

LETTER OF INTRODUCTION

update. Most of this introduction is a rerun from Aurora Highlands. The character and purpose of the two developments are not similar.

Response: The Developers intent is to have a cohesive theme between the two developments so they appear as one.

TAB 1

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

Central to the character of the ATEC will be an emphasis on consistent continuity and style. As a new **commercial center**, the ATEC will embrace its geographical roots with stylized versions of its agricultural and prairie lineage. This "Prairie Influence" combined with modern versions of the classic and successful architecture of the Range of Colorado will unify square miles of development into a cohesive whole. **Response: Replaced with "Class A Business Center"** **this isn't representative of the proposed development. Discuss the 2 existing well pad sites and 4 more planned. How will the other types of development be integrated with these uses?** **Response: Additional language has been added under the oil and gas section on the following page.**

The ATEC will be essential to anchoring the neighboring residential, work, shop, and play. Commercial, mixed-use, and industrial centers will provide businesses that provide a variety of desired job opportunities, providing a vibrant local community. With its future location near a key intersection, the ATEC will allow ease of access for employees living in the neighboring communities, as well as passerby to ensure its success.

The ATEC will provide crucial support services to the rapidly growing community, creating the "city within a city" feel that residents, visitors, and employers seek. With City and County service facilities and easy connections to DEN, commuter rail, E-470 and I-70, the ATEC will deliver residents the convenient opportunities to work, shop and play that support the Aerotropolis vision and build a successful community.

Site Location

The ATEC is located in northeastern Aurora, Colorado. The site is generally located east of E-470, between 48th Avenue and 26th Avenue and between Powhaton Road and Monaghan Road. Today, barriers to successful development are the result of poor access to this portion of Aurora. The ATEC will develop significant infrastructure improvements, opening regional connectivity for additional future developments.

The proposed development consists of approximately 1,202 total acres. The site is bound by the future Powhaton Road alignment on the west. Adjacent land uses are identified as Residential (R-2) to the west, and Airport District (AD) to the north, east, and south.

The ATEC has portions of the development that are within the 65+ LDN noise designation of Denver International Airport and the Airport Influence District of Denver International Airport. This portion of the site is limited to uses permitted under the AD zone district.

Statement of Intent

The ATEC is a planned development consisting of a variety of potential land uses that include: commercial, recreation, mixed-use, industrial, distribution and warehousing, and oil and gas operations.

The ATEC is within the Aerotropolis visioning study area. Aerotropolis is an urban plan in which the overall layout, infrastructure, and economy are centered around Denver international Airport and the Colorado Air and Space Port. Potential economic growth within the Aerotropolis is vast; forecasted to bring 74,000 jobs to the area by 2040. These new jobs will be filled by a local labor force, and will create upwards of \$600 million dollars of additional tax revenue. The ATEC will aid in providing areas for economic growth through the medical, corporate, and civic campuses, as well as commercial, outdoor recreation and industrial areas.

update. This language is a rerun from Aurora Highlands.

Site Zoning **Response: Revised.**

Existing Zoning- The Aurora Highlands ATEC is a planned development with existing and proposed zoning under the Airport District zoning.

Oil and Gas Siting

Existing and future oil and gas development shall be incorporated into the site design with future site plans. All oil and gas development shall follow requirements outlined in approved surface use agreements and city code.

Benefits to the City of Aurora

The planned development will create multiple job and economic opportunities within the development, decreasing the need for commuting from adjacent neighborhoods and promoting community involvement for Aerotropolis residents.

how?

Response: Removed.

The ATEC will be a valuable addition to the City of Aurora and a catalyst for new development for the City and the region. The ATEC will accelerate transportation and utility infrastructure development in the area and serve as a stimulus to advance the economic goals pursued by Aurora City Council. The ATEC will be an economic attraction to people living nearby, as well as people in the area because of Denver International Airport, generating additional sales tax revenue for the City of Aurora. A successful Aerotropolis places emphasis on access to jobs and industry near the airport to gain a greater share of the global economic activity that is driven by air travel.

If you have any questions or concerns regarding this Master Plan please contact myself or any member of the team listed above.

Sincerely,
Norris Design



Diana R. Rael, PLA
Principal

CONTEXT MAP

3

SITE ANALYSIS

TAB 4

FORM A:

1. General Site Character

Briefly describe the existing location and physical character of your site. What are its most important and distinguishing features?

Response:

The Site - The Aurora Technology and Energy Corridor (ATEC) consists of +/- 1,202 acres with a mixture of commercial, recreation, mixed-use, office, and oil and gas operations. The predominant land use will be industrial.

include existing house and barn(s), existing oil/gas well pad site

Response: Language has been added.

Existing Land Use - Current land uses include agricultural and natural prairies. The site is currently within Airport District sub-area. The site is located south of 48th Avenue, north of 26th Avenue, east of Powhatan Road and west of Monaghan Road. The site is located three miles south of the Denver International Airport and one mile north of Interstate 70. Additional site context is shown under Tab 3 - Context Map.

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

Response:

Language has been revised.

Topography and Landform - The landform and topography consist of rolling hills, shallow drainages, grass-lined swales, and plowed fields. Elevations range from 5,495 ft to 5,670 ft above mean sea level for a total relief of +/- 175 ft.

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

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

discuss trees around farmhouse

Response: Language has been revised.

Existing Easements - An ATEC survey has been prepared and is attached to this Master Plan which identifies existing easements on the site. See Tab 14 - Appendix of Other Supporting Documents. Currently there are multiple areas that are affected from both power and/or gas lines. These areas have been designed to be incorporated into adjacent open space and trail corridors.

expand discussion of gas easements and overhead power lines, and mention FAA outparcel

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

Response: Additional language has been included.

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

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

Birds:

- Canada Geese Overall Range
- Foraging Area
- Winter Range

Mammals:

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

Reptiles:

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

2. Site Assets

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

Response:

Site Assets of The Aurora Technology and Energy Corridor include:

- Location – The ATEC is located in proximity to the existing Aerotropolis development areas, as well as the planned Aurora Highlands development.
- Site Relationships – The ATEC is in close proximity to three major transportation **corridors**; Interstate 70, E-470, and Denver International Airport (DEN). I-70 and E-470 offer businesses and commuters easy access into the Denver Metro Area. In addition, regional, national, and international travel can easily be accessed via DEN.
- Limited topography restraints allow maximum development creativity.

not a corridor

**Response: Language
has been revised.**

3. Site Restrictions

Based on your site analysis, what are the physical restrictions that may pose a challenge to development? Consider location, nature of surrounding conditions, environmental pollution, airport noise contours, lack of existing infrastructure, steep slopes, etc.

Response:

Site Restrictions of the ATEC site include:

- Current roadway access into the site is insufficient for the land uses proposed. Many of the adjacent roadways dead end before they reach the site and access is limited from E-470 due to intersection spacing. Additional arterial and collector connections to existing nearby roadways will need to be established to facilitate proposed traffic demands. Please reference Exhibit 4.1, for reference.
- Lack of existing infrastructure such as water and sewer on site will need to be developed to accommodate proposed land uses. Reference exhibit 4.1 Roadway Constraints for more detailed depiction of current conditions.
- Current easements within the site create out parcels with limited development potential. Easements shall be integrated in to the proposed trail network.

4. Design Response to Site Assets

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

Response:

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



Exhibit 4.1: Roadway Constraints

5. Design Response to Site Challenges

How does your development plan deal with the site's development constraints as identified above? Have you considered alternate strategies to deal with these problems? If so, why did you select the particular approach shown on your development plan?

Response:

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

There are a number of locations on site that are currently dedicated easements. This includes an easement that cuts diagonally across the southern half of the site. **Response: Language has been revised.**

6. Development Impacts on Existing Site Conditions

What are the impacts of your project on the existing character of the site and its immediate surroundings? What improvements will your development make? How have any impacts been mitigated? Consider impacts on environmental quality, aesthetic appearance, existing open space and natural features, physical infrastructure, etc.

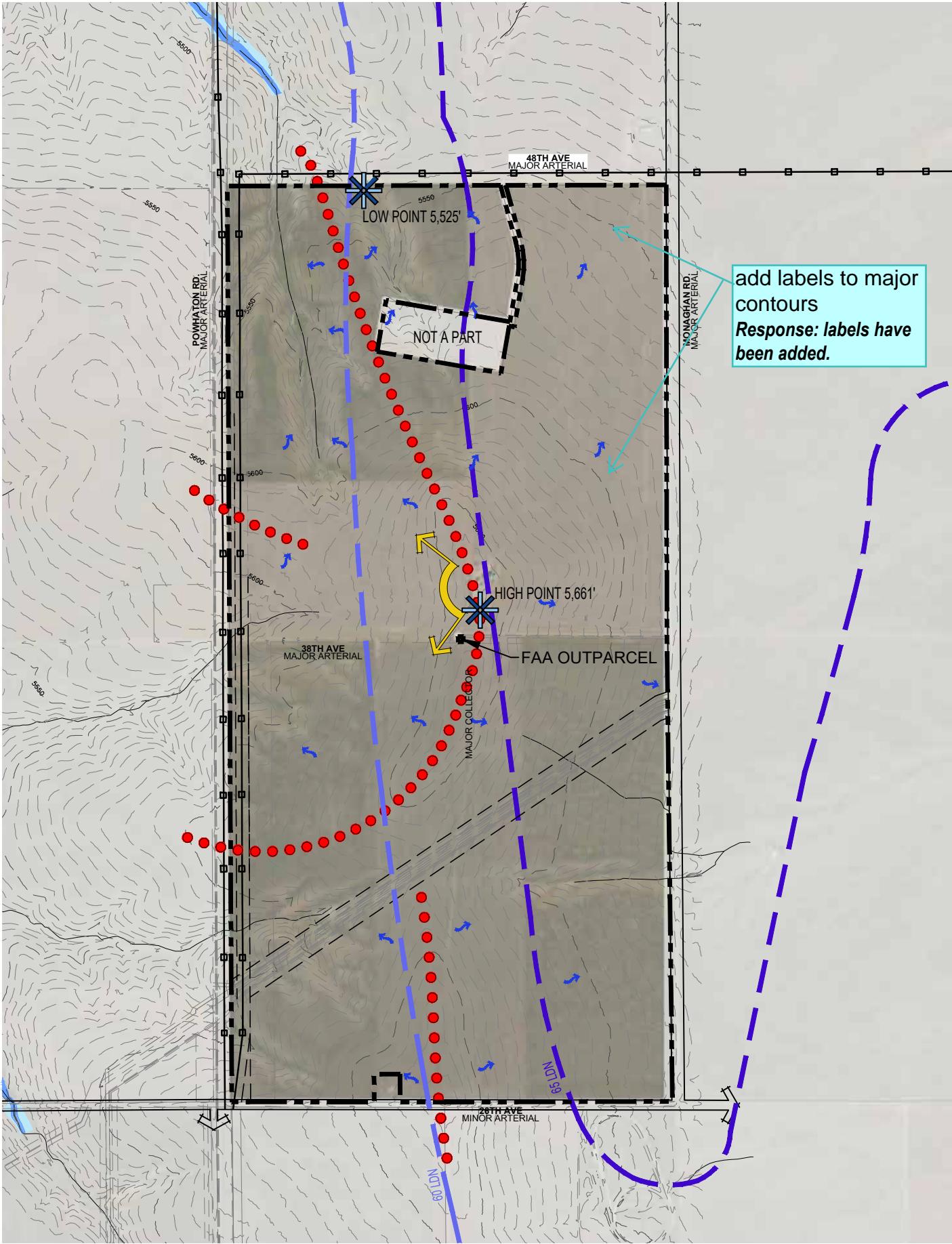
Response:

