' - PA 5, 6A, & 6B  
FINAL BUILT OUT, EXHIBIT 3 OF 8

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CITY & COUNTY OF DENVER

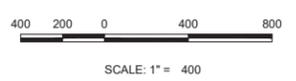
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THREE LANE COLLECTOR

LEGEND

- PLANNING AREA
- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY OTHERS



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ORTEOS PUBLIC IMPROVEMENT PLAN  
 PLANNING AREA 'C' - PA 1&2  
 FINAL BUILT OUT, EXHIBIT 4 OF 8

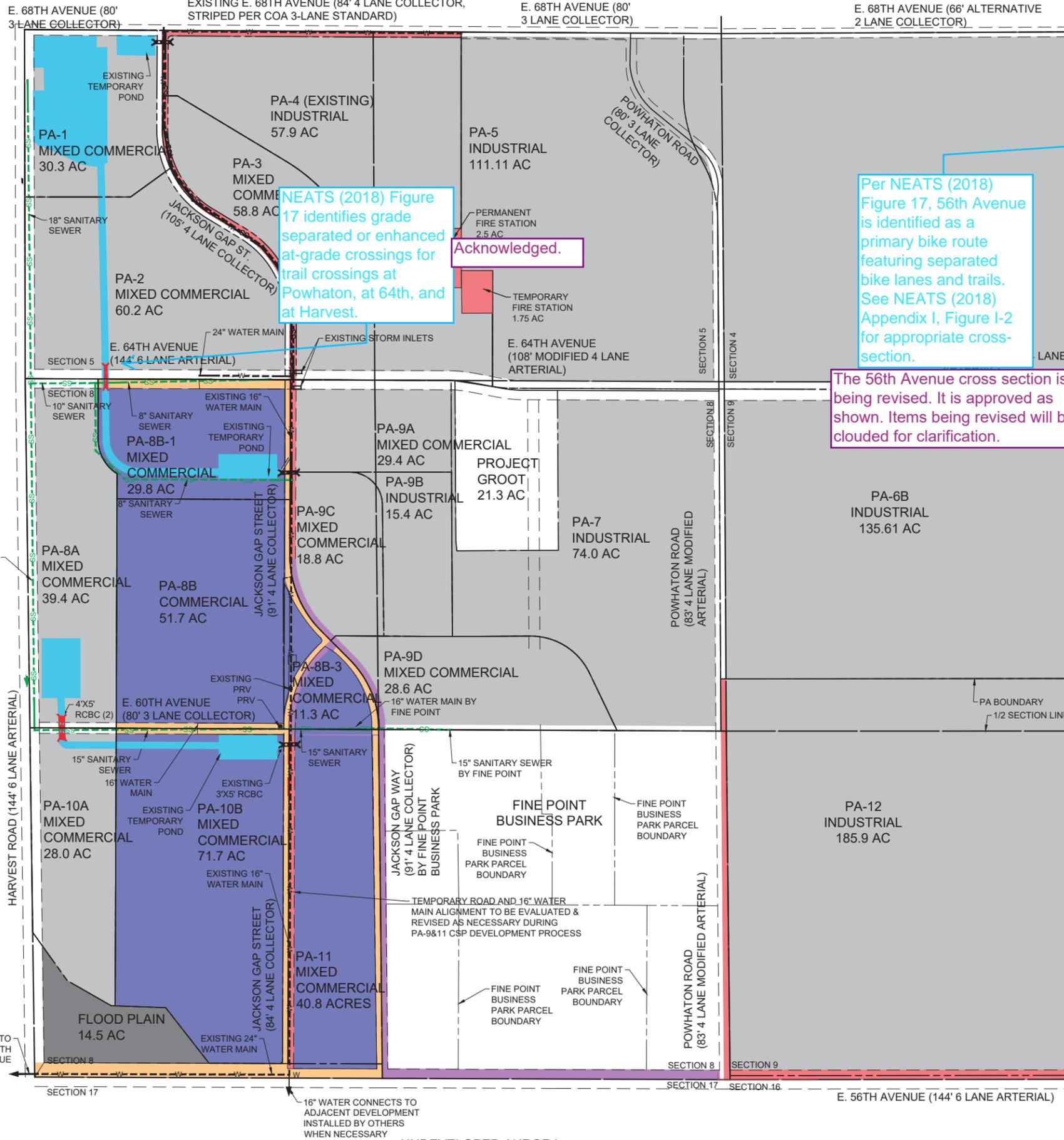
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ROADWAY SECTIONS

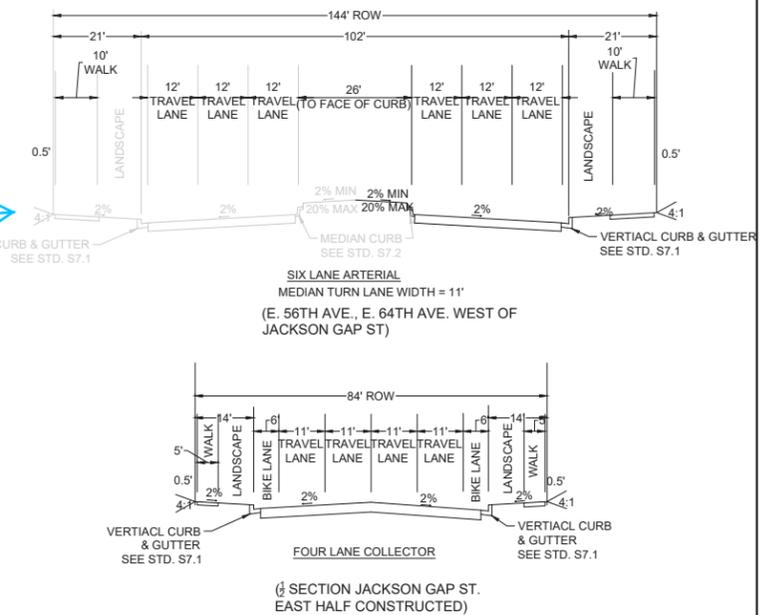


NEATS (2018) Figure 17 identifies grade separated or enhanced at-grade crossings for trail crossings at Powhatan, at 64th, and at Harvest.

Acknowledged.

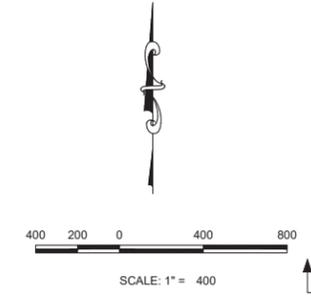
Per NEATS (2018) Figure 17, 56th Avenue is identified as a primary bike route featuring separated bike lanes and trails. See NEATS (2018) Appendix I, Figure I-2 for appropriate cross-section.

The 56th Avenue cross section is not being revised. It is approved as shown. Items being revised will be clouded for clarification.



E. 68TH AVENUE (E. 60TH AVE.)

- LEGEND**
- PLANNING AREA
  - OPEN CHANNEL
  - DETENTION/WATER QUALITY POND
  - DETENTION/WATER QUALITY POND (OFFSITE)
  - ROADWAY IMPROVEMENTS
  - PLANNING AREA BOUNDARY
  - SECTION/HALF SECTION LINE
  - WATER MAINS
  - WATER MAINS (WITHIN PARCELS)
  - EXISTING WATER MAINS
  - SANITARY SEWER MAINS
  - EXISTING SANITARY SEWER MAINS
  - POTENTIAL COLLECTORS
  - CULVERT CROSSINGS
  - STORM DRAIN
  - EXISTING ROADWAY
  - ROADWAY PROPOSED BY OTHERS

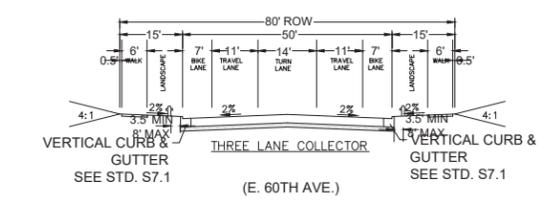
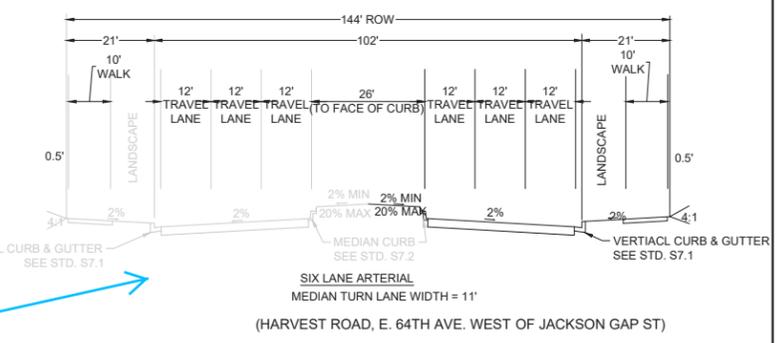
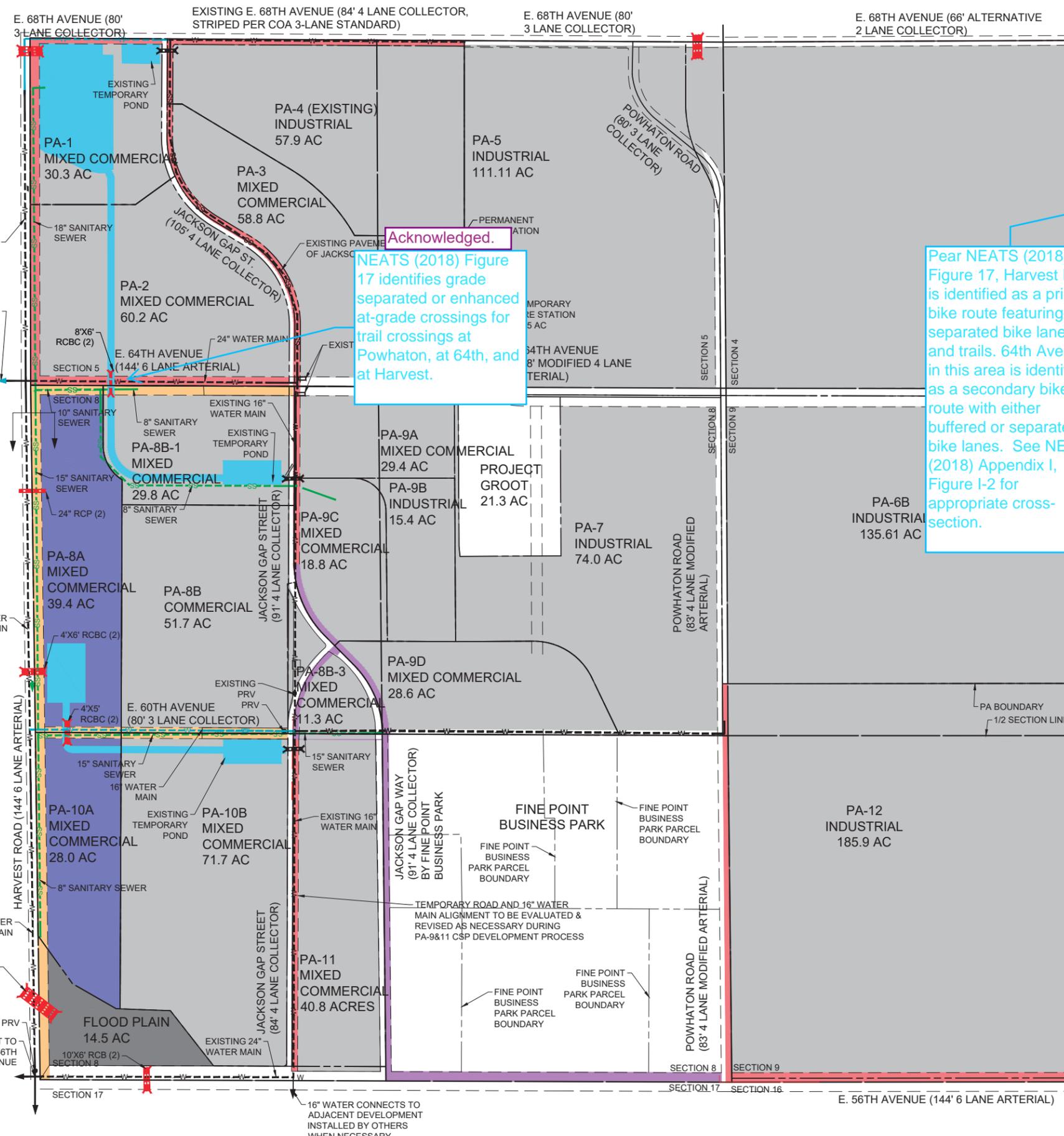


