

RESPONSE TO COMMENTS

December 02, 2019

Vinessa Irvin
City of Aurora, Planning Department
15151 E. Alameda Parkway
Aurora, CO 80012

Re: ATEC FDP (#1349317)/Pre-Application Meeting Held on February 21, 2019

Dear Vinessa Irvin:

Thank you for taking the time review our pre-application, which we received on March 21, 2019. Valuable feedback was given by City Staff and adjustments have been made to reflect some of the key points made. We have reviewed the comments and have responded in the following pages.

Please feel free to contact me directly should you have any other comments, questions and/or special requests for additional information. We look forward to working with you to make this project a success.

Sincerely,
Norris Design



Diana Rael
Principal

PLANNING DEPARTMENT COMMENTS Debbie Bickmire, 303-739-7261

1. Zoning and Land Use Issues

1A. General FDP Identity and Character

Include a statement to describe the general character proposed in ATEC FDP. Describe how the FDP will create a unique development with a definable character, and what facilities, amenities and special design features will set this development apart from other developments in the area.

Response: Statements related to identity and character are included through the FDP tabs.

Land uses within the Northeast Plains District subareas shall comply with Article 10, NE Plains Zoning Regulations "to establish the highest possible levels of community and building design consistent with the healthy economic development of the corridor." The I-70 Corridor Subarea is intended to support the economic development potential of the I-70 corridor and of fringe areas in proximity to the E-470 Corridor Zoning District. The design standards are intended to result in quality development that treats the I-70 corridor as an important entryway to the city, in order to provide an attractive image. Identify all proposed uses to ensure compliance with code requirements.

Response: Development within the ATEC shall comply with the standards outlined by the Airport District and this Master Plan.

1B. Comprehensive Plan

The proposed land uses and street network must be consistent with Aurora Places and the Northeast Area Transportation Plan Refresh (NEATS Refresh).

Response: Proposed land uses and street network are consistent with Aurora Places and the NEATS Refresh.

1C. Coordinate with The Aurora Highlands FDP

Ensure the proposed ATEC FDP is coordinated with the proposed The Aurora Highlands FDP. Identify the adjacent planning areas and land uses and align with proposed roadways.

Response: Roadways and land uses have been coordinated with the adjacent Aurora Highlands FDP.

1D. Oil and Gas

Identify existing oil and planned oil and gas well sites. Include the size of each pad site and identify the number of permitted wells for each facility. Include standards for screening and how infrastructure abutting these sites will be provided

Response: Proposed oil and gas well locations have been noted on the maps provided.

2. FDP Elements

2A. Land Use Map, Matrix and Standard Notes

Provide an FDP Land Use Map and include all of the required items listed in the FDP Manual. The FDP shall include proposed land uses and densities, pedestrian and auto circulation, parks and open space, buffering, fencing, lighting, signage, drainage and utility easements. A Public Improvement Plan (PIP) will be required and must align with defined planning areas. Using the map as a basis for area measurements and following the example matrix and instructions provided, complete the Land Use Matrix also shown in Form D.

Response: The maps provided include all applicable elements listed in the Master Plan manual.

2B. Conceptual Street Network Plan

Please provide an illustrative street network plan with your FDP submittal that generally identifies the location of all arterials and collector streets. The purpose of this conceptual plan is to ensure that there is adequate connectivity within and between each Planning Area in the FDP and with existing and future surrounding development in accordance with the Roadway Manual. At a minimum, all arterials and collectors must be identified.

Response: Proposed arterial and collector streets have been outlined with the land use maps.

Cross sections of proposed roadways should be included within the Public Improvement Plan. The proposed streets need to be designed and labeled according to our street standard ordinance, Chapter 126-1 and 126-36 of the city code. City design standards now call for 6-foot detached sidewalks and 8-foot tree lawns along collectors and 10-foot detached sidewalks and 10-foot tree lawns along major arterials.

Response: Cross sections are provided in the PIP. The cross sections provided are consistent with those in the neighboring The Aurora Highlands PIP.