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

and oil/gas well pads
Response: Language has been revised.

are extra measures being taken to mitigate oil/gas impacts?

Response: Oil and gas will comply with the requirements outlined with existing surface use agreements on site as well as state and city requirements.



LEGEND

- PROPERTY BOUNDARY
- EXISTING ROAD
- POWERLINES
- RIDGELINES
- SLOPE DIRECTION
- EASEMENT
- SIGNIFICANT VIEWS
- FLOODPLAIN - AE
- FLOODWAY

NOTES:
1.) CONTOURS SHOWN REPRESENT 5' INTERVAL SPACING.

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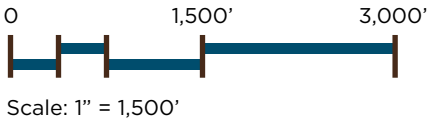
ATEC
FRAMEWORK DEVELOPMENT PLAN
AURORA, COLORADO

Owner:
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CIVIL ENGINEER:
HRGreen

Issue Date
November 15, 2019

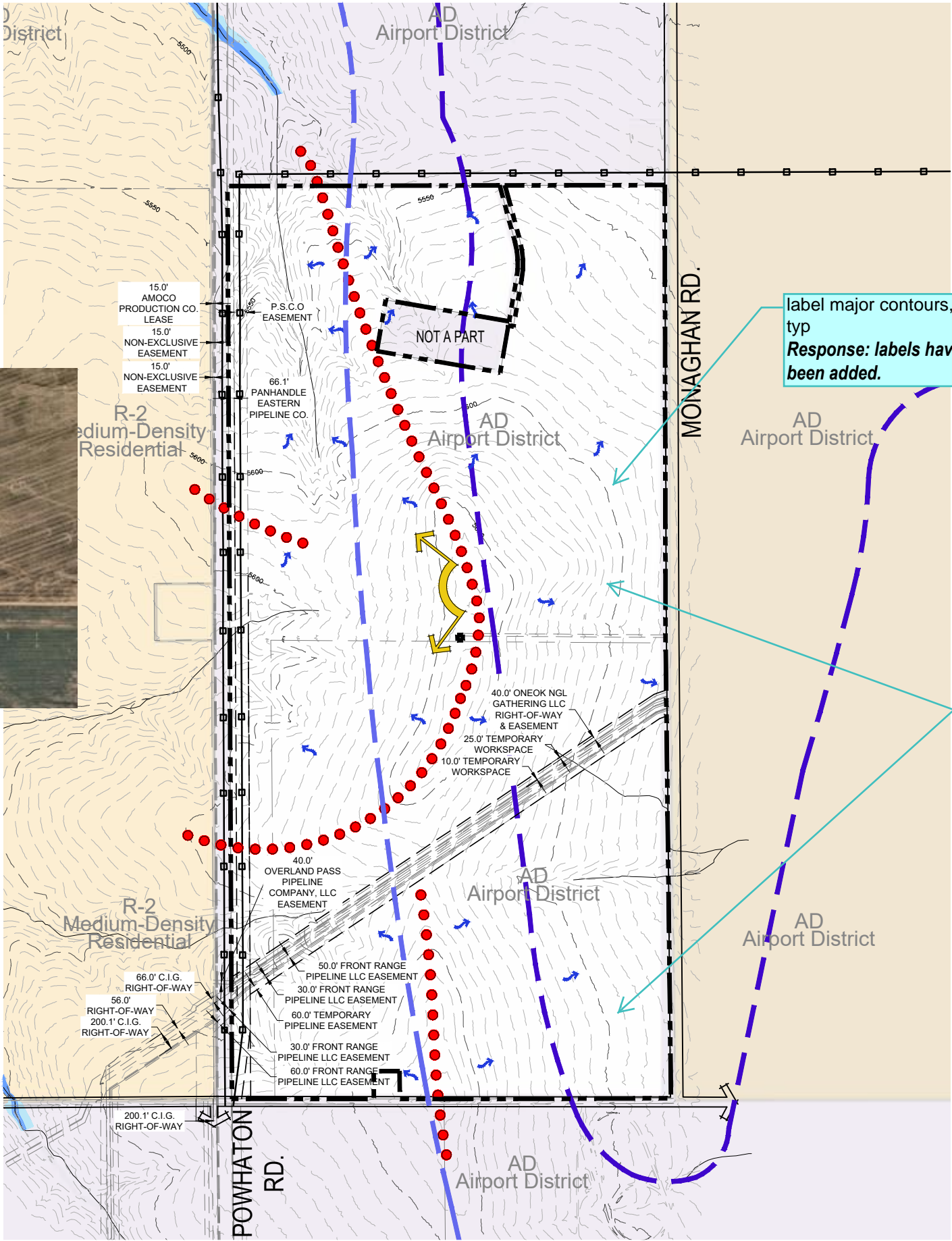
Sheet Title
OVERALL EXISTING
FEATURES &
NATURAL FEATURES MAP



SITE ANALYSIS NARRATIVE



show existing buildings and oil and gas
Response: Existing buildings and oil and gas areas are now shown.



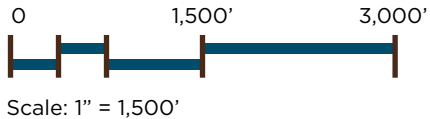
label major contours, typ
Response: labels have been added.

add noise contours
Response: Noise contours have been added.

show existing on-site well pad sites
Response: Existing oil and gas located are shown.

- LEGEND**
- PROPERTY BOUNDARY
 - EXISTING ROAD
 - POWERLINES
 - RIDGELINES
 - SIGNIFICANT VIEWS
 - EASEMENT
 - EXISTING OVERPASS
 - SLOPE DIRECTION
 - FLOODPLAIN - AE
 - FLOODWAY

NOTES:
1.) CONTOURS SHOWN REPRESENT 5' INTERVAL SPACING.



MASTER PLAN NARRATIVE

TAB 6

northeast of Denver International Airport. Eastern views, although there are no significant landmarks, are expansive and currently include unobstructed farmland and open skies. Areas that look onto the minor depressions and drainage ways offer subtle views of rolling hills and variable vegetation.

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

2. Defining Character of the Master Plan

Describe how your proposed Master Plan and special “sense of place”. What facilities marketplace from similar developments in

Response:

The Aurora Technology and Energy Corridor is located in a high plains prairie, approximately three miles south of Denver International Airport. A new commercial corridor is the Colorado Aerotropolis, an urban plan in which the layout, infrastructure and economy are centered around DEN and the infrastructure associated with the airport. In 2015, Denver and Adams County approved 1,500 acres for new development in the DEN Transit Corridor, creating upwards of 12,000 new jobs in the immediate vicinity and opening up a new economic front line for the Aerotropolis and the City of Aurora.

discuss Master Plan more than Aerotropolis.

Response: The language pertaining to Aerotropolis has been paired down. Additional language outlining the desire for continuity between ATEC and TAH has been included.

with a definable character features will set it apart in the

Success of the Aerotropolis area will rely on two key components: extending infrastructure and building a sustainable housing base. Aerotropolis has the potential to generate 74,000 new jobs by 2040 if corporations call this area home. (Aerotropolis Visioning Study, 2016).

Homes and businesses cannot be established until the infrastructure needed to support them is available. Rapid, collaborative infrastructure development is needed for the Aerotropolis region to be successful. Key opportunity areas for infrastructure development in the region are RTD connectivity and vehicular connection points to DEN from the south, specifically Powhaton Road and Monaghan Road - both of which would be accessible through future development of The ATEC.

Aerotropolis, being a regional vision plan, would be implemented over many decades and through the collaborative efforts of many neighboring jurisdictions and overseeing entities. These groups would all serve a part in creating the required housing and infrastructure needed for the regional vision. The following guiding principles are encouraged in the planned growth of the region:

- Infrastructure development contiguous to active developments
- Planned developments that reflect current local jurisdictional goals
- Incremental growth of infrastructure based on previous investments such as FasTracks Light Rail and the widening of Tower Road
- Guiding early development toward projects that are attainable and feasible, given current conditions
- Encouraging cross-jurisdictional developments that require regional collaboration
- Continued support of the long-term Aerotropolis vision

These principles, will foster the continued growth of the region and the Aerotropolis vision.

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

Central to the character and feel of the ATEC will be an emphasis on consistent continuity and style. As a new commercial center in the high plains prairie of North East Aurora, The ATEC will embrace its geographical roots with stylized versions of its agricultural and prairie lineage. This “Prairie Influence” combined with modern versions of the classic and successful architectural styles found along the Front Range of Colorado will unify square miles of development into a cohesive community.