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|          |           | 10333 E. Dry Creek Rd. Suite 240<br>Englewood, CO 80112<br>Tel: 720-482-9526<br>CVLINC.NET |                | PORTEOS PUBLIC IMPROVEMENT PLAN<br>PLANNING AREA 'D' - PA 8B-1, 8B-2, 8B-3, 10B, & 11<br>FINAL BUILT OUT, EXHIBIT 5 OF 8 |      |
|          |           | SCALE: AS SHOWN  | DRAWN BY: JF   | SHEET NO: <b>5</b>   |      |
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ROADWAY SECTIONS



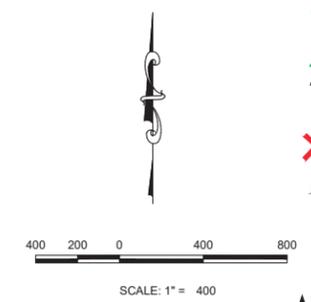
**Acknowledged.**  
NEATS (2018) Figure 17 identifies grade separated or enhanced at-grade crossings for trail crossings at Powhatan, at 64th, and at Harvest.

Pear NEATS (2018), Figure 17, Harvest Road is identified as a primary bike route featuring separated bike lanes and trails. 64th Avenue in this area is identified as a secondary bike route with either buffered or separated bike lanes. See NEATS (2018) Appendix I, Figure I-2 for appropriate cross-section.

The Harvest Road cross section is not being revised. It is approved as shown. Items being revised will be clouded for clarification.

LEGEND

- PLANNING AREA
- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY OTHERS

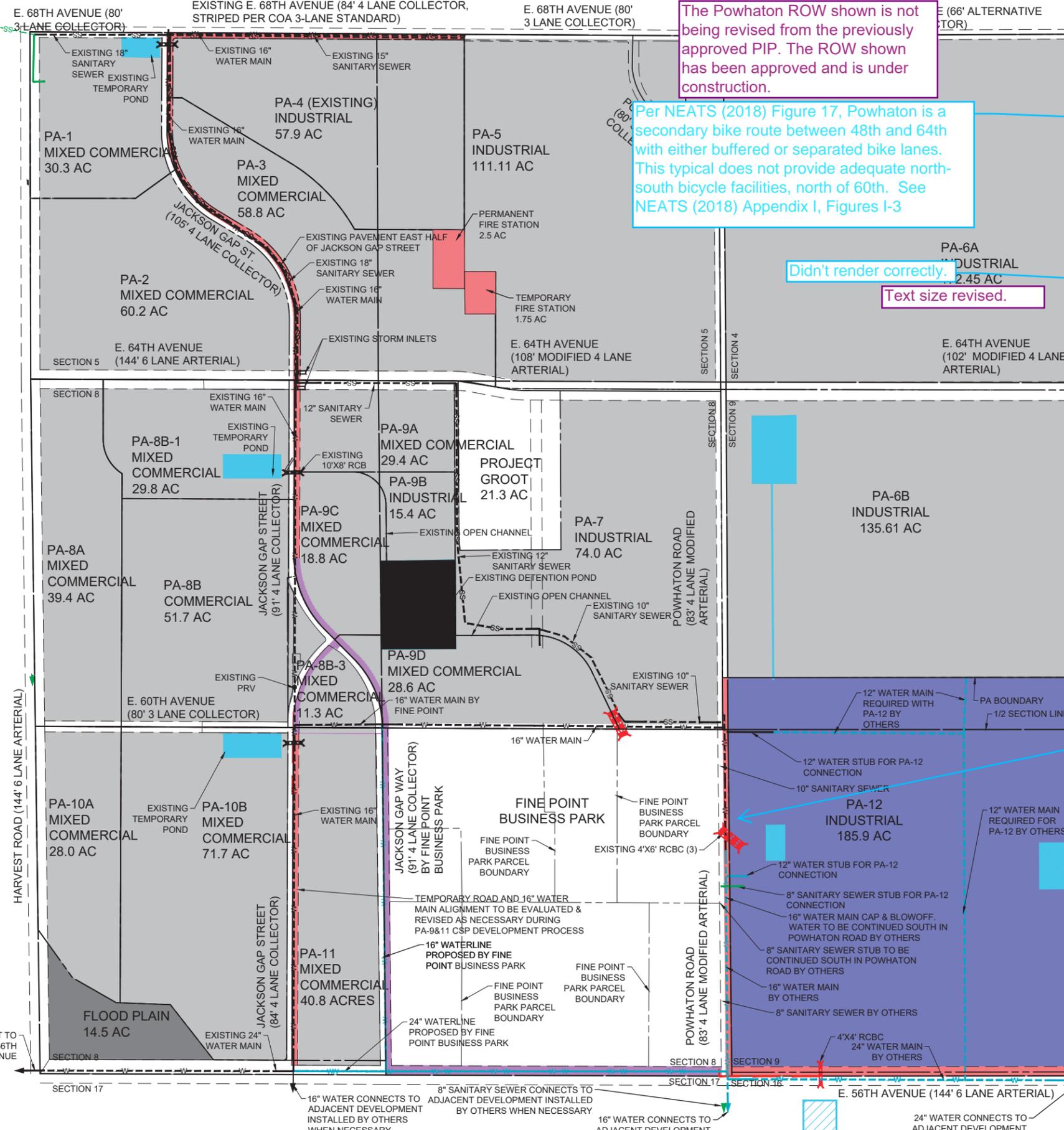


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|                   | 10333 E. Dry Creek Rd.<br>Suite 240<br>Englewood, CO 80112<br>Tel: 720-482-9526<br>CVLINC.NET |                   | PORTEOS PUBLIC IMPROVEMENT PLAN<br>PLANNING AREA 'E' - PA 8A&10A                      |                 |
|                   | FINAL BUILT OUT, EXHIBIT 6 OF 8   |                   | SCALE:<br>AS SHOWN  | DRAWN BY:<br>JF |
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ROADWAY SECTIONS



The Powhaton ROW shown is not being revised from the previously approved PIP. The ROW shown has been approved and is under construction.

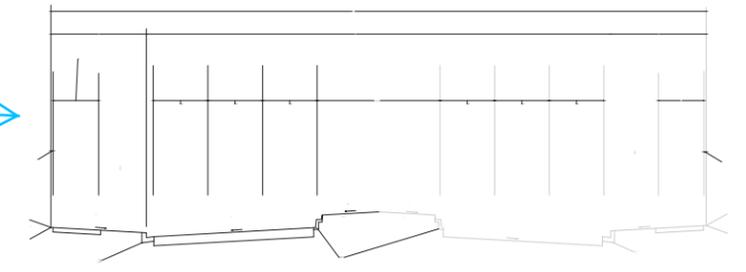
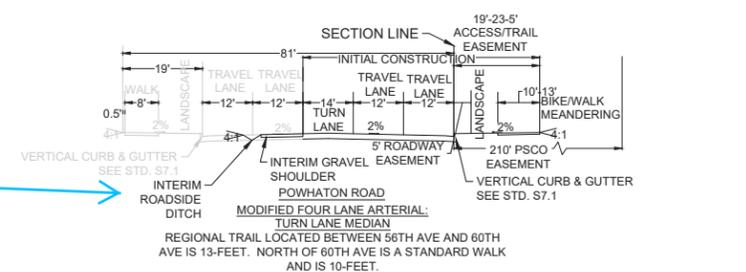
Per NEATS (2018) Figure 17, Powhaton is a secondary bike route between 48th and 64th with either buffered or separated bike lanes. This typical does not provide adequate north-south bicycle facilities, north of 60th. See NEATS (2018) Appendix I, Figures I-3

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Text size revised.