2C. Public Improvement Plan (PIP)

The Public Improvement Plan shall identify all improvements, including construction of streets, drainage, parks and open space, and utilities that fall within the planning area. The approved timing and triggers for specific public improvements shall be included relative to the overall project development and phasing and shall be summarized in a table. Please include how infrastructure surrounding any oil and gas facilities will be installed and maintained. Obligations of The Aurora Highlands PIP should be identified in relation to the ATEC improvements, as the projects will be interrelated. See Public Works, Water and Parks comments for items that need to be included in this document.

Response: The PIP includes both a written narrative and exhibits identifying necessary improvements for each Planning Area. The narrative describes improvements needed for each Planning Area to develop independently.

2D. On-Site Amenities and Use of Open Space

Provide pedestrian and bicycle connections between all planning areas within the development. Provide open space and access to common areas and amenities that will be accessible from all the planning areas. Two (2) percent of any FDP requires the dedication of land for public purposes. This could be applied to a dedicated open space or regional trail system.

Response: On-site amenities and use of open space has been connected with pedestrian and bicycle connections.

2E. Oil and Gas Design Standards

Design standards for oil and gas facilities must be included. The standards should include setbacks, landscape, fencing and berming standards to screen views from streets, highways, trails and other public areas. Identify how water for each oil and gas site will be provided, as well as a provision that water for irrigation shall be provided concurrent with any oil and gas development. Road maintenance responsibilities should also be addressed.

Response: Design standards for Oil and Gas have been provided per the adopted UDO code.

2F. Site Lighting

Site lighting requirements can be found in Code Section 146-1015. In general, sidewalks, internal pedestrian paths, and bicycle paths shall be lit with full cutoff lighting fixtures no more than 16 feet tall and providing consistent illumination of at least one foot-candle on the walking surface. On-site streets and parking areas shall be lit with full cutoff type lighting fixtures no more than 25 feet tall. Fixtures should be of the downcast type. Include typical details of lighting on the plan and/or building elevations. The FDP should also define a unique light standard used throughout the master planned development.

Response: Lighting details have been shown per the adopted UDO code.

3. Traffic and Street Layout Issues

The proposed FDP needs to provide the required interconnected arterial and collector street system. Emphasis should be placed on internal connectivity between the planning areas and the connections, as well as with adjacent developments in context to the proposed regional street framework. Please identify the responsibility of this separate FDP to build, construct and maintain Powhatan Road. The proposed development should extend the street network and provide street and pedestrian improvements as described by adopted transportation plans and adopted city

street standards as illustrated in the city's adopted Roadway Design and Construction Specifications (2016) as illustrated on the following page:

Response: The street network shown provides interconnected arterials and collectors and extends the roadway network of the adjacent FDPs and is consistent with the NEATS update. The responsibility of Powhaton shown in the Master Plan aligns with what is shown in The Aurora Highlands FDP.

3A. Street Layout – Collectors

Within each one mile segment, collectors should divide the segment east-west and north-south at approximately the half-mile points into four approximately quarter-mile square (160 acre) areas. Generally, it is expected the collectors will align and connect across arterials to distribute traffic and to provide continuity on bicycle and pedestrian routes.

Response: Noted. Collectors and arterials have been indicated.

3B. Street Layout – Type 1 (Local)

Within each approximately 160 acre segment, at least one continuous local Type 1 street shall connect an arterial and a collector, in both the north- south and the east-west directions. The locations of the continuous local Type 1 Street should define four areas of roughly similar size (approximately 40 acres). Local Type 1 streets shall align with a corresponding local street across each collector and each arterial to provide a navigable network of local streets between neighborhoods and developments.

Response: Comment acknowledged. The ATEC Master Plan is only showing the primary collectors and arterials. Site Plan applications will establish locations of Local Type 1 as needed.

3C. Street Classifications

NEATS Refresh (2018), page 51, identifies Powhaton Road as a six lane major arterial, and Monaghan Road north of 26th Avenue is identified as a four lane minor arterial. 48th Avenue between Monaghan Road and Powhaton Road is a four lane major arterial. 26th Avenue is a four lane minor arterial.

Response: Comment acknowledged. The submitted application is consistent with the information outlined.