The ATEC is designed as a collection of commercial and industrial uses. It will encourage the development of businesses that provide a variety of desired products and services for the region and local community. With its future location near a key intersection, the ATEC will allow ease of access for the neighboring communities as well as passerby to ensure its success.

+/- 1,202 acres of commercial and industrial uses are planned for the area, encouraging job growth. These commercial and industrial uses encourage the growth of the economic growth of the E-470 corridor while fostering the larger vision of Aerotropolis.

3. Zoning Conformance

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

Response:

The ATEC is a planned development with proposed Airport District. Outdoor entertainment may develop within the ATEC. As a conditional use, it will be approved at time of Site Plan.

makes no sense

Response: Language has been revised.

Existing Zoning- The ATEC is a planned development with existing and proposed zoning under the Airport District.

4. Potential Regulatory Conflicts

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

Response:

No regulatory conflicts are known at this time.

5. Adjustments

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

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

No adjustments are being requested at this time.

6. Required City Facilities

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

Response:

We will continue to work with the City to address locational requirements for these public facilities.

7. Vehicular Circulation

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

Response:

differentiate between existing and proposed roads

Response: Language revised.

Many of the proposed arterial roadways align with the arterials roadways of adjacent properties. Currently 48th Avenue, 26th Avenue, Powhaton Road and Monaghan Road are adjacent to the site.

The planned Powhaton-Harvest Interconnect on the western of the site will provide good through-connectivity between the airport and I-70 and has been designed to direct heavy traffic around the residential development adjacent to ATEC. Collector roads are in the Master Plan for internal connectivity. Ultimate locations are subject to change with future Site Plans.

The transportation network enforces the highland prairie theme of the community, and creates an amenity out of the transportation network. This allows for large divided medians, winding parkways, constantly changing views, and larger pedestrian corridors.

8. Pedestrian Circulation

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

Response:

there are no existing trails, however, the locations of regional trails are included in the PROS master plan.

There is also no Powhaton ROW. Please rephrase.

The only known trail is the Aurora Highlands trail. How will trails be connected off-site with the Aurora Highlands?

In addition, the trail is not a dedicated pedestrian trail. **Response: Language revised.**

9. Protection of Natural Features, Resources and Sensitive Areas

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

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

Response:

The ATEC Master Plan is designed to protect and enhance natural resources and features found on site, where possible. Specific design examples related to the above areas are described as follows:

PUBLIC ART PLAN

see written comments in
review letter
Response: Comments have
also been provided with the
written letter.

Public Art Plan

The public art at the Aurora Technology and Energy Corridor (ATEC) will be a defining element intended to brighten and enliven the parks, open spaces, plazas, and the public realm. The public art within the corridor will service public spaces, incite interaction and conversation, serve as reference points for navigating, and instill a sense of sustainability and longevity. The art will be multi-faceted, providing the necessary spark to enhance the community. Selected pieces will strive to reflect, reveal, and create the personality of the corridor.

INTENT

The intent for public art in The ATEC is to provide cultural and social value to the corridor and surrounding areas. Public art is encouraged throughout the project and within public spaces as focal points for gathering areas. It is intended to beautify the area and inspire employees and visitors alike. Public art shall encourage people to strike up conversation and stimulate community engagement.

GOALS

- Create a sense of ownership within the community with pieces that resonate with the area
- Provide interesting conversation starters for community members to strengthen social ties
- Emphasize areas of high use, while connecting areas of low use
- Help to create a unique identity for the area where it is located
- Uphold sustainability goals through the use of low impact materials
- Provide longevity through the use of durable materials

VISION

Art at the ATEC will be located in areas of high visual impact. The goals of the public art will work to uphold the overall design goals of the ATEC and support the landscape and surrounding spaces for each location. Unique goals for individual pieces will be generated on a case by case basis depending on the specific location. The Applicant will work with one or more artists (as identified by City of Aurora Standards) to generate the big picture vision intended for the project.

TIME LINE

The public art selection will begin no later than the first Site Plan. The art piece selections will be phased with the phasing of the community. The Public Art Plan is intended as a living document, to be updated as the community evolves and art is installed over time.

add some timeline reference.
Response: Language has been revised.

BUDGET

Land Use	Acres	\$ per Acre	\$ per land use
Non-Residential :: Total Acres	1,201.0	\$540.00	\$648,540.00
Total:	1,201.0		\$648,540.00

CITY OF AURORA ART FEE ALLOCATION

Professional Artist Budget	75%	\$486,405.00
Public Art Application Fee	5%	\$32,427.00
Project Coordinator	10%	\$64,854.00
Future Maintenance & Repairs	10%	\$64,854.00
		\$648,540.00

Specific materials, locations, and schedule for public art installments shall be determined at the time of Site Plan. Sizes, time-lines, and budgets may change as the project evolves.

Public Art Inspiration



GROW

SUSTAIN



INSPIRE



INTERACT



Likely locations for art pieces will include:

- Roundabouts
- Plazas within commercial and mixed-use areas
- The corporate campus and medical office campus
- Other visually iconic locations identified at the time

same images from
TAH. Create a more
"technical" modern
theme
Response: Images
have been revised to
reflect more of an
industrial character.

Specific materials, locations, and schedule for public art installments shall be determined at the time of Site Plan. Sizes, time-lines, and budgets may change as the project evolves.

PUBLIC ART PLAN

LAND USE MAP-MATRICES

TAB 8

Standard Notes

1. Traffic Signal Costs. Owner and/or developers are responsible for 100 percent of signal costs for interior intersections. The cost of signals at perimeter intersections will be prorated. Signal locations and cost sharing will be determined at Site Plan.
2. Street Lights. Street lights must be constructed along all public streets as required by City Code Section 126-236, or current code.
3. Archaeological Finds. The owner, developer and/or contractors will notify the City if archaeological artifacts are uncovered during construction.
4. Parks. Neighborhood park sites shall not exceed 3 percent maximum finished grades.
5. Residential Density Reductions. Not Applicable.
6. Master Drainage Plan. No subdivision shall be approved prior to the City's approval of the Master Drainage Plan. In the event of any plan conflicts with the Master Plan, including, but not limited to, the size, location and regional detention ponds and/or drainage way locations, cross sections and widths, the Master Drainage Plan, as approved by the City, shall govern. Drainage ponds drop structures and other facilities are subject to Site Plan review.
7. 404 Permit. The developer is responsible to comply with any requirements of the Army Corps of Engineers (if any) with regards to 404 permitting and wetlands mitigation.
8. Emergency Access. The developer is responsible for construction of all on-site and off-site
~~replace with standard note.~~
Response: Note has been revised to reflect standard language. to points of emergency access to the overall site and each requirement includes, but is not limited to, the construction of any looped water supply and fire hydrants as required by the adopted fire code and city ordinances. These items will be provided at a future date or with future sub-area Master Plans.
9. The Master Utility Study, Master Drainage Study and Master Transportation Study are incorporated as a part of the Master Plan. Final approval of these documents is required before acceptance of an application for the first Site Plan within the project.
10. Landscape Standards. Unless otherwise noted herein in a waiver, the landscape standards outlined in UDO Section 146-4.7 to apply to the Master Plan.
Response: Revised.
11. Amendments. Any future amendments to architecture, landscape architecture and other urban standards and related drawings must demonstrate an equal or better quality than the approved Master Plan standards.
12. *Master Plan Waivers. Due to the extended development timeline that the ATEC requires, the Applicant reserves the right to incur wa ~~delete~~ at the time of Site Plan submittal that do not require additional Master Plan amend **Response: Removed.**
13. Design Standards. An Master Plan amendment as per the requirements of Sections 3.9, 3.12, 3.13 and 3.14 of the Master Plan Manual will be required to be submitted either with the application for the Master Plan or as an amendment to the Master Plan to be submitted with the application for the first Site Plan in the development.
14. Major arterial medians to be publicly maintained shall be designed and constructed in accordance with P&OSD Public Median Standards. (These policies are pending completion.)

15. Major arterial medians to be privately maintained shall be designed and constructed in accordance with P&OSD Private Median Standards. (These policies are pending completion)
16. At the time of Master Plan, the identification of land dedication amounts and locations for both temporary/ permanent fire stations and Whelen siren systems will be determined based on the requirements in place at the time of First Site Plan submittal.
17. Permanent Fire Station Requirements: The Aurora Fire Department station be opened when, as a result of the Department's risk analysis, it is deemed necessary by any one of the following benchmark criteria. Criteria may be limited to, the following:
- a. The number of total responses in the first due area, for the projected fire station, exceeds an annual rate of 400 per year.
 - b. The total response time of the first due company exceeds the response time of the next due engine company. Truck Company response time exceeds 90% of the time.
 - c. The number of single family units exceeds 500, or the amount of commercial/industrial square footage exceeds 4 million square feet.
18. Temporary Fire Station Requirements: In the event that a permanent fire station is not operation. The Aurora Fire Department may require that a temporary fire station be opened when, as a result of the Department's risk analysis, such temporary station is deemed necessary by one of the following benchmark criteria. Criteria include, but may not be limited to, the following:
- a. The number of alarms in the first due area, for the projected fire station, exceeds an annual rate of 100 per year.
 - b. The total response time of the first due company exceeds 8 minutes, 90% of the time.
 - c. The number of family dwelling units exceeds 100 or the amount of commercial/industrial square footage exceeds 2 million square feet.
- If and when a temporary station is deemed necessary, the developer has agreed to provide a single family lot for a temporary fire station within the first filing of the Aurora Highlands development. This site would be separate from the site designated for the permanent station. The temporary fire station will be available for use by the Aurora Fire Department for 10 years, or as otherwise determined by an agreement between the Aurora Fire Department and the Developer(s).
19. Whelen Warning System Requirements: The FEMA requirement for Outdoor Emergency Warning System is a 60-70 foot monopole tower using an alert siren. The City of Aurora uses the Whelen Siren System. The land requirement for the tower is a 10'x10' easement. Each siren covers approximately 3,000 radial feet and 70DB and is typically spaced one siren per square mile. In newly annexed/ developing areas of the city, sirens should be sited on every ½ section of ground (320 Acres) or 6000 feet apart to provide edge to edge coverage. The exact placement of sirens will be determined by the City of Aurora's Office of Emergency Management to insure that coordinated coverage is provided on a system-wide basis. For specific questions, the Office of Emergency Management can be reached at 303-739-7636 (phone), 303-326-8986 (fax), or (email) AFD_OEM@AURORAGOV.ORG.
20. Cross access easements and agreements shall be negotiated at the time of Site Plan.