Acknowledged.

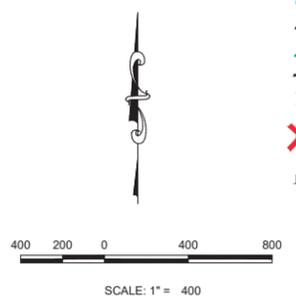
NEATS (2018) Figure 17 identifies grade separated or enhanced at-grade crossings for trail crossings at Powhaton, at 64th, and at Harvest.



(E. 56TH AVE.)

LEGEND

- PLANNING AREA
- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY OTHERS
- REFERENCE FOR STREET CROSS SECTION



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ORTEOS PUBLIC IMPROVEMENT PLAN  
PLANNING AREA 'F' - PA 12  
FINAL BUILT OUT, EXHIBIT 7 OF 8

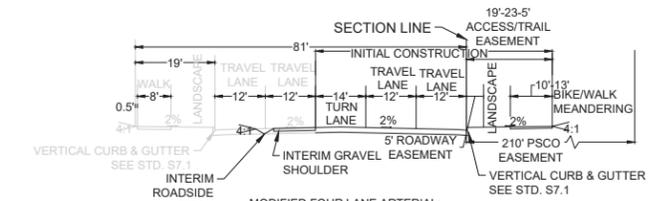
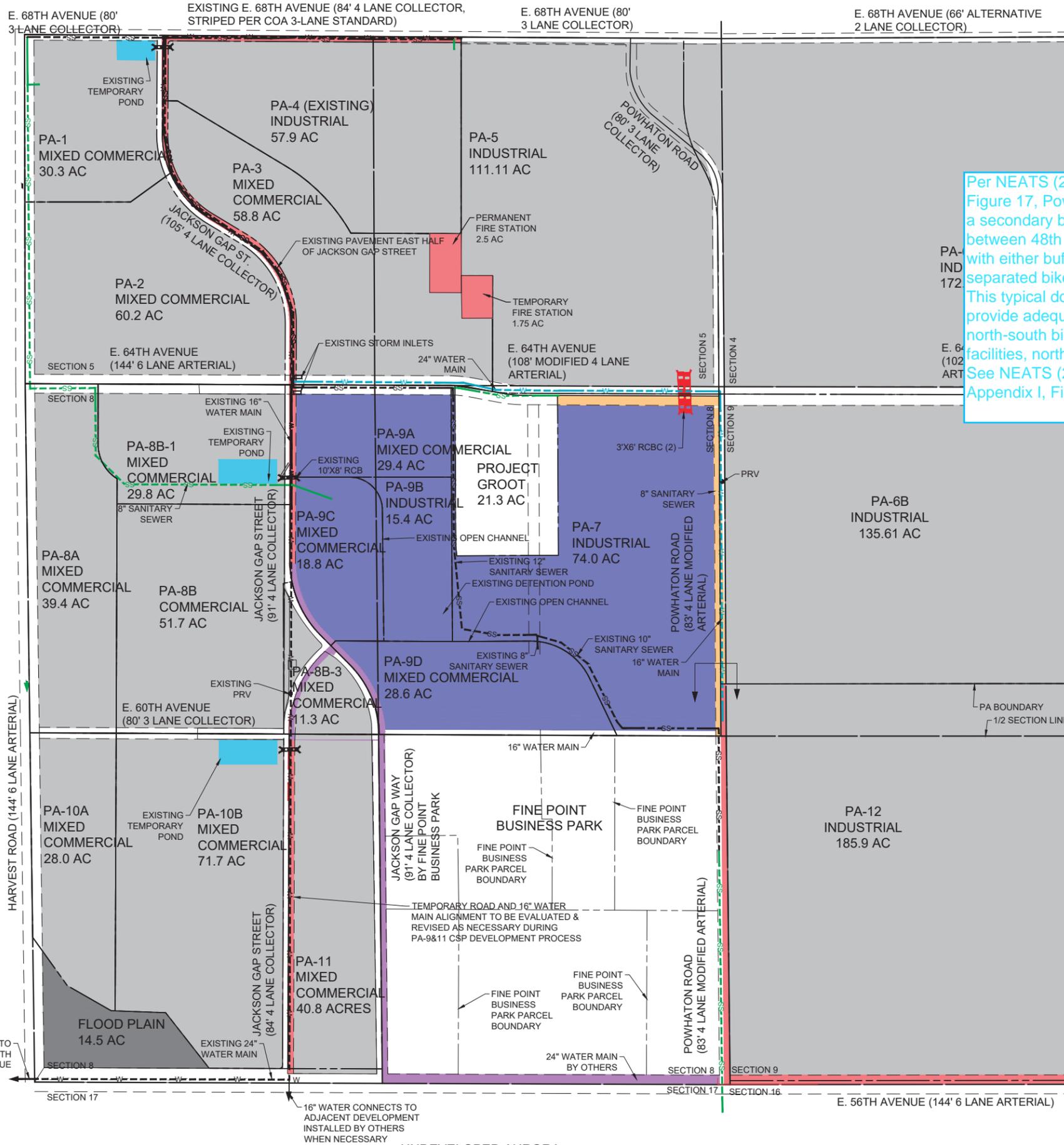
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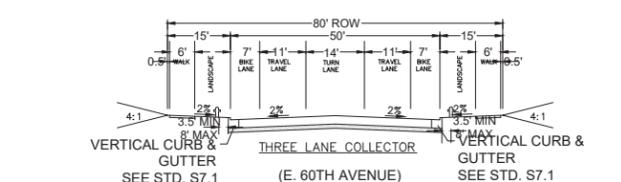
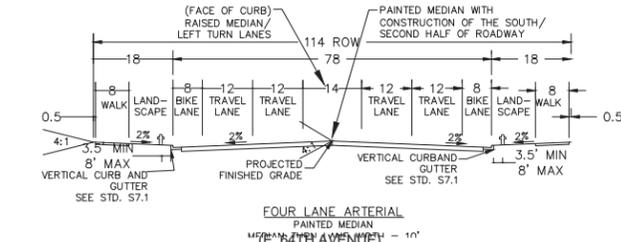
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ROADWAY SECTIONS

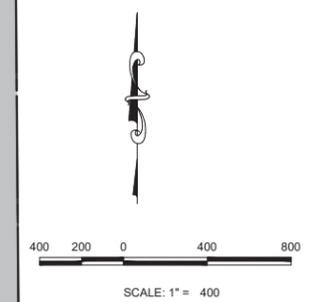


Per NEATS (2018) Figure 17, Powhaton is a secondary bike route between 48th and 64th with either buffered or separated bike lanes. This typical does not provide adequate north-south bicycle facilities, north of 60th. See NEATS (2018) Appendix I, Figures I-3

The Powhaton ROW shown is not being revised from the previously approved PIP. The ROW shown has been approved and is under construction.



- LEGEND**
- PLANNING AREA
  - OPEN CHANNEL
  - DETENTION/WATER QUALITY POND
  - DETENTION/WATER QUALITY POND (OFFSITE)
  - ROADWAY IMPROVEMENTS
  - PLANNING AREA BOUNDARY
  - SECTION/HALF SECTION LINE
  - WATER MAINS
  - WATER MAINS (WITHIN PARCELS)
  - EXISTING WATER MAINS
  - SANITARY SEWER MAINS
  - EXISTING SANITARY SEWER MAINS
  - POTENTIAL COLLECTORS
  - CULVERT CROSSINGS
  - STORM DRAIN
  - EXISTING ROADWAY
  - ROADWAY PROPOSED BY OTHERS



**CVL CONSULTANTS**  
 10333 E. Dry Creek Rd. Suite 240  
 Englewood, CO 80112  
 Tel: 720-482-9526  
 CVLINC.NET

PORTEOS PUBLIC IMPROVEMENT PLAN  
 PLANNING AREA 'G' - PA 9A, 9B, 9C, & 9D  
 FINAL BUILT OUT, EXHIBIT 8 OF 8

SCALE: AS SHOWN AS SHOWN  
 FILE NO:  
 DRAWN BY: JF  
 CHECKED BY: KK  
 DATE: 07-06-16

SHEET NO: **8**

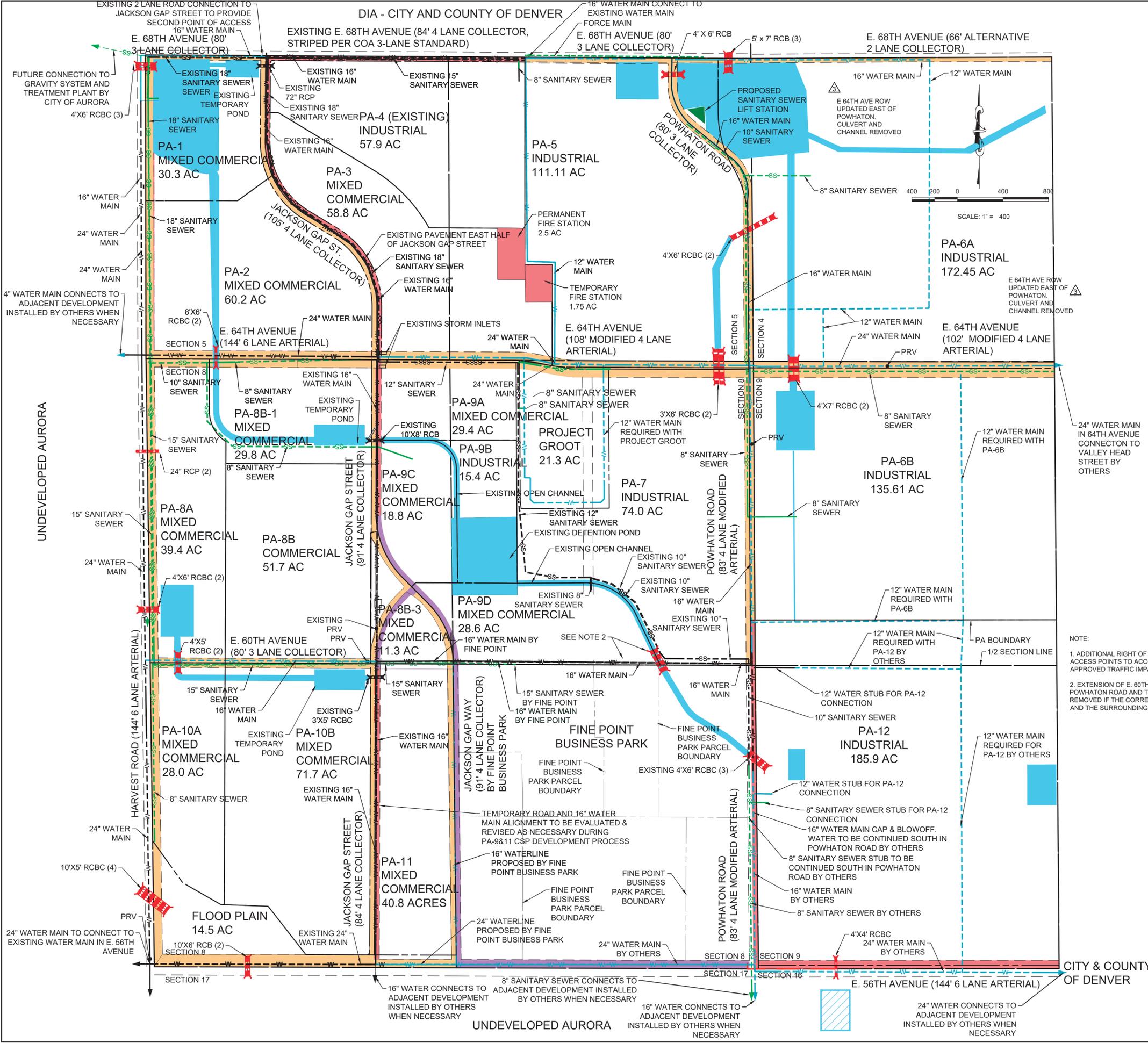
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UNDEVELOPED AURORA