3D. Transit and Mobility Hubs.

NEATS Refresh (2018), page 63, identifies both Powhaton Road and 26th Avenue as future high frequency transit routes. NEATS Refresh also identifies a type 2 mobility hub (suitable for lower densities) at this intersection. Additional context should be provided in notes regarding mobility hubs, that these will be locations to transition between modes of transportation (i.e. from walking or biking to transit or car share). As such, internal pedestrian and bicycle connections from throughout the site to the mobility hubs should be identified. Mobility Hubs would incorporate a combination of areas on the far side of intersections reserved for transit stops, long term bike parking such as bike lockers, parking locations for docked or dockless shared mobility vehicles (i.e. bike share or e-scooter share), information kiosks, and parking spaces reserved for publicly- available electric vehicle charging, and car sharing.

Response: Comment acknowledged. Mobility and transit hubs will be further evaluated with future submittals.

4. Environmental Issues

4A. Denver International Airport AID:

Portions of this property are located within the Airport Influence District (AID) of Denver International Airport (DEN), therefore, the applicant must assure that an avigation easement has been conveyed to the City of Aurora and DEN for this parcel and that this easement has been recorded with the Adams/Arapahoe County Clerk and Recorder along with the first plat in accordance with Section 146-822 of the Aurora Zoning Code.

Response: Noted. An avigation easement shall be conveyed to the City of Aurora and DEN for this parcel. The easement shall be recorded prior to recording.

To streamline this process, the City of Aurora will record the avigation easement for the applicant. The applicant is responsible for the following:

- Completing the easement form
- Obtaining the property owner's signature
- Notarizing the document
- Including a legal description of the property
- Including a survey of the property.

Response: Noted. The above indicated items shall be provided prior to recording.

The completed easement form can be dropped off or e-mailed to Porter Ingram at pingrum@auroragov.org. It may also be e-mailed to the case manager. The easement form is available on the city website at www.auroragov.org, Business Services, Development Center, Development Process, Forms & Applications.

Response: Comment noted. Thank you.

Development in the AID shall comply with height restrictions in the underlying zone district, which do not intrude into 14 CFR 77 surfaces for military airports. Vendors of real property located within the Airport Influence District are required to provide notice to prospective purchasers in accordance with Section 146-811. The notice will state that the property may be subject to some of the annoyances or inconveniences associated with proximity to an airport including noise, vibration, and odors. Please contact Porter Ingram at 303-739-7227 with any additional questions regarding the AID.

Response: Comment noted. Building heights shall comply with restrictions imposed by the AID.

4B. Additional AID Requirements and Referral Request to DIA

Development in the AID shall comply with height restrictions in the underlying zone district, which do not intrude into 14 CFR 77 surfaces for civil airports. Vendors of real property located within the Airport Influence District are required to provide notice to prospective purchasers in accordance with Section 146-822. The notice will state that the property may be subject to some of the annoyances or inconveniences associated with proximity to an airport including noise, vibration, and odors.

Response: Comment noted. Thank you.

Please ensure that DEN and FAA review this application for height restrictions, reflectivity, potential dust emissions and the location of the proposed water detention/water quality ponds. Contact R. Porter Ingram at 303-739-7227 with any additional questions regarding the AID regulations and the content of this memo.

Response: Comment noted. Thank you.

5. Landscape Design Concepts

Landscape standards are established by Article 14 of the Zoning Code. Prior to submitting your FDP application, please contact our Principal Planner/Landscape Architect, Kelly Bish.

5A. General Landscape Plan Comments

Once the applicant has prepared the landscape and aesthetic component of the FDP, it will be reviewed against adopted FDP standards. These standards shall be in addition to the City's landscape Ordinance, Article 14, and standards applicable within Article 10.

Response: Understood, thank you.

Theming of the overall industrial master development should be included as part of the FDP and will be accomplished through the thoughtful design and installation of the landscaping, retaining walls, fences, lighting, entry monumentation and architecture. Specific designs for these elements shall be included within the FDP. Public art

should also be considered within the context of the overall master plan development, as well as, shared open spaces and bike access for employees of the industrial center.