The Fire Department is evaluating if land dedications will be required for this site. A Fire Life Safety representative will provide additional commentary once a decision has been made.

Response: The Applicant will continue to work with Life Safety regarding land dedication requirements. No direction was received at the time of resubmission.

The developer must contact and consult with the COA Office of Emergency Management to first determine how many Whelen Siren locations will be required. Then revise the Land Matrix page to identify the Planning Areas where the systems will be located within. At the time of construction, the exact location of Whelen Warning System will be determined by the Office of Emergency Management. The Office of Emergency Management contact information: 303-739-7636 (phone), 303-326-8986 (fax), or (email) afd_oem@auroragov.org, Attn. Chief Chapman

Response: The Applicant will continue to coordinate with Life Safety and the Office of Emergency Management regarding the need and location of Whelen systems.

ATEC FDP Form D - Land Use Matrix							
A. Land Use Item	B. Planning Area Map Number	C. Map Area Code	D. Gross Land Area in Acres	E. Land Use Formula	F. Maximum Potential Density by (In DU/acre)	G. Actual Proposed Maximum (In DUs or SF)	H. Phasing, Details and Comments (Includes phase number or triggering event)
				Refer to Column A, Development Area Notes		Refer to Column A, Development Area Notes	Refer to Column A, Development Area Notes
1. Flood Plain Areas	N/A	Floodway/ Floodplain AE/ Floodplain A	0.0				N/A

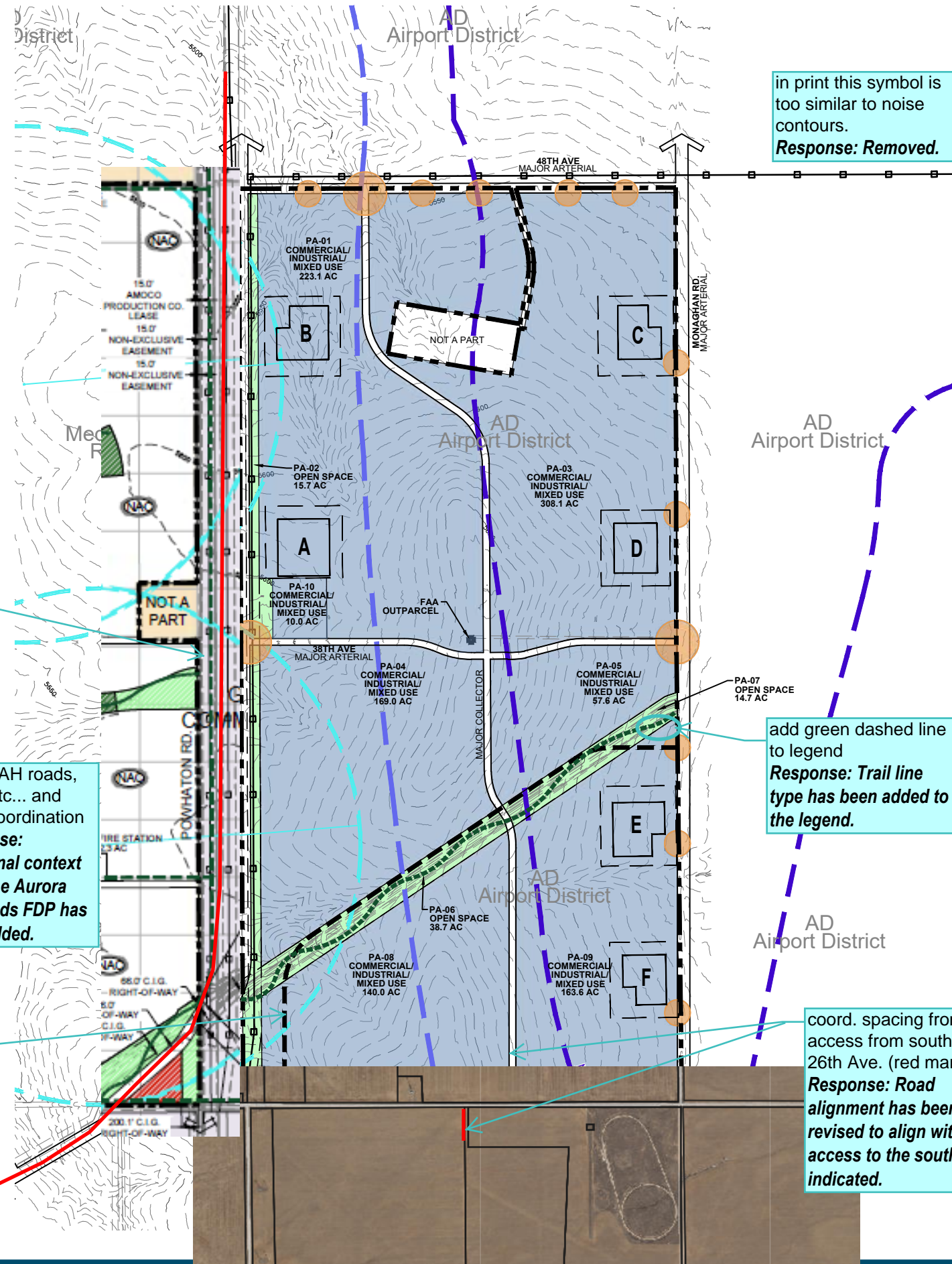
2. Required Land Dedication Areas for Fire Stations, Police Stations, and Libraries	N/A	N/A	0.0	Shared use site for municipal facilities	N/A	N/A	
---	-----	-----	-----	--	-----	-----	--

3. Development Area:							
Allowed Uses for parcels noted as Commercial include all listed uses under Chapter 146-Article 3 of the City of Unified Development Ordinance. <div>only uses permitted in the AD zone district Response: Revised.</div>	PA-1	Commercial / Industrial / Mixed Use	223.1	Commercial / Industrial / Mixed Use	N/A	N/A	Contains Oil and Gas Pads A & B
	PA-2	Open Space	15.7	Open Space	N/A	N/A	
	PA-3	Commercial / Industrial / Mixed Use	308.1	Commercial / Industrial / Mixed Use	N/A	N/A	Contains Oil and Gas Pads C & D
	PA-4	Commercial / Industrial / Mixed Use	169.0	Commercial / Industrial / Mixed Use	N/A	N/A	
	PA-5	Commercial / Industrial / Mixed Use	57.6	Commercial / Industrial / Mixed Use	N/A	N/A	
	PA-6	Open Space	38.7	Open Space	N/A	N/A	
	PA-7	Open Space	14.7	Open Space	N/A	N/A	
	PA-8	Commercial / Industrial / Mixed Use	140.0	Commercial / Industrial / Mixed Use	N/A	N/A	
	PA-9	Commercial / Industrial / Mixed Use	163.6	Commercial / Industrial / Mixed Use	N/A	N/A	Contains Oil and Gas Pads E & F
	PA-10	Commercial / Industrial / Mixed Use	10.0	Commercial / Industrial / Mixed Use	N/A	N/A	
	N/A	Internal Arterial & Collector Right-of-Way	61.2	Internal Arterial & Collector Right-of-Way	N/A	N/A	
		Gross Acreage	1201.7				

4. Total Map Acreage (Total figures above)			1,201.7
5. Less 1/2 of Perimeter Streets Not Owned by Applicant			0.0
6. Applicant's Acreage Listed in Application (Line 4 minus line 5)			1,201.7
7. Total Flood Plain Acreage			0.0
8. Total Adjusted Gross FDP Acreage (Line 6 minus line 7)			1,201.7

A. Land Use Item			D. Gross Land Area in Acres	E. Land Use Formula	F. Maximum Potential Density by Code (In DUs or SF)	G. Actual Proposed Maximum Density 7.77 du/ac Avg.	H. Phasing, Details and Comments
9. Total SFD Planning Areas			N/A	N/A	N/A	N/A	
10. Total SFA Planning Areas			N/A	N/A	N/A	N/A	
11. Total MF Planning Areas			N/A	N/A	N/A	N/A	
12. Total Residential			N/A	N/A	N/A	N/A	
13. Check for average residential density in subzone			N/A	N/A	N/A	N/A	
14. Small Lot Total			N/A	N/A	N/A	N/A	
15. Check for maximum allowable number of multifamily units			N/A	N/A	N/A	N/A	
16. Total retail planning areas			0.0	N/A	N/A	N/A	
17. Total office planning areas			0.0	N/A	N/A	N/A	
18. Total industrial planning areas			907.8	Commercial / Industrial / Mixed Use	N/A	N/A	
19. Total mixed commercial planning areas			0.0	N/A	N/A	N/A	
20. Total Commercial			0.0	N/A	N/A	N/A	
21. Total Neighborhood Park Land			0.0	N/A	N/A	N/A	
22. Total Community Park Land			0.0	N/A	N/A	N/A	
23. Total Open Space Land			69.1	2% of total acreage (1,201.2 ac)	N/A	N/A	Required Land Dedication = 24.0 ac Provided Land Dedication = 70.4 ac (Refer to form D)
24. Total Park and Open Space Land			69.1	N/A	N/A	N/A	

Notes:
1. Phasing to be consistent with the Public Improvement Plans



LEGEND

- PROPERTY BOUNDARY
- EXISTING/PROPOSED ARTERIAL & COLLECTOR ROAD
- POWERLINES
- WHELEN SIREN SERVICE RADIUS
- POTENTIAL INTERNAL ROAD OR ROAD-LIKE CONNECTION
- EASEMENT
- COMMERCIAL/INDUSTRIAL/ MIXED USE
- OPEN SPACE
- POTENTIAL ACCESS
- OIL & GAS

NOTES:
1.) CONTOURS SHOWN REPRESENT 5' INTERVAL SPACING.
2.) POTENTIAL INTERNAL ROAD OR ROAD-LIKE CONNECTIONS ARE SUBJECT TO CHANGE WITHOUT NECESSITATING FDP AMENDMENTS. ADDITIONAL INTERNAL ROADS OR ROAD-LIKE CONNECTIONS MAY BE PERMITTED AT TIME OF CSP.

more info on location of Powhaton required. How will trail and pedestrian crossings be made
Response: Additional information regarding Powhaton Road has been provided in Tab 14.

show TAH roads, trails, etc... and show coordination
Response: Additional context from The Aurora Highlands FDP has been added.