UNDEVELOPED AURORA

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**LEGEND**

- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- EXISTING STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY FINE POINT BUSINESS PARK

**NOTE:**

- ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS OR ACCESS POINTS TO ACCOUNT FOR AUXILIARY LANEAGE, PER THE APPROVED TRAFFIC IMPACT STUDIES AND TRAFFIC MEMOS.
- EXTENSION OF E. 60TH AVENUE FROM JACKSON GAP WAY TO POWHATON ROAD AND THE ASSOCIATED STORM CORSSING MAY BE REMOVED IF THE CORRESPONDING DETAILED TRAFFIC STUDY SO ALLOWS AND THE SURROUNDING DEVELOPMENTS SO CHOOSE.

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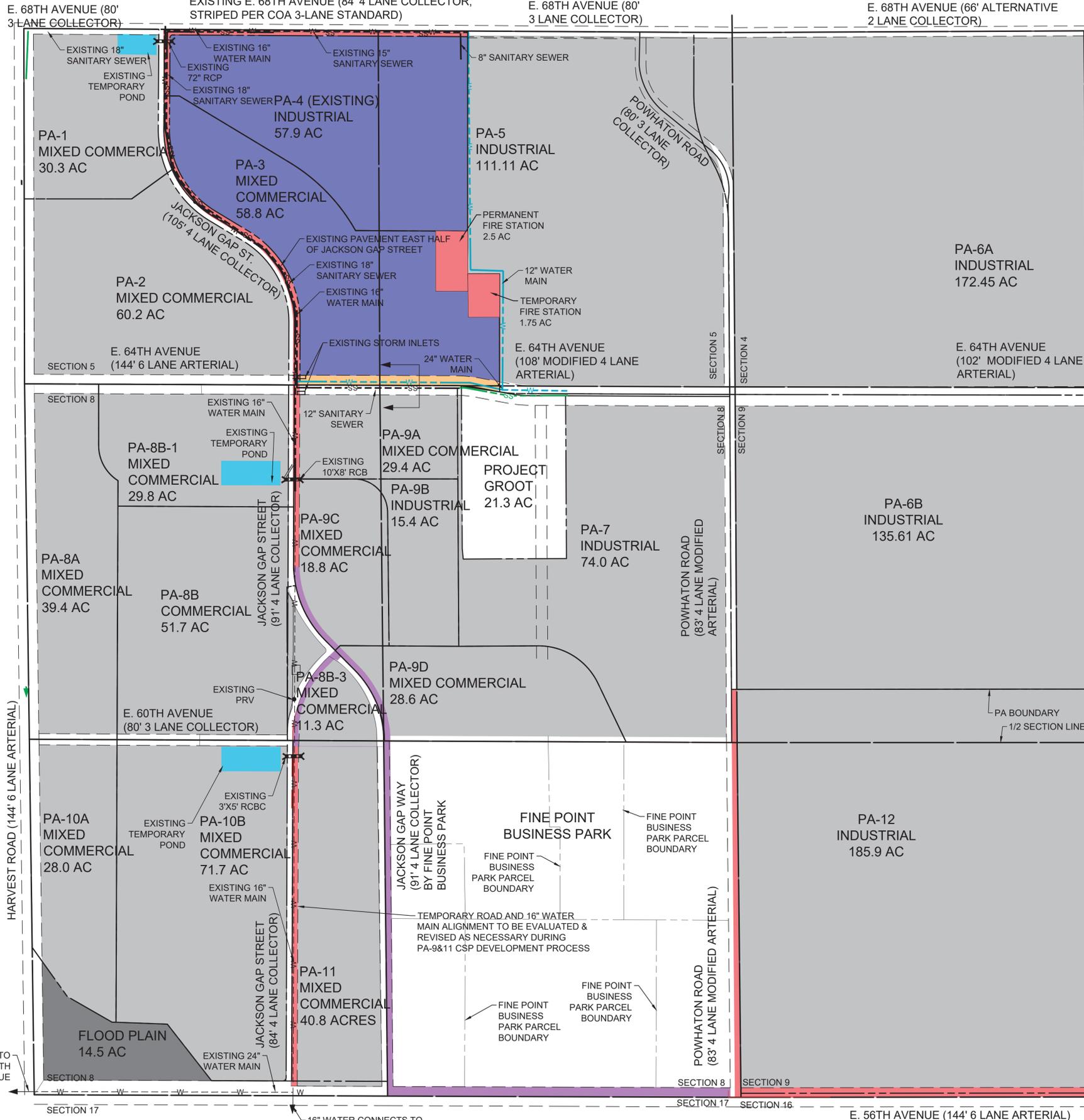
**CVL CONSULTANTS**  
 10333 E. Dry Creek Rd.  
 Suite 240  
 Englewood, CO 80112  
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**PORTEOS PUBLIC IMPROVEMENT PLAN**  
 FINAL BUILT OUT, EXHIBIT 1 OF 8

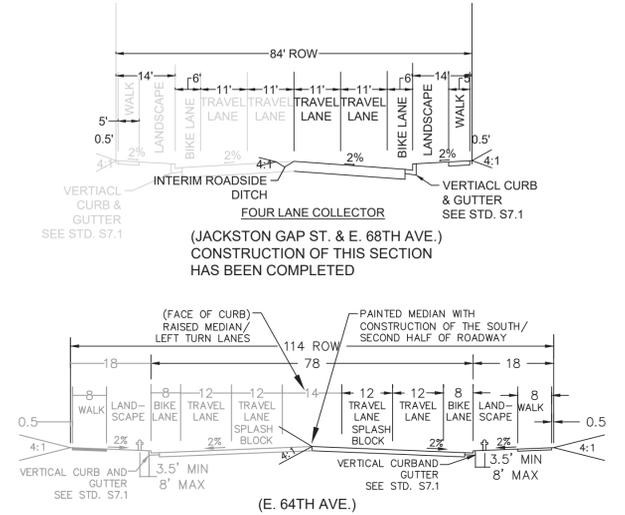
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| No.             | Revisions      | DATE: 05-08-20     |
|                 | Date           |                    |
|                 | Init.          |                    |
|                 | Appr.          |                    |
|                 | Date           |                    |

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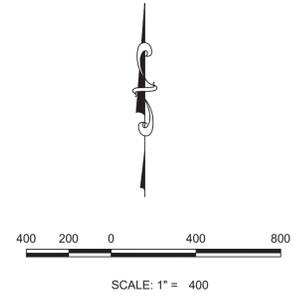


ROADWAY SECTIONS



LEGEND

- PLANNING AREA
- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY OTHERS

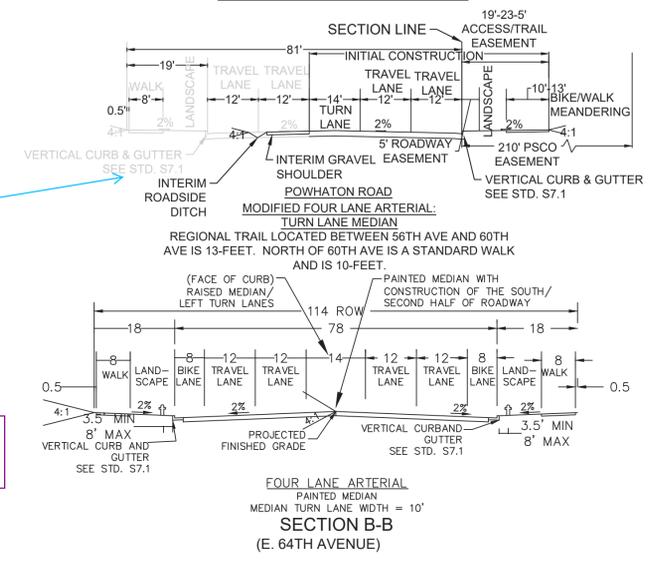


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|     |           |   |                 |   |  |
|-----|-----------|---|-----------------|---|--|
|     |           | 10333 E. Dry Creek Rd.<br>Suite 240<br>Englewood, CO 80112<br>Tel: 720-482-9526<br>CVLINC.NET |                 | PORTEOS PUBLIC IMPROVEMENT PLAN<br>PLANNING AREA 'A' - PA 3, & 4<br>FINAL BUILT OUT, EXHIBIT 2 OF 8 |  |
|     |           | SCALE:<br>AS SHOWN  | DRAWN BY:<br>JF | CHECKED BY:<br>JF   | SHEET NO:<br><span style="font-size: 2em; font-weight: bold;">2</span> |
| No. | Revisions | Date  | Init.           | Appr.   | Date   |