Response: Theming has been addressed in the Master Plan.

The landscape component of the FDP should capture streetscape or street frontage landscaping including street buffers that detail proposed widths, berming, plant quantities and plant types. Street buffers should reflect the hierarchy of the street in addition to the proposed land development associated with that frontage. In addition, detention basin, building perimeter, parking lot screening, non-street frontage buffers and enhanced site entrances shall be addressed by the FDP in Tab 11.

Response: Streetscape and street frontage landscaping has been included in the Master Plan.

6. Architectural and Urban Design

6A. Urban Design Standards

Please include a narrative (Tab #6) to define the character of the development. Provide design standards covering urban design (Tab #10), architecture (Tab #12) and landscaping (Tab #11) standards for the entire FDP area. Illustrate urban design standards using text, tables, drawings, and photographs to create your own specific and measurable standards that will be carried out in future CSPs. At minimum, the urban design graphics should show:

- Entryway monumentation, incorporating the colors, materials, and architectural themes
- Designs for walls and fences
- Design standards for street furniture, pedestrian scale lighting, benches, signage, and paving design and materials for public plaza areas
- Special structures and features unique to your project
- Sample street patterns and lot configurations (for example, medians on local streets, special landscape concepts, etc.)
- Pedestrian circulation and linkages
- Tract designs along street frontages

Response: Comment noted. Urban design standards are indicated in Tab 10.

6B. Architectural Design Standards

Review the building design and architectural standards listed in Article 10 and Article 13 of the Zoning Code. Complete Form H, Architectural Standards Matrix and present it as the first item under Tab #12. Include architectural styles, materials, colors and features that will characterize your architecture. You may also include specific documents, drawings and/or photographs that illustrate all the items contained in the matrix. Unique features for industrial development could include unifying elements such as roof types, defined entry features, glazing of office areas, canopies, wall variations to break up long building facades. Screening methods for dock doors and outdoor storage should also be included.

Response: Architectural design standards shall be submitted as a master plan amendment with the initial Preliminary Plat/Site Plan application.

7. Waivers

If you decide to request any waivers from design or development standards, they must be clearly listed in the Letter of Introduction along with a statement of justification in accordance with Chapter 146, Section 408(F). When an FDP proposes one or more waivers from design or development standards or other development requirements, the waivers may be granted by city council. In return for the waiver, the FDP shall exceed other appropriate standards. If approved, the waivers must be listed on the cover sheet of the final FDP mylar drawings. If no FDP waivers are listed and approved, the FDP document will be interpreted to mean that all city code requirements will be met or exceeded. However, applicants may apply for specific design standard waivers at the time of Contextual Site Plan application.

Response: There are no waivers being requested at this time.

8. Mineral Rights Notification Requirements

Please fill out the Mineral Rights Affidavit and supply this document to your Case Manager at the time of CSP submittal. Identify on the plans the location(s) of all existing and/or proposed oil and gas facilities.

Response: A mineral rights affidavit shall be provided to the City prior to approval.

Pre-submittal Meeting:

At least one week prior to submitting an application, you will be required to hold a Pre-submittal meeting with your assigned Case Manager to ensure that your entire application package is complete and determine your application fee. Please contact your Case Manager in advance to schedule.

Response: A formal pre-submittal meeting was not required with this application per direction from staff.

Community Participation:

You are encouraged to work proactively with neighborhood groups and adjacent property owners. Neighborhood groups within a mile radius will formally be notified of this project when submittal has been made to the Planning Department.

Response: Comment noted. Thank you.

PUBLIC WORKS COMMENTS Kristin Tanabe, 303-739-7306

11A. A Master Drainage Study and Public Improvement Plan shall be submitted with the ATEC FDP submittal.

Response: A Master Drainage Report and PIP are included with the application.

11B. The Master Drainage Study needs to have calculations, not just general discussion. The Master Drainage Study must comply with the City's Storm Drainage & Technical Criteria, latest edition as well as with Urban Drainage and Flood Control District's standards for any maintenance eligible facilities.

Storm drainage connection points should be coordinated with adjacent developments.

Response: The provided MDR complies with the specified criteria.