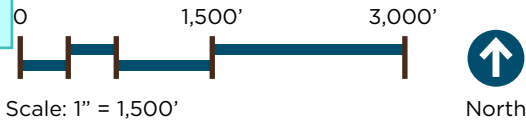
internal road? criss-crosses trail?
Response: Roadway has been removed.

in print this symbol is too similar to noise contours.
Response: Removed.

add noise contours dashed green line
Response: Noise contours have been added to legend.

add green dashed line to legend
Response: Trail line type has been added to the legend.

coord. spacing from access from south of 26th Ave. (red mark)
Response: Road alignment has been revised to align with access to the south as indicated.



OPEN SPACE, CIRCULATION AND VILLAGE PLAN

TAB 9

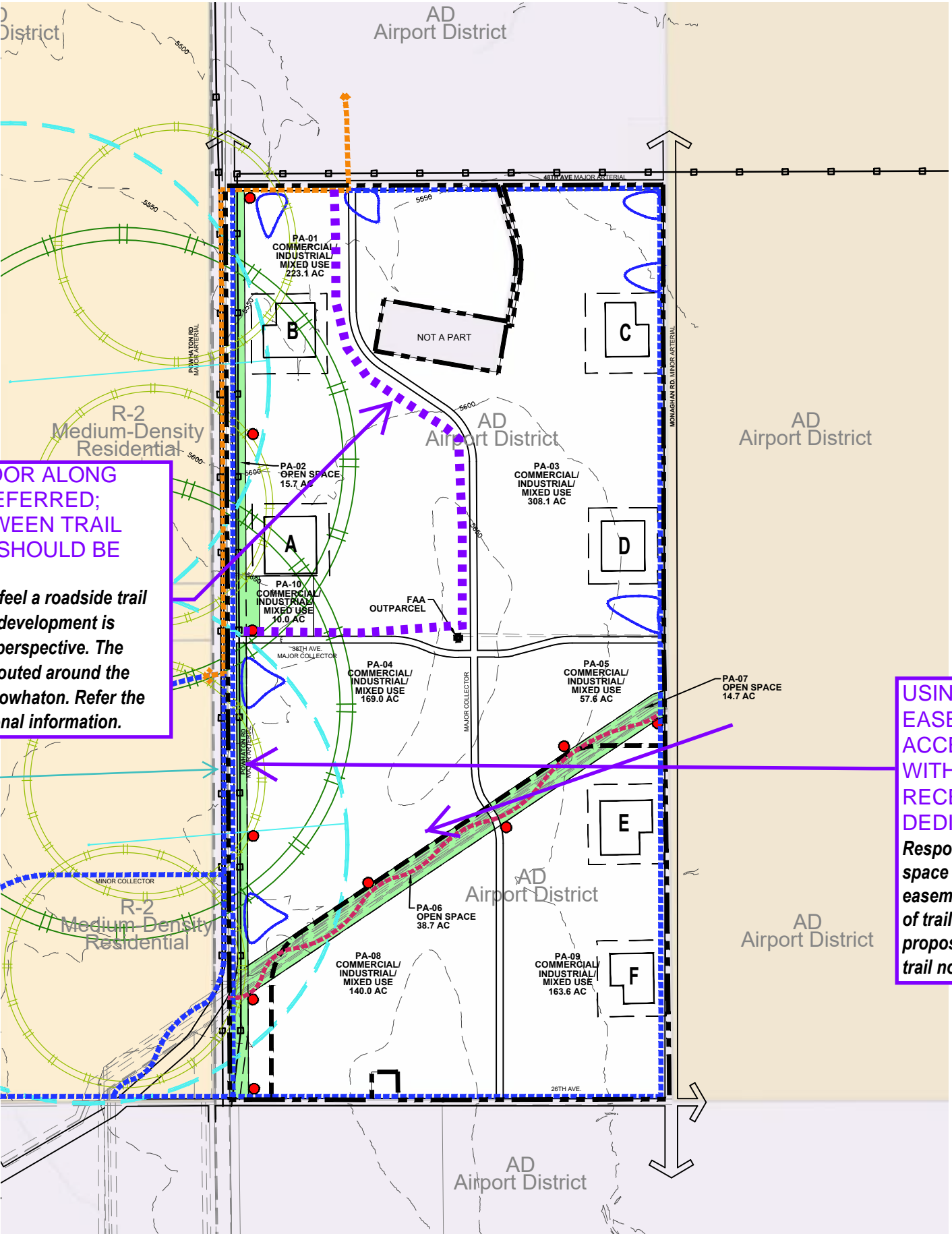
ATEC FDP
Form J - Parks, Recreation, and Open Space Matrix

Open Space							
A.	B.	C.	D.	E.	F.	G.	H.
Planning Area Designation (or feature in an area)	Description and Inventory of Facilities	Total Acreage	Parks Dept. Credited Acreage	Facility Funding and Construction Responsibilities	Final Ownership and Maintenance Responsibilities	Trigger for Each Phase	Comments
PA-2	Open Space	15.7	15.7	Metro District	Metro District	Open space is concurrent with adjacent development	
PA-6	Open Space	38.7	38.7	Metro District	Metro District	Open space is concurrent with adjacent development	
PA-7	Open Space	14.7	14.7	Metro District	Metro District	Open space is concurrent with adjacent development	
Total Easement Nodes		1.3	1.3	Activity Nodes are to be 0.125 acres in size will be placed on average every 1,120' linear feet adjacent to the existing CIG easement and on average every 2,600' lieanar feet adjacent to the PSCO easement. Refer to Overall Open Space & Circulation Map. With ten Activity Nodes planned, the total acreage will be 1.25 acres total.			
Total Open Space Acreage		70.4	70.4				
<u>Grand Total</u>		<u>70.4</u>	<u>70.4</u>	Totals Include: Open Spaces and Easement Nodes			
Director of Parks, Recreation and Open Space			<div>differs from Tab 8 acreage Response: The total open space reflected in Form J also includes</div>				
Date:_____ Signature: _____							

differs from Tab 8 acreage
Response: The total open space reflected in Form J also includes 1.3 acres of Activity Nodes. Calculations are consistent.

Notes:

1. The design, installation and maintenance of the medians of major arterial streets shall adhere to City policies in effect at the time of submittal of subsequent Site Plans. Site Plan documentation shall clearly define responsibilities for funding, timing of construction, and perpetual maintenance accordingly.



IDEALLY, A TRAIL CORRIDOR ALONG THIS DASHED LINE IS PREFERRED; MINIMUM DISTANCE BETWEEN TRAIL CORRIDOR AND OIL PAD SHOULD BE 350'.

Response: The applicant does not feel a roadside trail corridor through the middle of the development is appropriate from a use and safety perspective. The revised trails map shows the trail routed around the development on the West side of Powhaton. Refer the Powhaton cross section for additional information.

the plan for Powhaton is limited access major arterial. How are the trail connections and crossings going to be handled? How will the trails be incorporated into the street profile?

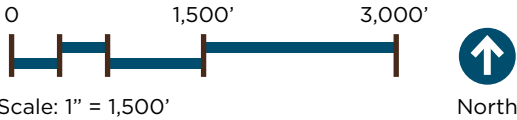
Response: Trail crossings along Powhaton Road are proposed at designated, signalized intersections. Additional information related to Powhaton Road and trail corridors within the ROW are illustrated in Tab 14.

USING EXISTING UTILITY EASEMENTS FOR TRAILS IS ACCEPTABLE, BUT THE AREA WITHIN EASEMENTS CANNOT RECEIVE CREDIT TOWARDS DEDICATION REQUIREMENTS.

Response: Comment acknowledged. Open space credit is requested within the CIG easement transversing the site with the addition of trail nodes located periodically along the proposed alignment and will be similar in size to trail nodes proposed with the TAH FDP.

- LEGEND**
- PROPERTY BOUNDARY
 - EXISTING/PROPOSED ARTERIAL & COLLECTOR ROAD
 - POWERLINES
 - 10' REGIONAL TRAIL
 - 14' REGIONAL TRAIL
 - FUTURE SECOND CREEK TRAIL (BY OTHERS)
 - TRAIL EASEMENT NODE
 - DETENTION POND
 - OPEN SPACE/DETENTION
 - NAC 1/4 MILE SERVICE RADIUS
 - NEIGHBORHOOD PARK 1/2 MILE SERVICE RADIUS
 - WHELEN SIREN SERVICE RADIUS

NOTES:
1.) CONTOURS SHOWN REPRESENT 50' INTERVAL SPACING.



URBAN DESIGN STANDARDS

TAB 10

URBAN DESIGN CHARACTER

corridor or center?
Response: Corridor is correct.

The Aurora Technology and Energy Corridor (ATEC) blends a mixture of Commercial, mixed-use, and Industrial type uses and design elements that meet modern demands such as increased connectivity, technology and security.

Located just south of DEN, ATEC is directly in the airport influence area, providing direct development to the City of Aurora. Uses such as flexible-use light industrial, manufacturing, warehousing, and a variety of commercial and office opportunities will provide employment opportunities for the adjacent development of The Aurora Highlands.

Response: Increased connectivity refers to employers increased connectivity to the airport and access to major infrastructure.

ATEC is located within the Colorado Aerotropolis Visioning Study Area. This Visioning Study is the result of a multi-municipal effort to create a plan and strategy to develop an Aerotropolis adjacent to the Denver International Airport. Because ATEC is located directly in the flight path of DEN, no residential uses will be allowed within the property.