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**ROADWAY SECTIONS**

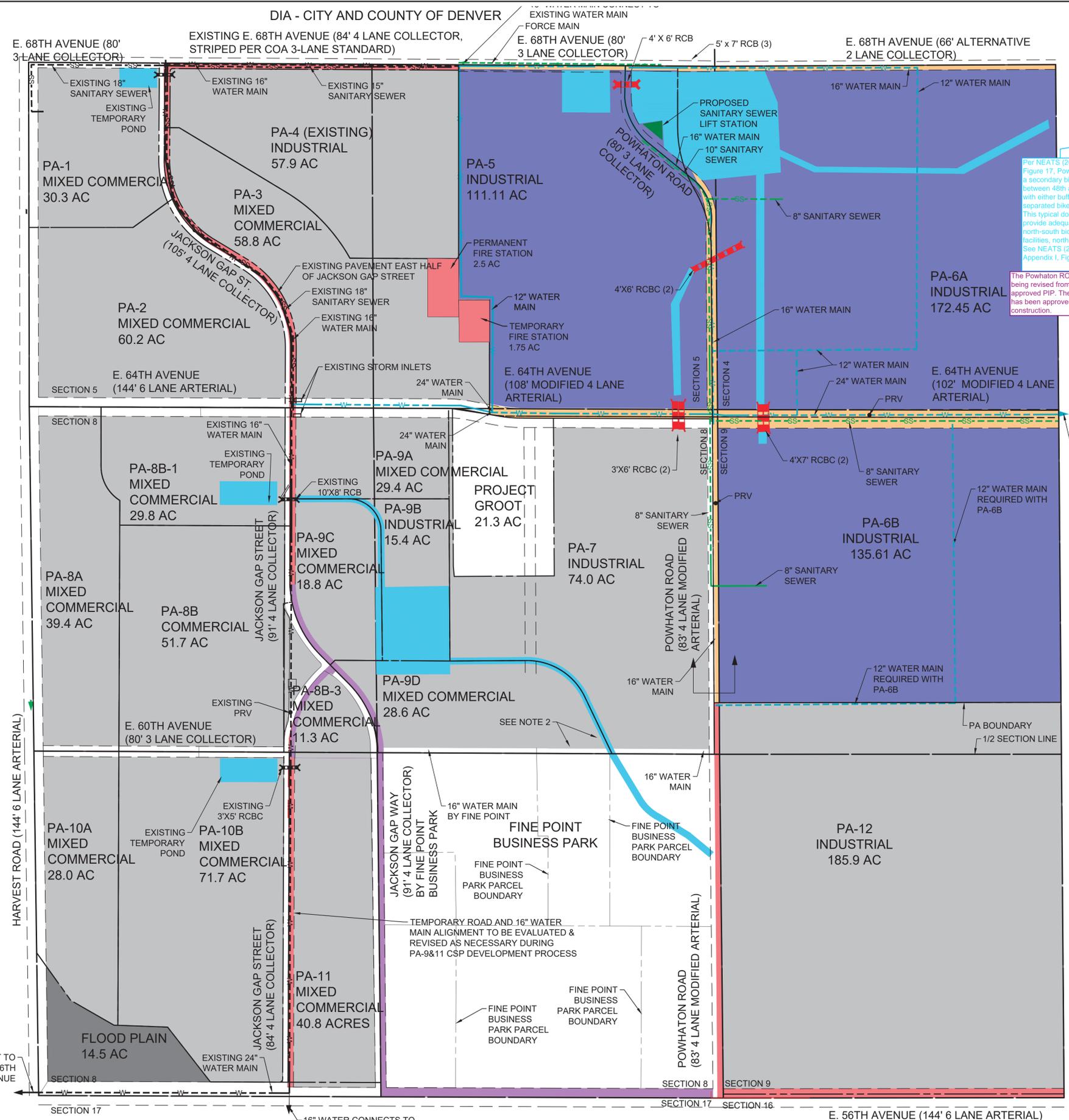
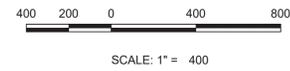


Per NEATS (2018) Figure 17, Powhaton is a secondary bike route between 48th and 64th with either buffered or separated bike lanes. This typical does not provide adequate north-south bicycle facilities, north of 60th. See NEATS (2018) Appendix I, Figures I-3

The Powhaton ROW shown is not being revised from the previously approved PIP. The ROW shown has been approved and is under construction.

**LEGEND**

- PLANNING AREA
- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY OTHERS
- REFERENCE FOR STREET CROSS SECTION



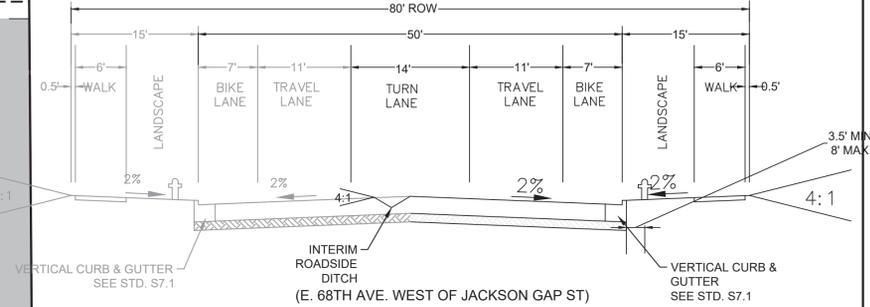
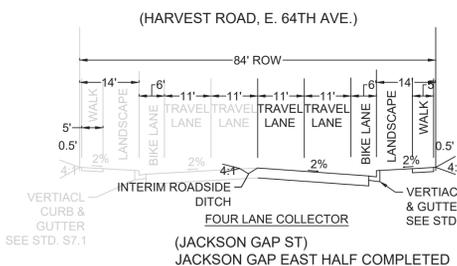
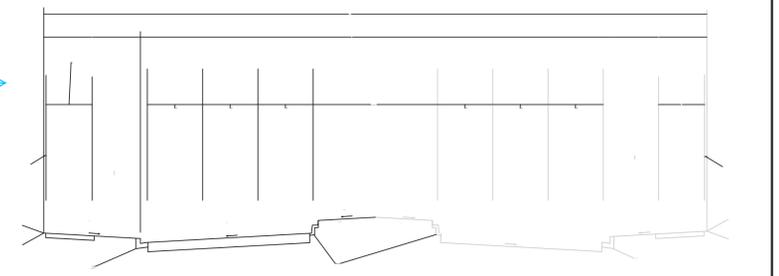
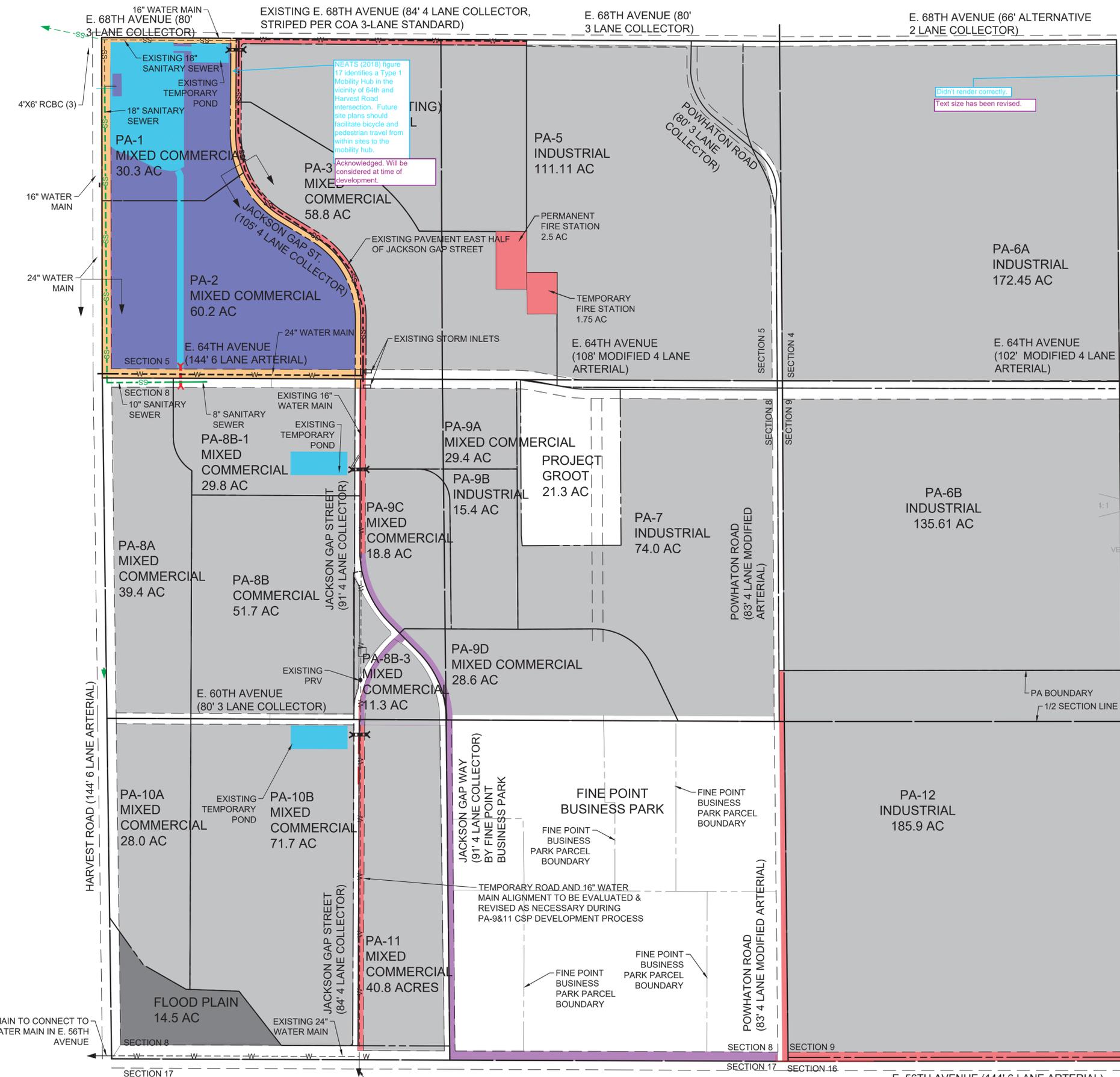
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|----------|-----------|---|-------|---|--------------|
|          |           | 10333 E. Dry Creek Rd.<br>Suite 240<br>Englewood, CO 80112<br>Tel: 720-482-9526<br>CVLINC.NET |       | PORTEOS PUBLIC IMPROVEMENT PLAN<br>PLANNING AREA 'B' - PA 5, 6A, & 6B |              |
|          |           | FINAL BUILT OUT, EXHIBIT 3 OF 8   |       | SCALE: AS SHOWN   | DRAWN BY: JF |
| FILE NO: |           | CHECKED BY: JF  |       | DATE: 05-08-20  |              |
| No.      | Revisions | Date  | Init. | Appr.   | Date         |