11C. The public improvement plan (PIP) shall be presented in both map and written forms. This includes such items as streets, utility improvements, drainage improvements, park and trail improvements, etc.

Each planning area needs to be supported independently of other planning areas and specific improvements identified as such. Improvements may not only be triggered by adjacent development, but by traffic or life safety needs as well.

Response: The PIP includes both a written narrative and exhibits identifying necessary improvements for each Planning Area. The narrative describes improvements needed for each Planning Area to develop independently.

11D. Streets shall be constructed to current City of Aurora standards and specifications. The following is based on the current Northeast Area Transportation Study and surrounding development plans.

- a. Monaghan Road will be a four-lane arterial
- b. 26th Avenue will be a four-lane arterial
- c. Powhaton Road will be a six-lane arterial
- d. 38th Avenue two-lane collector

Response: Comment acknowledged. The PIP reflects the designations.

The final alignment of Powhaton Road also requires coordination with The Aurora Highlands development as well as the gas companies.

Response: Comment acknowledged. The development team will continue to work with the city, gas companies, and The Aurora Highlands to set the final alignment of Powhaton.

11E. The FDP should show, by use of arrows, the general location of access points onto arterials. These points should be coordinated with adjacent developments.

Response: Noted. Access arrows are shown in the plans.

11F. Street lights are required along adjacent public roadways. Please contact Public Works Departments, Engineering at 303-739-7300 for specific street lighting requirements.

Response: Comment acknowledged. The streetlight design will be coordinated with Public Works at the time of CD preparation.

TRAFFIC DIVISION COMMENTS Brianna Medema, 303-739-7336

Key Issues:

- Update to The Aurora Highlands Master Traffic Impact Study to remove the trips associated with these planning areas. It is anticipated that the total number of trips and analysis will not need to be redone, but allocating trips to background vs site generated.

Response: The revised study shows the removal of all property east of Powhatan. Site-generated traffic was updated accordingly. Background traffic, being entirely based on NEATS Refresh, was not adjusted as the NEATS Refresh includes only minimal land use in the areas that were severed from the previous FDPs.

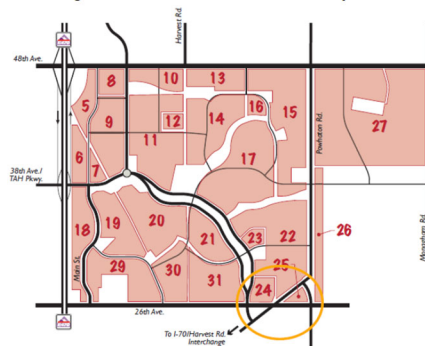
- New Master Traffic Impact Study for this FDP is required for this development. See below for additional information.

Response: A new transportation study that aligns with the previous study, focusing on daily traffic. Additional detailed traffic work will be provided in Site Plan traffic impact studies.

- Internal roadway network of collector/arterial is expected to connect some of these access points. Concerns for access onto Powhatan Rd between 26th Ave & 38th Ave need to be addressed in the Master Traffic Impact Study.

Response: The master study states that access onto Powhatan should be aggressively managed. This will be analyzed in more depth with CSP's. The master transportation study was completed assuming only one access onto Powhatan south of 38th and north of Powhatan/Harvest connection.

- Series of intersections between Powhatan Rd, 26th Ave, connection to I-70/Harvest Rd interchange circled in orange below need to be analyzed to understand laneage, intersection configuration and queuing.



LEGEND
 = Aurora Highlands TAZ's

Response: The applicant proposes to have future studies will address this.

- Show all adjacent and opposing access points on the FDP.

Response: Access points will be assessed in depth through future CSP traffic studies.

- The access onto Powhatan Rd shall align with the opposing street to the west (in TAZ 22).

Response: Land east of Powhatan is not a part of the amended FDP. Considerations for access to serve future development east of Powhatan will need to be coordinated with this Master Plan.