Special Urban Design Feature	Brief Description of the Feature	Location of the Standards in Application Package
1. Entry Monumentation	Monumentation at entries to the ATEC feature a Prairie-style influenced Modern Colorado motif with stone-like materials and metal accents. Lettering and signage will follow the standard logo and font style listed in the signage standards.	Tab 10, Page 5.
2. Retaining Walls	All walls should ideally be low and linear in form when possible to emphasize the long, linear aspects naturally found in the prairie landscape.	Tab 10, Page 6.
3. Fence and Privacy Walls	When identified on the Site Plan, privacy and screening fencing will consist of masonry walls and metal pick with masonry columns. Security fencing will consist of masonry walls, metal picket, or chainlink. Internal fences and fences along open space and parks shall meet parks, recreation, and open space (PROS) fence standards or as approved by PROS at time of Site Plan submittal.	Tab 10, Pages 7-9.
4. Lighting Standards	Lighting standards shall have a modern style. Lighting to be at pedestrian scale in pedestrian and open spaces. Lighting to be vehicular scale on roadways, drives, and parking lots.	Tab 10, Page 10.
5. Paving Standards	Enhanced paving areas may be used in primary pedestrian plazas and in areas of high activity to slow traffic and emphasize pedestrians are present.	Tab 10, Page 11.
6. Street Furniture Standards	Benches and trash receptacles to be Prairie-influenced modern style in materials and form.	Tab 10, Page 12.
7. Signage Standards	The Master Plan has adopted a standardized type face, logo, and a series of thematic colors for use in all project identification signs. Signs may be one of a family of styles to give a consistent appearance with a unique twist.	Tab 10, Page 13.
8. Special Village Concepts	N/A	N/A
9. Special Facilities and Structures Such as Clubhouses and Recreational Facilities	If proposed, special facilities will reflect a Prairie-style and Modern Colorado style of architecture. Architectural standards will be submitted at time of Site Plan application.	Tab 10, Page 14.
10. Other	N/A	N/A

These standards are a re-run of TAH. Vision can be complementary, but should be different as uses are completely different.
Response: The Developers intent is to have The Aurora Highlands and the ATEC developments appear as one cohesive development.

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

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

Neighborhood	Distinguishing Characteristics		
	Urban Design	Landscape	Architecture
Neighborhood 1	This neighborhood will consist of a mix of Industrial, Mixed-Use and Commercial type uses with adequate parking.	Landscape character will correlate with the overarching theming expressed in the landscape standards. Specific landscape elements will be further defined at the time of Site Plan submittal.	Architectural character will correlate with the overarching theming and styles expressed in the architectural standards. Specific architectural elements will be further defined at the time of Site Plan submittal.



PRIMARY ENTRY MONUMENTS PLAZA

these should be different than TAH. Complimentary, but not the same. not coordinated with Page 13 images

Response: *The Developers intent is to have The Aurora Highlands and the ATEC developments appear as one cohesive development.*

COMMUNITY MONUMENTATION

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

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

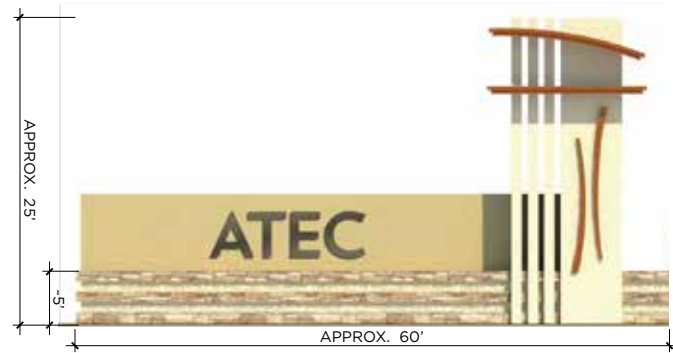
The elements and materials for the monuments will tie the entire property together as a whole. Other materials may be introduced, as appropriate, for individual development site. These monuments will work at both a pedestrian scale and a vehicular scale, where applicable.

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

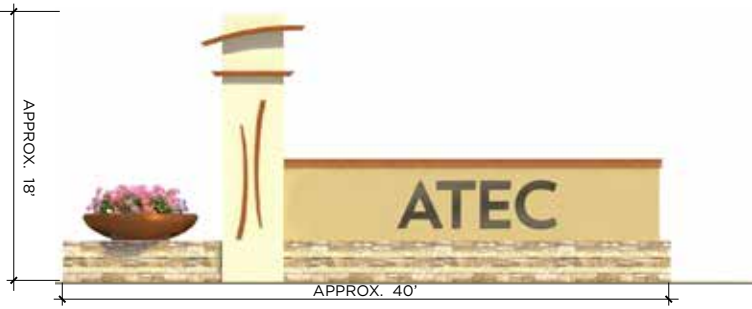
All monumentation will follow or exceed the minimum standards specified in the current City of Aurora code. More specific information regarding secondary monumentation will be available at the time of Site Plan submittal.



SECONDARY ENTRY MONUMENT



LARGE MULTI-TENANT SIGN - A



LARGE MULTI-TENANT SIGN - B



SMALL MULTI-TENANT SIGN - A



SMALL MULTI-TENANT SIGN - B



INDIVIDUAL TENANT SIGN

NON-RESIDENTIAL EXAMPLES

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

URBAN DESIGN STANDARDS

FENCE TYPES



STONE COLUMN WITH CAP AND ACCENT



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

NOTES

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

MASONRY COLUMNS



6' STANDARD CHAIN LINK FENCE



3'-6' CHAIN LINK FENCE W/ BARBED
WIRE

update note to comply

Chain link fencing is permitted for industrial development, provided it is not visible from a street and is not located on a lot adjacent to commercially or residentially zoned properties.

Response: The notes have been updated.

Will be used as security fencing. Chain link fence will require weather resistant color coating. Not to be located adjacent to arterials and collectors nor interior roads as designated with the Site Plan.

not permitted adjacent to public/private open space.

Response: The notes have been updated.

CHAIN LINK FENCE

URBAN DESIGN STANDARDS

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

FENCES AND PRIVACY WALL STANDARDS (CON'T)

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

*NOTE: When used with berms and barbed wire will only be permitted as per in the UDO. Barbed wire is only permitted in industrial districts, but may not be installed adjacent to any residential or commercial uses or residential or commercially zoned districts or along arterial or collector streets.**Response: Updated**

FENCE CHART

- Fences constructed of wood, chicken wire, corrugated metal, fabric materials, fiberboard, garage door panels, plywood, snow fencing, agricultural, rope, and miscellaneous materials not commonly associated with fencing are prohibited.
- Barbed Wire Fencing
 - Barbed wire fencing is permitted only in Special Purpose Districts, construction sites, and for enclosing a public or private utility installation (when located outside of required buffer areas). It is not permitted adjacent to commercial, mixed-use, office, parks/open space, or places frequented by pedestrians.
 - Any fence using concertina wire or similar materials except the government facilities may be exempt if approved by the Planning Director based on security needs.
 - The use of metal picket prongs is permitted in lieu of barbed wire. Where allowed, barbed wire shall not extend more than six (6) inches above the height of a permitted fence.
- No fence or wall shall exceed a maximum height of **nine (9) feet**, except for oil and gas perimeter screening.
- Fencing in the front yard of any commercial and/or industrial developments shall be limited to 42 inches in height unless such fencing is being provided in connection with the screening of outdoor storage, parking lots, equipment, or is to secure the site, in which case, fencing shall be limited to nine (9) feet in height.

ADDITIONAL NOTES

- Masonry walls may be used as an alternative to buffering oil and gas operations sites when made to look similar to building architecture. Faux walls/ elevations shall meet architectural requirements of this Master Plan. Reference oil and gas operations buffering/screening requirements section for additional information.
- Refer to UDO Section 4.7.9. Fence And Wall Regulations for fencing requiremtments.

146-4.7.9.H.4 - Special Requirements for Closed-Style Fences and Walls Over Four Feet in Height
a. Maximum length of continuous fence shall not exceed 1,500 feet along arterial streets and shall not exceed 1,000 feet along collector streets.
b. Maximum length of unbroken fence plane within length of fence shall not exceed 500 feet along arterial streets and shall not exceed 320 feet along collector streets.
Response: The section reference has been added to the notes.

Chain link fencing for industrial development, provided it is not visible from a street and is not located on a lot adjacent to commercially or residentially zoned properties.
Response: The notes and tables have been updated.

THE PREFERRED FENCING ALONG TRAILS IS 3-RAIL OPEN SPACE FENCE.
Response: Open metal picket fence is the preferred fence type for this development.

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

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

chain link is not permitted adjacent to public or private open space.
Response: Updated

security fence can be 9' in industrial zones
Response: Updated

LOGO EXAMPLES

Full Color Logo

Full Color W/TAG Logo

B/W Logo

White (KO) Logo

B/W Logo W/TAG

White (KO) Logo W/TAG

SIGNAGE STANDARDS

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

The logo should be present on all signage to provide continuity to the community.

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

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



The staging area, also called clear space, is the area around our logo that must always remain clear.



The ATEC logo should not be reproduced smaller than 1 inch wide for horizontal version.