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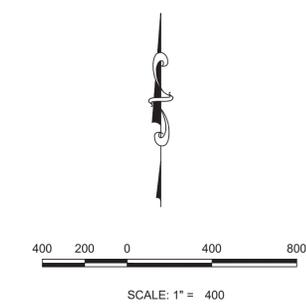
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ROADWAY SECTIONS



LEGEND

- PLANNING AREA
- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY OTHERS

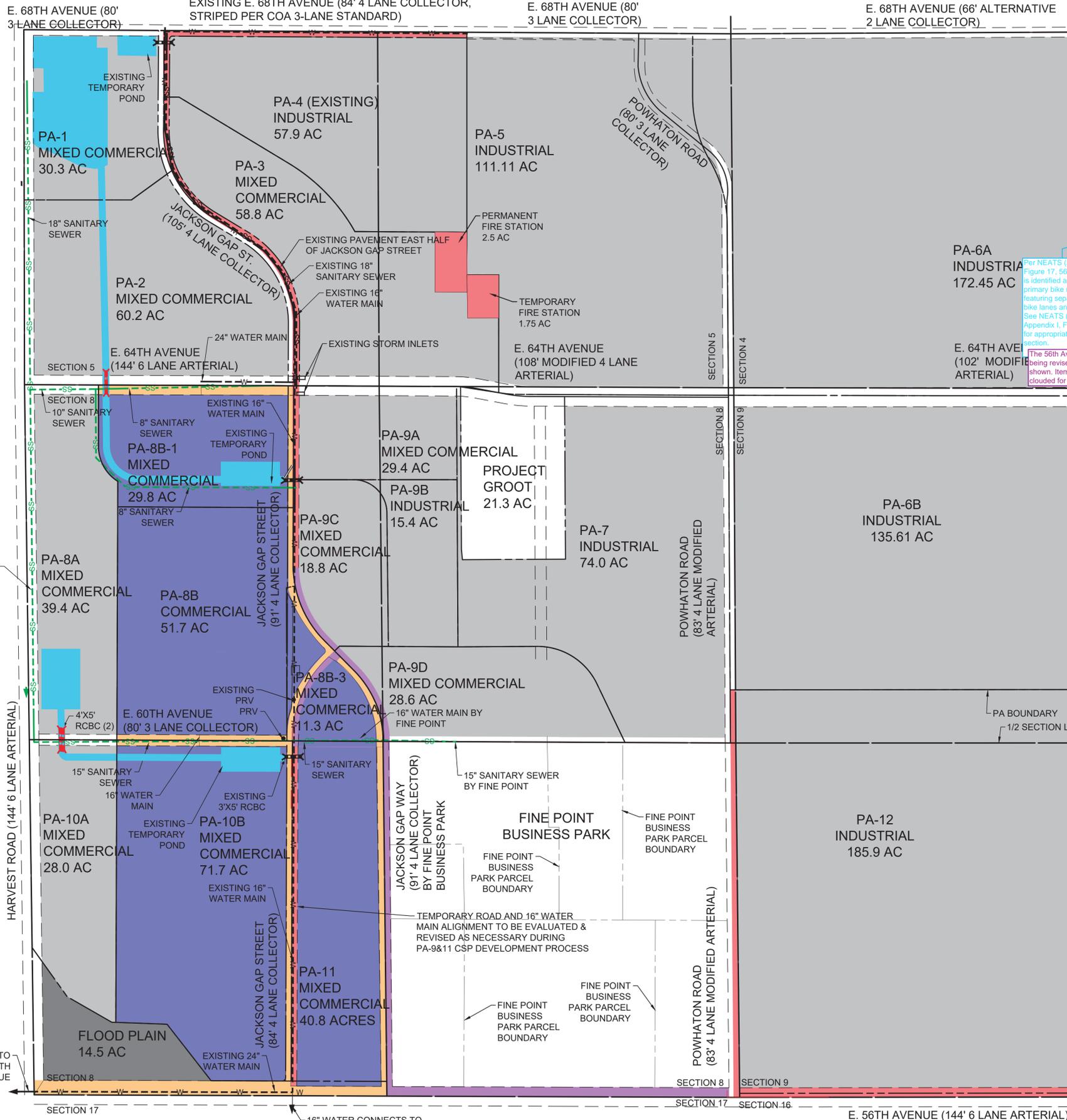


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|-------------------------------------|--|--|----------------|---|--------------|
|                                     |  | 10333 E. Dry Creek Rd.<br>Suite 240<br>Englewood, CO 80112<br>Tel: 720-482-9526<br>CMLVINC.NET |                | PORTEOS PUBLIC IMPROVEMENT PLAN<br>PLANNING AREA 'C' - PA 1&2 |              |
|                                     |  | FINAL BUILT OUT, EXHIBIT 4 OF 8  |                | SCALE: AS SHOWN   | DRAWN BY: JF |
| No. Revisions Date Init. Appr. Date |  | FILE NO:   | CHECKED BY: JF | DATE: 05-08-20  |              |

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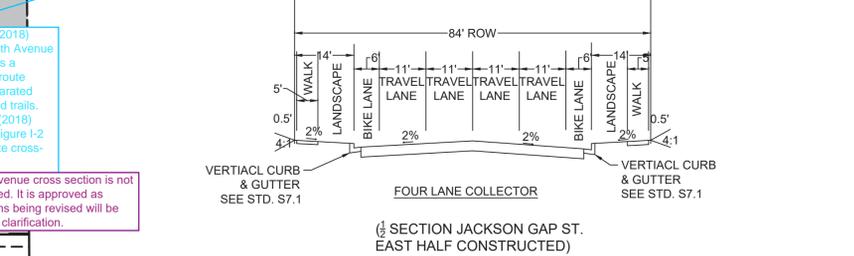
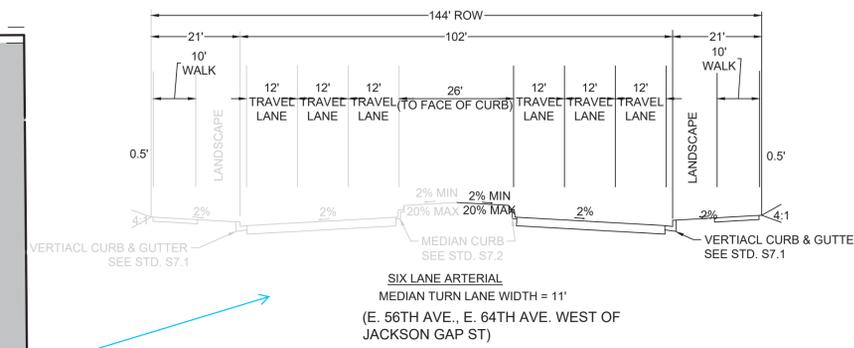
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ROADWAY SECTIONS



Per NEATS (2018) Figure 17, 56th Avenue is identified as a primary bike route featuring separated bike lanes and trails. See NEATS (2018) Appendix 1, Figure 1-2 for appropriate cross-section.

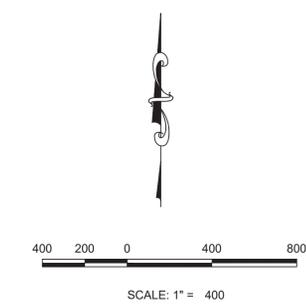
The 56th Avenue cross section is not being revised. It is approved as shown. Items being revised will be clouded for clarification.



E 68TH AVENUE (E. 60TH AVE.)