- Multiple intersections are potential candidates for a future traffic signal if and when signal warrants are met. These locations shall be defined based on anticipated signalized locations identified in the Master Traffic Impact Study. As an adjacent land owner/developer, you must participate in the cost of the traffic signal installation. The following note shall be added to Site Plan(s):

- **(Applicant/owner name, address, phone)** shall be responsible for payment of 100% of the traffic signalization costs for the intersection of _____ and _____, if and when traffic signal warrants are satisfied. Traffic signal warrants to consider shall be as described in the most recently adopted version of Manual on Uniform Traffic Control Devices, as of the date or dates of any such warrant studies. For warrant purposes, the minor street approach traffic shall typically be comprised of all through and left-turn movement and 50% of right turn movements unless otherwise determined by the traffic engineer. **Pursuant to 147-37.5 of city code, the percentage of the traffic signalization costs identified above shall be paid to the city by the applicant / owner, to be held in escrow for such purpose, prior to the issuance of a building permit for the related development or as otherwise required by city code.** The percentage above will be applied to the entire traffic signalization cost as estimated at the time of the escrow deposit to calculate specific dollar funding requirement.

Response: The Applicant is aware of the commitment to participate in future traffic signals. We propose that the future traffic studies in support of Site Plan address signalization needs.

- A Master Traffic Impact Study will be required for this site which will include addressing the following specific items:
 - 1) Existing, buildout and 2040 average daily traffic counts.
 - 2) Provide ADTs on all roadways to support proposed cross sections / classifications
 - 3) Provide proposed intersection configurations (signal, roundabouts, etc.) with LOS
 - 4) Include detailed analysis of:
 - a) Intersections circled in orange (5 intersections of: 26th, TAH Pkwy, Powhatan Rd)
 - b) Intersections along Powhatan Rd, 26th Ave, 38th Ave, 48th Ave, Monaghan Rd
 - 5) Signal Warrant Analyses of all intersections where both roads have at least 2,500 ADT – Warrant 2 & 3 are to be included for each intersection
 - 6) If a traffic signal or multiway stop warrant is met at an intersection, then a roundabout shall also be considered at the intersection.
 - 7) Analysis of pedestrian connectivity/ trail system/ crossing locations

Response: A revised traffic study has been prepared that aligns with the previous study in which ADT's are provided along all roadways. Additional details requiring peak hour forecasts will be done as part of future Site Plan traffic studies.

The Traffic Study shall be prepared in accordance with the City of Aurora Traffic Impact Study Guidelines.

Submitting the Traffic Study:

- The Traffic Study shall be sent directly to Brianna Medema at bmedema@auroragov.org as soon as possible.
- The Traffic Study shall also be uploaded with the rest of the submittal.

Response: Understood.

- Based on our review of the Traffic Impact Study, additional improvements may be required.
- Place a note on the FDP indicating the land owner/developer shall be responsible for traffic signal costs at all future signal locations abutting and internal to this development. Future signal locations and cost sharing will be determined and noted on the CSP.

Response: Understood.

UTILITIES DEPARTMENT COMMENTS Vern Adam, 720-859-4324

13A. A Master Utility Study will be required at the time of the FDP submittal. We will need to review this document prior to submission of the FDP to determine if the study contains the required elements.

Response: A Master Utility Report is provided with this application.

13B. All storm water conveyance shall meet UDFCD criteria and be maintenance eligible.

Response: Where applicable, improvements will be designed for MHFD maintenance eligibility.

13C. All Water for the well sites to be provided through Aurora Water's service agreement. All utilities are to be installed in accordance with the approved Master Utility Study for this FDP. Show all phasing plans.

Response: The PIP outlines improvements needed for each Planning Area.

PARKS DEPARTMENT COMMENTS Michelle Teller

Project Characterization

Based on your proposal, the following information has relevance to the determination of PROS' requirements for this project:

- Your proposed site location incorporates Second Creek
- Your proposed site is part of the King Ranch Annexation Agreement

Response: Comment noted. These elements are noted in the existing conditions narrative.

King Ranch Annexation Agreement:

The underlying annexation agreement for this site is titled King Ranch and states a Public Land requirement at 2% of lands dedicated to non-residential purposes. "Annexor will dedicate public lands [...] at the time of platting to provide parks and municipal services to Property." Based on the acreage of your site, 2% equates to a little less than 25 acres that would need to be dedicated as public lands.