PMS 308C				PMS 7712C			
Hex 004d6d				Hex 008ba5			
C	100	R	0	C	100	R	0
M	0	G	77	M	0	G	139
Y	0	B	109	Y	20	B	165
K	70			K	24		

URBAN DESIGN STANDARDS

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

BUFFER TREATMENT

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

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

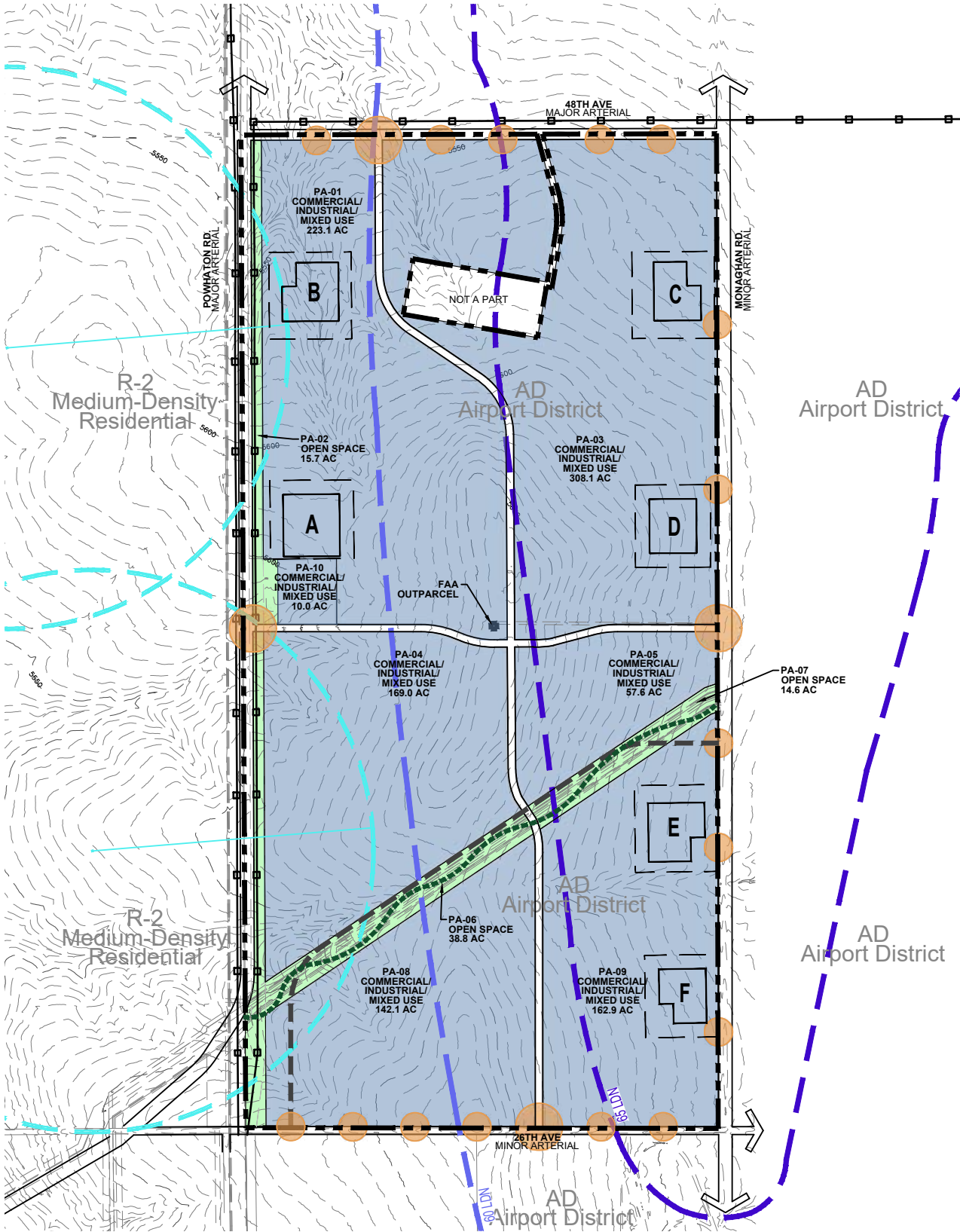
- A** Non-Compatible Use - The following buffer zone treatment is required: a 25' landscaped open space buffer zone.
- B** Non-Compatible Use - The following buffer zone treatment is required: a 10' landscaped open space buffer zone.

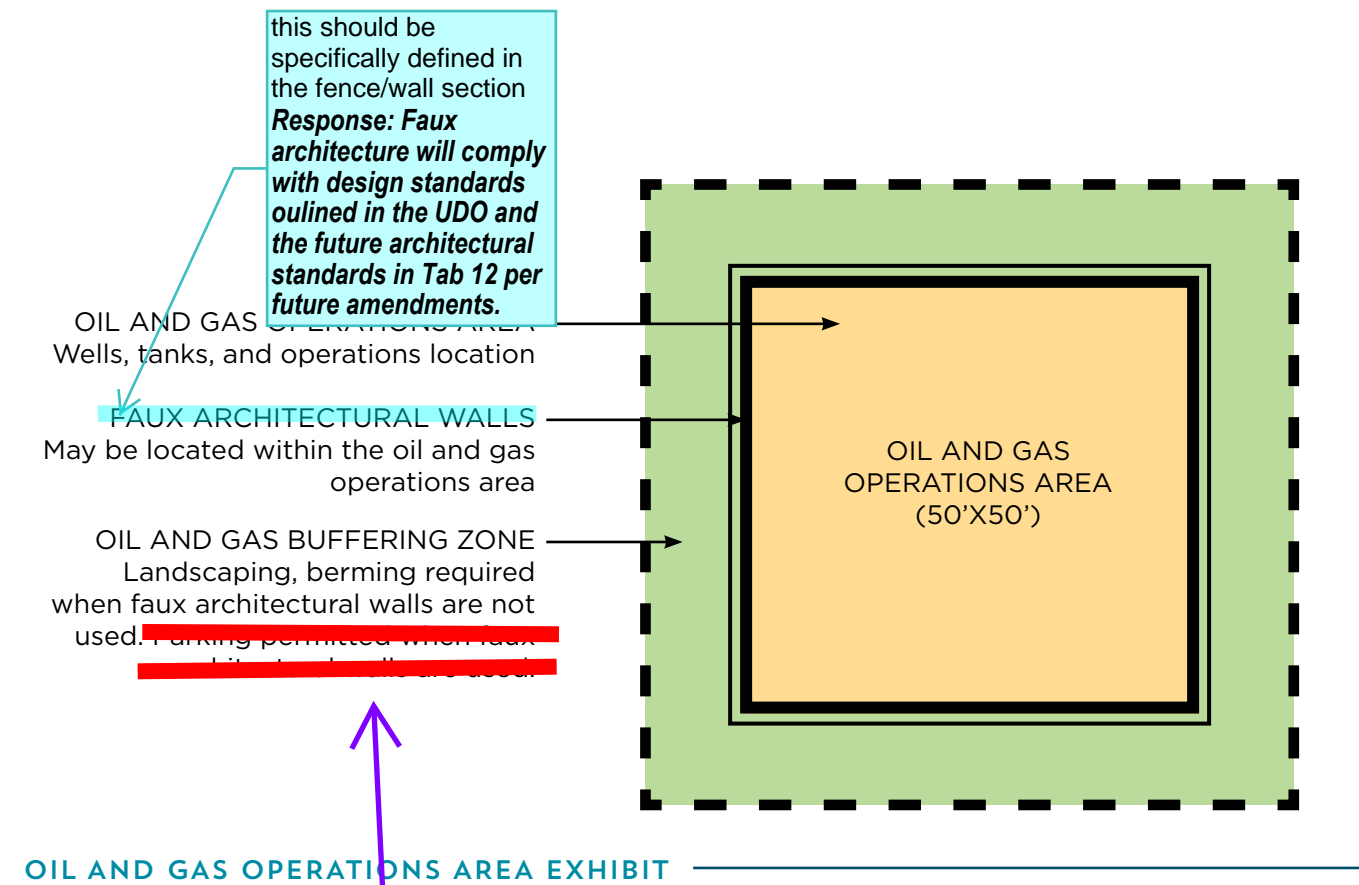
NOTE: No additional buffers are required when land uses are separated by a road. Standard road buffers are required per current City stanards.

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

Refer to the Surface Use Agreement recorded November 1, 2018 at Reception No. 2018000088826 and Reception No. 2018000088827.

Refer to UDO Section 4.7 Landscape, Water Conservation, Stormwater Management for required buffer landscape treatments.





OIL AND GAS OPERATIONS AREA EXHIBIT

PARKING MUST BE SCREENED

Response: Explanation of parking screening has been updated.

A Master Plan should ensure quality that is better than code. The pad sites are included in the Conoco Phillips Operator Agreement, which includes best management practices (BMPs). A concentration of oil and gas in this development should include additional standards that exceed the BMPs to mitigate impacts.

Response: This FDP application reflects the minimum extent of standards they wish to commit to at this time. Items above and beyond the code standards will be reflected on future Preliminary Plats and Site Plans.

OIL AND GAS OPERATIONS SCREENING AND BUFFERING

Screening and buffering of all oil and gas operations sites shall comply with all City code requirements.

In addition to the standard screening and buffering techniques required by City code, faux architectural masonry walls may be used as an allowed screening technique in lieu of standard landscape/berming requirements. Faux architectural walls shall comply with the architectural standards outlined with this Master Plan and City code for industrial development.

Faux architectural walls shall surround the oil and gas operations area on four sides. Parking is permitted within the designated oil and gas operations buffer area.

PARKING ONLY ALLOWED WITHIN BUFFER AREA IF SCREENED FROM VIEW

Response: The parking screening has been updated.

FORM G: LANDSCAPE STANDARDS MATRIX

Landscape Item	Brief Description of the Feature	Location of the Standards in Application Package
1. Overall landscape concept and palette of plant materials used to carry it out.	<p>Landscape character shall reflect the overall theme of the prairie influence. This will be celebrated district wide with a primary landscape character that reflects stylized expressions of agricultural and native character apparent in the high plains region of Colorado. This will be achieved through enhanced sculpted ground planes highlighted with areas of ornamental grasses and other agricultural representations that contrast with low-growing manicured turf areas and long landscape walls. Species native to the high plains region and adapted to the Eastern Colorado climate will be utilized to realize this character.</p> <p>The landscape will help connect the overall industrial development through the use of signature plant materials within four distinct landscape characters: enhanced, developed, naturalized, and native. Enhanced and developed plant palettes will define and highlight key features and visual nodes. Naturalized and native plant palettes blend and transition between these key features while functioning as the backdrop to these places of visual interest.</p> <p>A variety of deciduous and evergreen plant material will be used to encourage four season interest. Low water use native plants shall be used for the majority of the landscape. High water plants will only be permitted to highlight specific areas or in areas where there is natural runoff or low swales which have readily available ground water. Plantings shall be grouped into zones by similar water needs. Irrigated turf will be utilized in areas of high visibility and activity. Artificial turf may be utilized to further conserve water and reduce maintenance.</p>	Refer to Landscape Standards Section, see sheets 2, and 7-10 for overall concept and plant materials palette.
2. Landscape design at entry monumentation and key entry points	Landscape at entry monumentation, and areas of high visibility, will be a concentrated and more enhanced version of the prairie influence concept described above. This enhanced character will be composed of turf, abundant trees, shrubs, and accent bed planting, helping provide distinguished foreground and background landscaping for monumentation and at key intersections and along areas of interest.	Refer to Landscape Standards Section, see sheets 8-9, and 16.
3. Landscape design at parking perimeters and building frontages	The landscape form and character at areas of interest, such as entries, will have an enhanced landscape design, and will transition to a more native condition in areas that are near areas of loading and high business traffic. The character will utilize more agricultural planting to resemble the more urban character of the industrial district. The landscape will conform to all of the City of Aurora UDO dated 9-20-2019.	Refer to Landscape Standards Section, see sheets 8-9 and 15.