LEGEND

- PLANNING AREA
- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY OTHERS



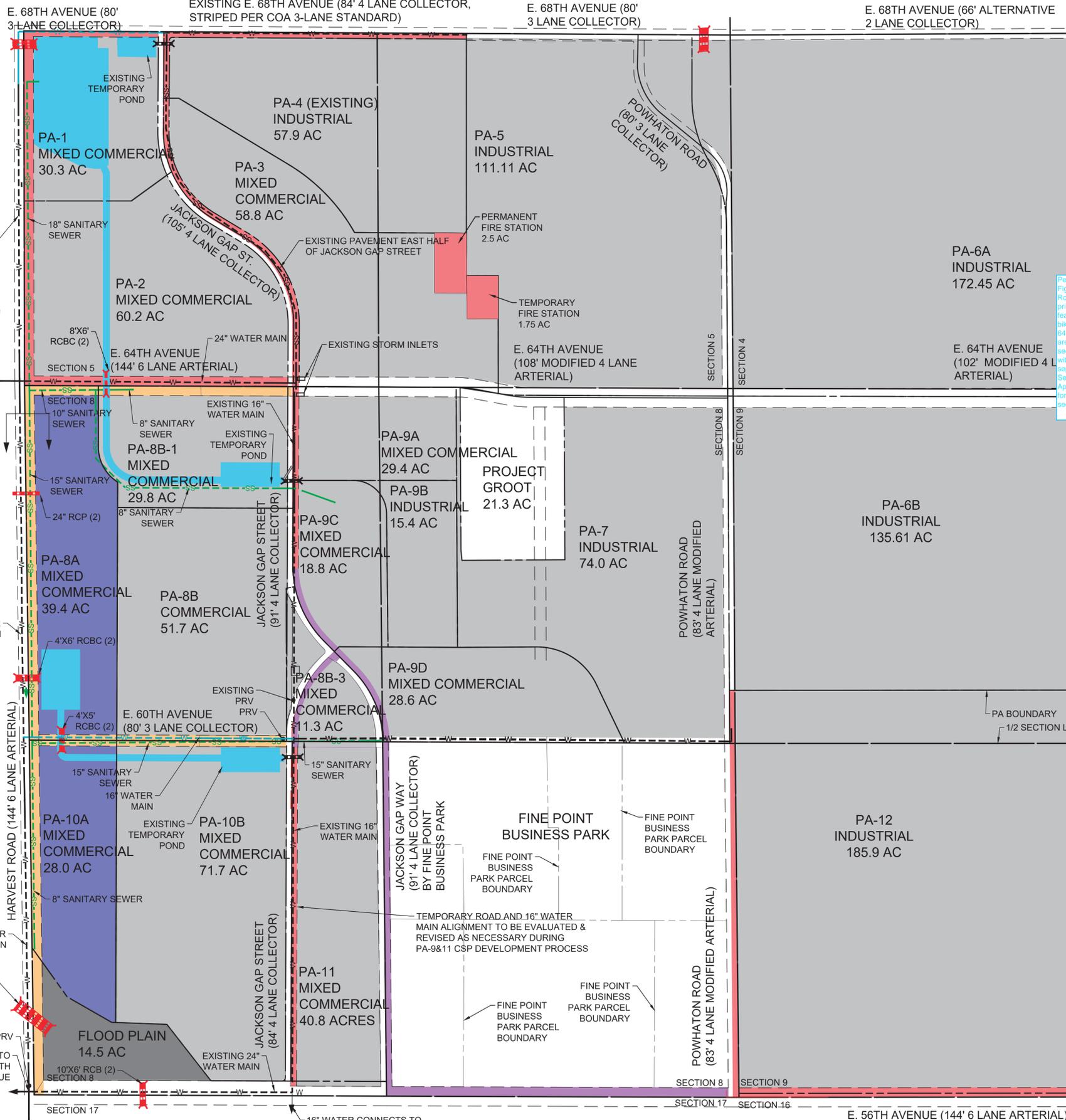
|          |                |   |              |   |                    |
|----------|----------------|---|--------------|---|--------------------|
|          |                | 10333 E. Dry Creek Rd.<br>Suite 240<br>Englewood, CO 80112<br>Tel: 720-482-9526<br>CVLINC.NET |              | PORTEOS PUBLIC IMPROVEMENT PLAN<br>PLANNING AREA 'D' - PA 8B-1, 8B-2,<br>8B-3, 10B, & 11<br>FINAL BUILT OUT, EXHIBIT 5 OF 8 |                    |
|          |                | SCALE: AS SHOWN   | DRAWN BY: JF | CHECKED BY: JF  | SHEET NO: <b>5</b> |
| FILE NO: | DATE: 05-08-20 |   |              |   |                    |
| No.      | Revisions      | Date  | Init.        | Appr.   | Date               |

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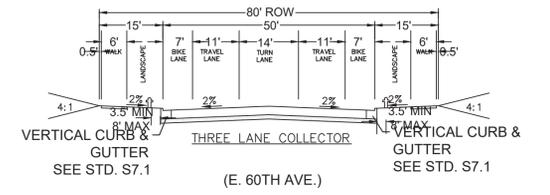
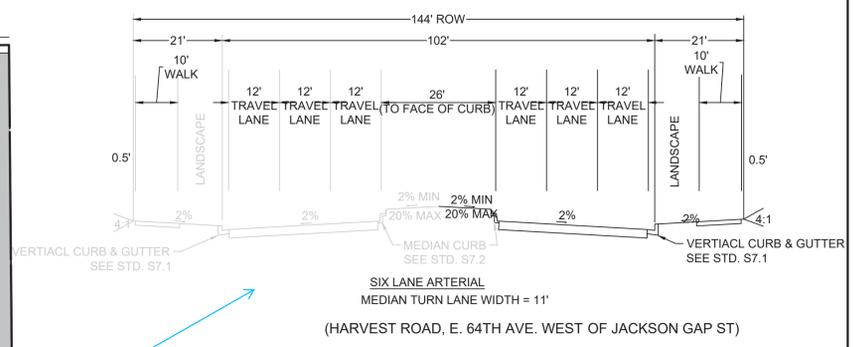
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ROADWAY SECTIONS



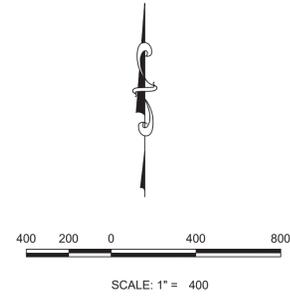
Pear NEATS (2018), Figure 17, Harvest Road is identified as a primary bike route featuring separated bike lanes and trails. 64th Avenue in this area is identified as a secondary bike route with either buffered or separated bike lanes. See NEATS (2018) Appendix I, Figure I-2 for appropriate cross-section.

The Harvest Road cross section is not being revised. It is approved as shown. Items being revised will be clouded for clarification.



LEGEND

- PLANNING AREA
- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY OTHERS
- REFERENCE FOR STREET CROSS SECTION



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Suite 240  
Englewood, CO 80112  
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PORTEOS PUBLIC IMPROVEMENT PLAN  
PLANNING AREA 'E' - PA 8A&10A  
FINAL BUILT OUT, EXHIBIT 6 OF 8

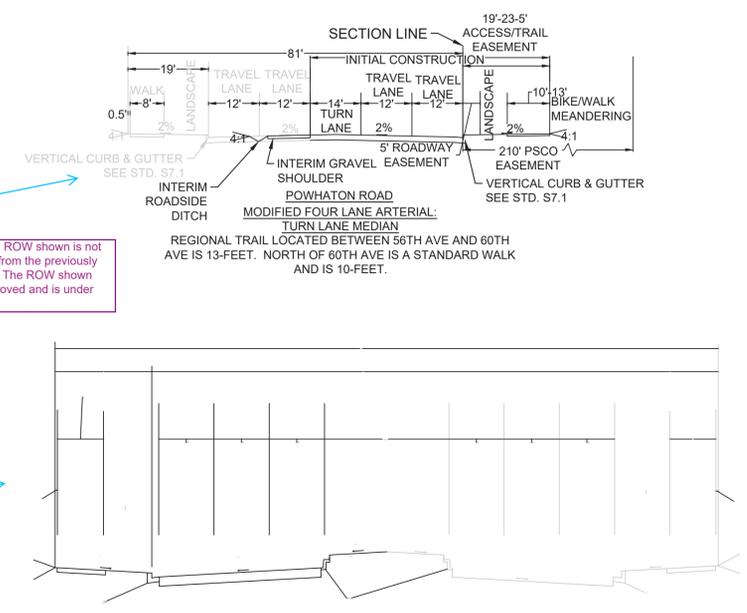
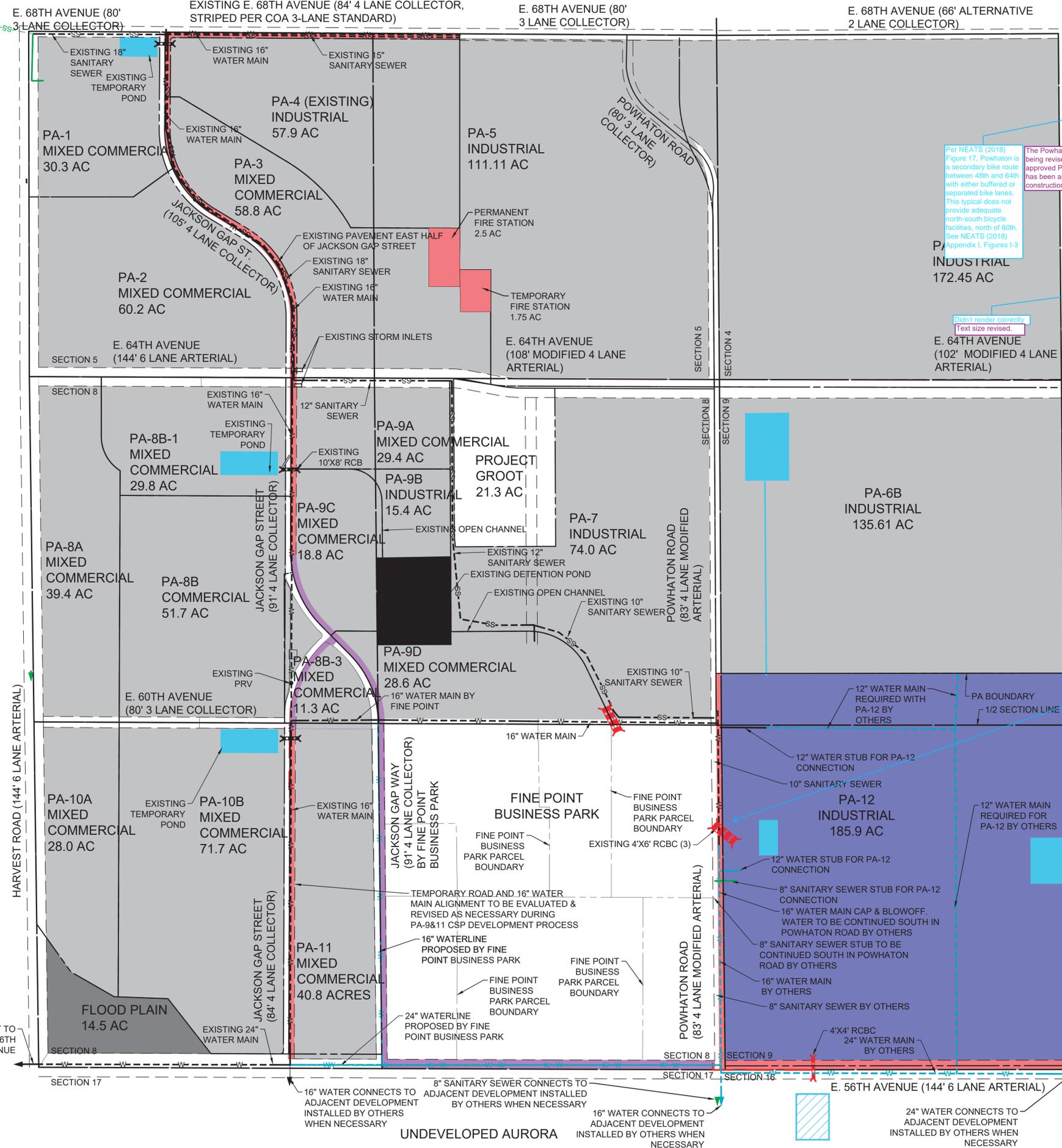
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| FILE NO.: |           | CHECKED BY: | JF       |            |   |
|           |           | DATE:       | 05-08-20 |            |   |
| No.       | Revisions | Date        | Init.    | Appr.      |   |

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ROADWAY SECTIONS



Per NEATS (2018) Figure 17, Powhaton is a secondary bike route between 48th and 64th with either buffered or separated bike lanes. This typical does not provide adequate north-south bicycle facilities, north of 60th. See NEATS (2018) Appendix I, Figures I-3

Didn't render correctly. Text size revised.