Public Lands Definition: 'Public Land Credit' shall be comprised of all tracts of land dedicated to the City for Public Use, excepting streets, schools and utility rights-of-way.

Response: Comment noted.

Please refer to Building/Life Safety for any need for public land dedication for fire stations.

Response: Comment acknowledged.

Second Creek:

Second Creek runs from the NW and through the west side of this site. PROS prefers meeting the public land dedication through dedication of a greenway trail corridor which protects as much of Second Creek that is feasible. Second Creek has previously been identified as an important North-South greenway corridor for encouraging bike and pedestrian connectivity through the City of Aurora's recent NEATS (North East Area Transportation Study) process. There are other nearby proposed trails in the regional network that will be important to create connections to.

Response: Second Creek trail alignment has been accommodated in the Master Plan.

For greenway trail corridors, the following standards are applicable:

- Greenways must be a 70' wide corridor with a 10' paved concrete or stabilized soft surface trail.
- Hard Surface trails shall be a minimum 5" depth concrete with fiber mesh reinforcement.
- Soft Surface trails may contain crusher fines or recycled concrete passing a similar sieve size with a minimum 6" depth over weed barrier fabric.

Response: Understood, thank you.

Please work closely with PROS on the location and design of the acreage dedicated for public land on site. Based on the proposed uses on site, it is foreseeable that trail and greenway construction may be timed along with public improvements and should be included within the PIP.

Response: Understood, thank you.

REAL PROPERTY DEPARTMENT COMMENTS Darren Akrie, 303-739-7331

No comments at this time. At the time of development Subdivision Plat and appropriate site plan comments will be addressed.

Response: Comment acknowledged.

FIRE/ LIFE SAFETY DEPARTMENT COMMENTS Mike Dean, 303-739-7447

16A. During the meeting it had been requested that the current fire station land dedication of 2.3 acres be increased to 2.5 acres to fit the new fire station prototypes increased square footage. At this time we are resending this request, and only making an advisory comment that any future FDP will require a 2.5 acre land dedication.

Response: Comment does not appear to be relevant to the ATEC Master Plan.

16B. Also during the pre-application meeting we discussed two possible options for submitting either a new FDP or applying this land area to the existing TAH FDP through an amendment process. The following Fire/Life Safety comments provide a path for either option.

Response: Comment acknowledged.

16C. The summary attachment reflected a future land use descriptions for commercial, light industrial and oil/gas. The following notes will not address these future CSP, Civil Plan and Platting requirements, but will apply to the following:

- (TAH FDP) Utilities must be installed in compliance with the Master Utility Study.
- (TAH FDP) Master Impact Traffic Study for this new area.
- (TAH FDP) Phasing plan.

Response: Comment acknowledged.

16D. On-Site and Off-Site Infrastructure Requirements for Framework Development Plans. The developer is responsible for construction of all on-site and off-site infrastructure needed to establish two points of emergency access to the overall site and each internal phase of construction. This requirement includes, but is not limited to, the construction of any emergency crossings improvements, looped

Response: Comment acknowledged.

16E. Advisory comment. Once pipe lines are installed their location will determine the proximity of the future structures from the edge of easement.

Response: Comment acknowledged.

Petroleum and Gas Line Easements: Please review either 49 CFR part 195, Transportation of Hazardous Liquids by Pipeline criteria or 49 CFR part 192, Transportation of Natural and Other Gas by Pipeline criteria to determine

minimum distance criteria of a pipe line proximity of any private dwelling, industrial building, or place of public assembly in which persons work, congregate, or assemble. You can also gain assistance by obtaining a letter from the petroleum or gas line easement owner indicating the minimum distance they would allow the buried gas line and easement line to the proposed exterior wall. Submit this letter with your site plan amendment planning documents for recordation.

Response: Comment acknowledged.

17F. (New Framework Development Plan) The location of permanent and temporary fire stations have been pre-determined and will not need to be address within a new FDP. The area of focus will be to ensure the locations for Whelen Warning System requirements are in place.

Response: Comment acknowledged.