The Powhaton ROW shown is not being revised from the previously approved PIP. The ROW shown has been approved and is under construction.

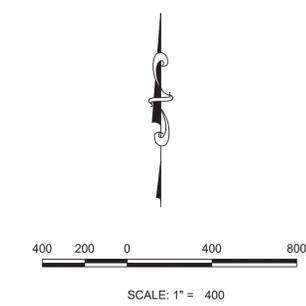
Acknowledged. NEATS (2018) Figure 17 identifies grade separated or enhanced at-grade crossings for trail crossings at Powhaton, at 64th, and at Harvest.

UNDEVELOPED AURORA

(E. 56TH AVE.)

LEGEND

- PLANNING AREA
- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY OTHERS

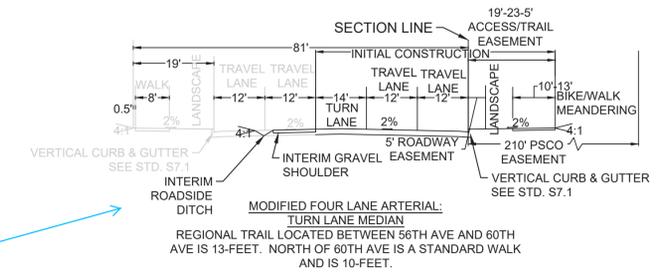
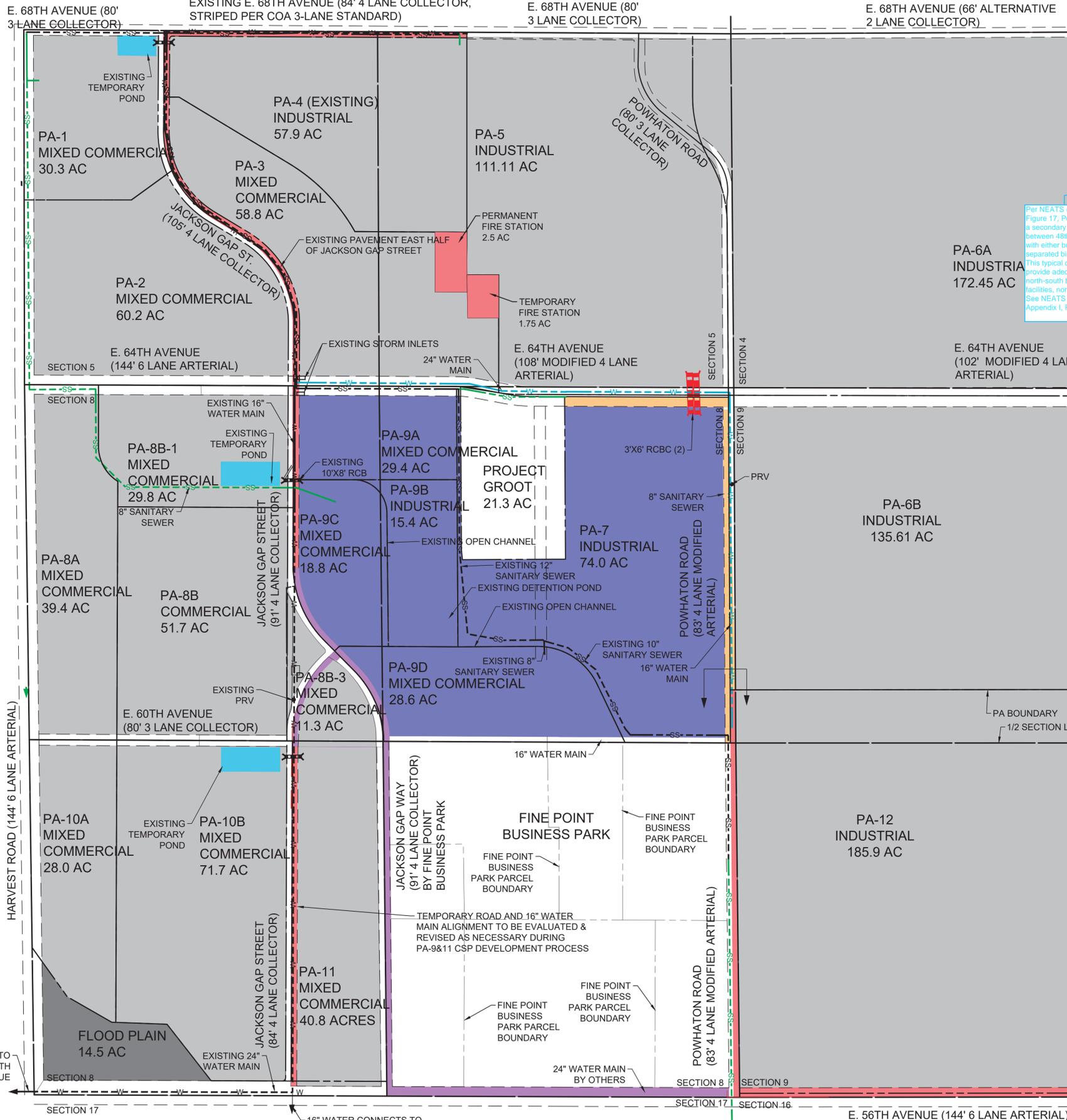


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|          |  | 10333 E. Dry Creek Rd.<br>Suite 240<br>Englewood, CO 80112<br>Tel: 720-482-9526<br>CVLINC.NET |      | PORTEOS PUBLIC IMPROVEMENT PLAN<br>PLANNING AREA 'F' - PA 12 |                 |                       |
|          |  | FINAL BUILT OUT, EXHIBIT 7 OF 8   |      | SCALE:<br>AS SHOWN   | DRAWN BY:<br>JF | SHEET NO:<br><b>7</b> |
| No.      |  | Revisions   | Date | Init.  | Appr.           |                       |
| FILE NO: |  | DATE:<br>05-08-20   |      |  |                 |                       |

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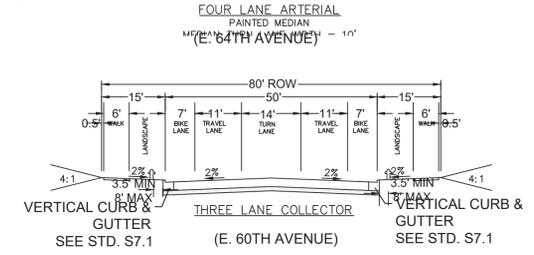
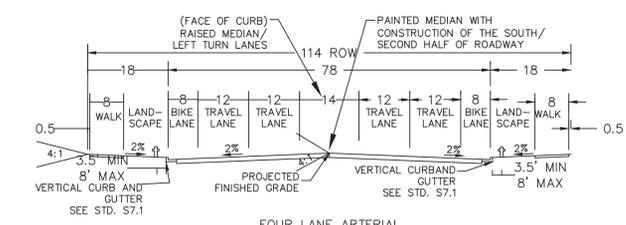
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ROADWAY SECTIONS



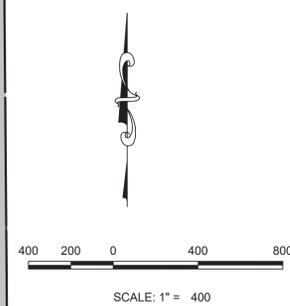
Per NEATS (2018) Figure 17, Powhatan is a secondary bike route between 48th and 64th with either buffered or separated bike lanes. This typical does not provide adequate north-south bicycle facilities, north of 60th. See NEATS (2018) Appendix I, Figures I-3

The Powhatan ROW shown is not being revised from the previously approved PIP. The ROW shown has been approved and is under construction.



LEGEND

- PLANNING AREA
- OPEN CHANNEL
- DETENTION/WATER QUALITY POND
- DETENTION/WATER QUALITY POND (OFFSITE)
- ROADWAY IMPROVEMENTS
- PLANNING AREA BOUNDARY
- SECTION/HALF SECTION LINE
- WATER MAINS
- WATER MAINS (WITHIN PARCELS)
- EXISTING WATER MAINS
- SANITARY SEWER MAINS
- EXISTING SANITARY SEWER MAINS
- POTENTIAL COLLECTORS
- CULVERT CROSSINGS
- STORM DRAIN
- EXISTING ROADWAY
- ROADWAY PROPOSED BY OTHERS
- REFERENCE FOR STREET CROSS SECTION



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PORTEOS PUBLIC IMPROVEMENT PLAN  
 PLANNING AREA 'G' - PA 9A, 9B, 9C, & 9D  
 FINAL BUILT OUT, EXHIBIT 8 OF 8

|                          |                |             |
|--------------------------|----------------|-------------|
| SCALE: AS SHOWN AS SHOWN | DRAWN BY: JF   | SHEET NO: 8 |
| FILE NO:                 | CHECKED BY: KK |             |
|                          | DATE: 07-06-16 |             |

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