the UDO is the UDO. Remove the effective date. The requirements will follow the code, as amended
Response: Removed

FORM G: LANDSCAPE STANDARDS MATRIX

Landscape Item	Brief Description of the Feature	Location of the Standards in Application Package
the UDO is the UDO. Remove the effective date. The requirements will follow the code, as amended Response: Removed		
4. Landscape standards along arterial and collector roads	Landscape along arterial roads will follow a progression of enhanced formal landscape at intersections, transitioning to developed and naturalized character between highly visible land uses. Drainage ways along roadways will be more naturalized and consist primarily of native grasses and trees. The landscape will conform to all of the City of Aurora UDO dated 9-20-2019.	Refer to Landscape Standards Section, see sheets 8-9, and 15 for more information and intersection treatments. Refer to Urban Design Standards TAB 10, sheets XX.
5. Landscape standards along local roadways	Local roadways will follow the character of ATEC's industrial them and it's land uses. In highly active and within developed, formal areas, locals will have regularly spaced street trees and a blend of developed beds and drought resistant turf grass within the tree-lawn. Local roadways will have regular tree spacing and more formal planting where appropriate, depending upon their distinct purpose or primary function. The landscape will conform to all of the City of Aurora UDO dated 9-20-2019.	Refer to Landscape Standards Section, see sheet 8-9 and 15 for more information. Refer to Urban Design Standards TAB 10, sheets 5-10.
6. Landscape standards in commercial and employee/business guest gathering areas. (Planting areas within paved surfaces, planters, flower beds, screening at parking lots. etc.)	Commercial and employee/business guest gathering areas will be the archetype of the prairie influence character. Focal points will have a fresh and modern twist on historic prairie town features. These spaces will be walkable and pedestrian friendly, accented through the use of benches, bike racks, pedestrian lighting, planting areas within paved surfaces, planters, flower beds, bollards, and flower pots of a more urban vernacular.	Refer to Landscape Standards Section, see sheets 10 and 14, and Urban Design Standards TAB 10 sheets 11-12.
7. Landscape standards at detention / retention ponds and water features	The detention / retention ponds will use the native plant palette and be enriched through the use of wetland plant varieties. Drainage areas are intended to be highly stylized. The landscape will conform to all of the City of Aurora UDO dated 9-20-2019.	Refer to Landscape Standards Section, see sheet 7 and 13.
8. Landscape buffers at open space and drainage	Landscape buffers in open space, and drainage will be a naturalized and native mix of deciduous and evergreen plant material designed to enhance walks and trails, shield noise and activity from neighboring streets and business activities, while providing view corridors to key focal points throughout the site. The landscape will conform to all of the City of Aurora UDO dated 9-20-2019.	Refer to Landscape Standards Section, see sheets 7 and 12 for more information. Refer to Urban Design Standards TAB 10, sheets 15-16.

FORM G: LANDSCAPE STANDARDS TABLE

Landscape Item	Brief Description of the Feature	Location of the Standards in Application Package
9. Landscape Buffers at Oil and Gas Facilities	Oil and Gas facilities will be a naturalized mix of deciduous and evergreen plant material designed to buffer views and blend in with the surrounding prairie theme. Screening and buffering methods may include berming, landscape plantings, screen walls, and faux building facades that mimic adjacent buildings' architecture. The landscape will conform to all of the City of Aurora UDO dated 9-20-2019.	Refer to Urban Design Standards TAB 10, sheet 16.
10. Landscape integration at retaining walls	Landscape will be used to enhance the low, linear character of aesthetic retaining walls at high visibility intersections. Grasses, groundcovers and low shrub material will connect the retaining walls to the rolling land form, to help establish a cohesive experience in these areas.	Refer to Landscape Standards Section, see sheets 7 and 10, for more information. Refer to Urban Design Standards TAB 10, sheet 6.
11. Landscape standards at special facilities, and non-compatible uses	Landscape at special facilities, such as employee and business guest areas, monuments, and commercial centers, will be developed and enhanced to help create the feel of a traditional prairie feel with an urban modern twist. Buffers between non-compatible uses will be treated in the same manner. The landscape will conform to all of the City of Aurora UDO dated 9-20-2019..	Refer to Landscape Standards Section, see sheets 7-9, 12, and 14. Refer to Urban Design Standards TAB 10, sheets 14.
12. Buffer and setback exemptions for traditional street frontages	At key intersections the landscape buffer and setback is expanded to create room for graded retaining walls, enhanced landscaping, and improve unified character. The landscape will conform to all of the City of Aurora UDO dated 9-20-2019.	Refer to Landscape Standards Section, see sheets 7 and 15-16 for more information.
the UDO is the UDO. Remove the effective date. The requirements will follow the code, as amended Response: Removed		



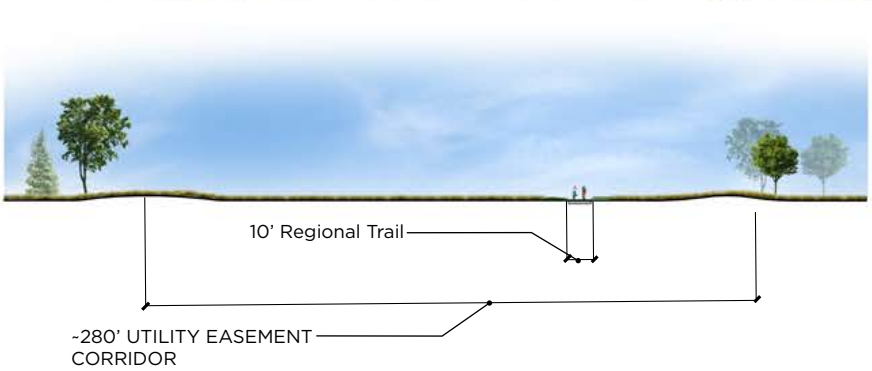
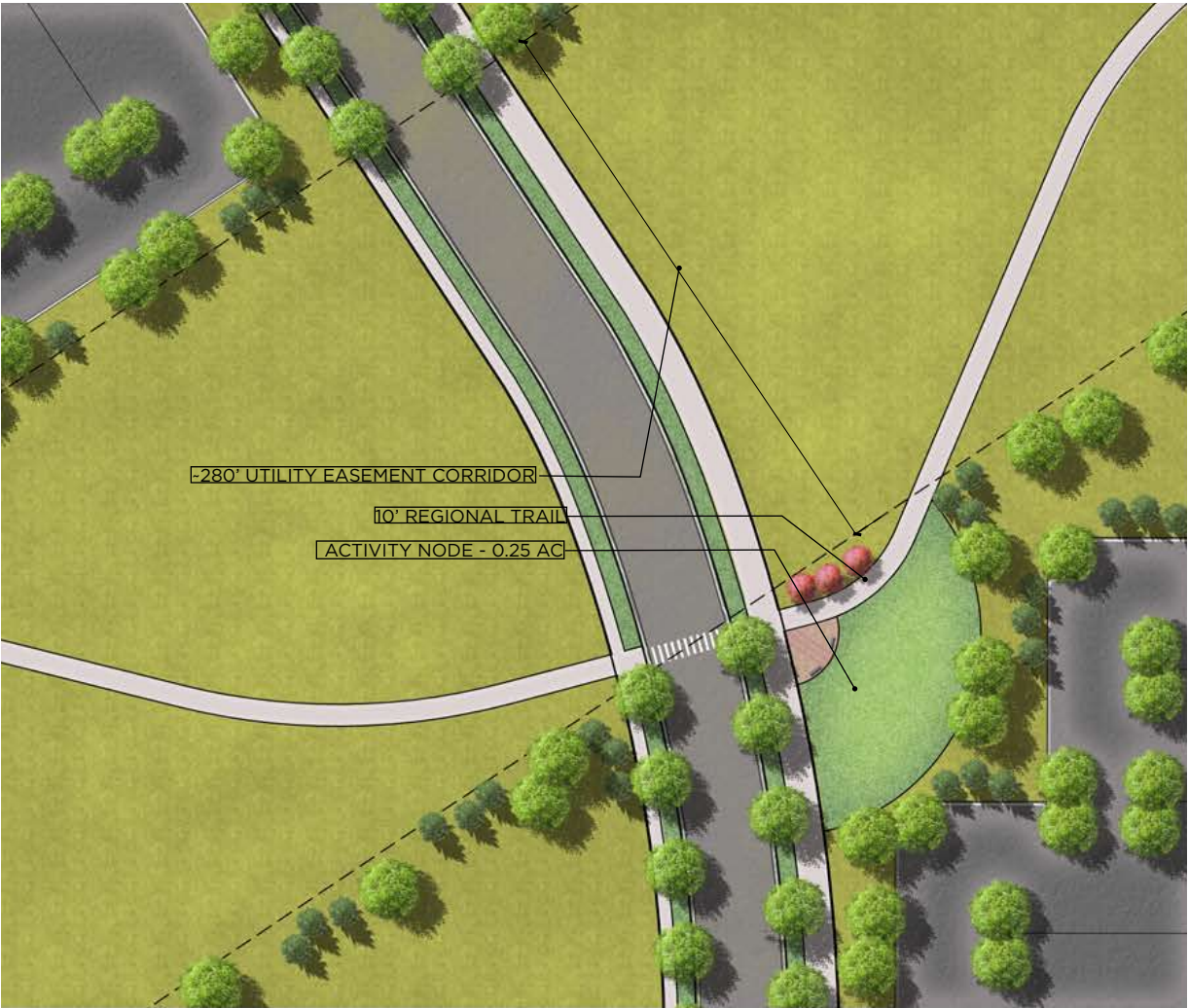
TRAILS MASTER PLAN

ATEC intends to amenitize and utilize easements as trail corridors, including the CIG easement.

- Easement corridors will be a minimum of 70' wide

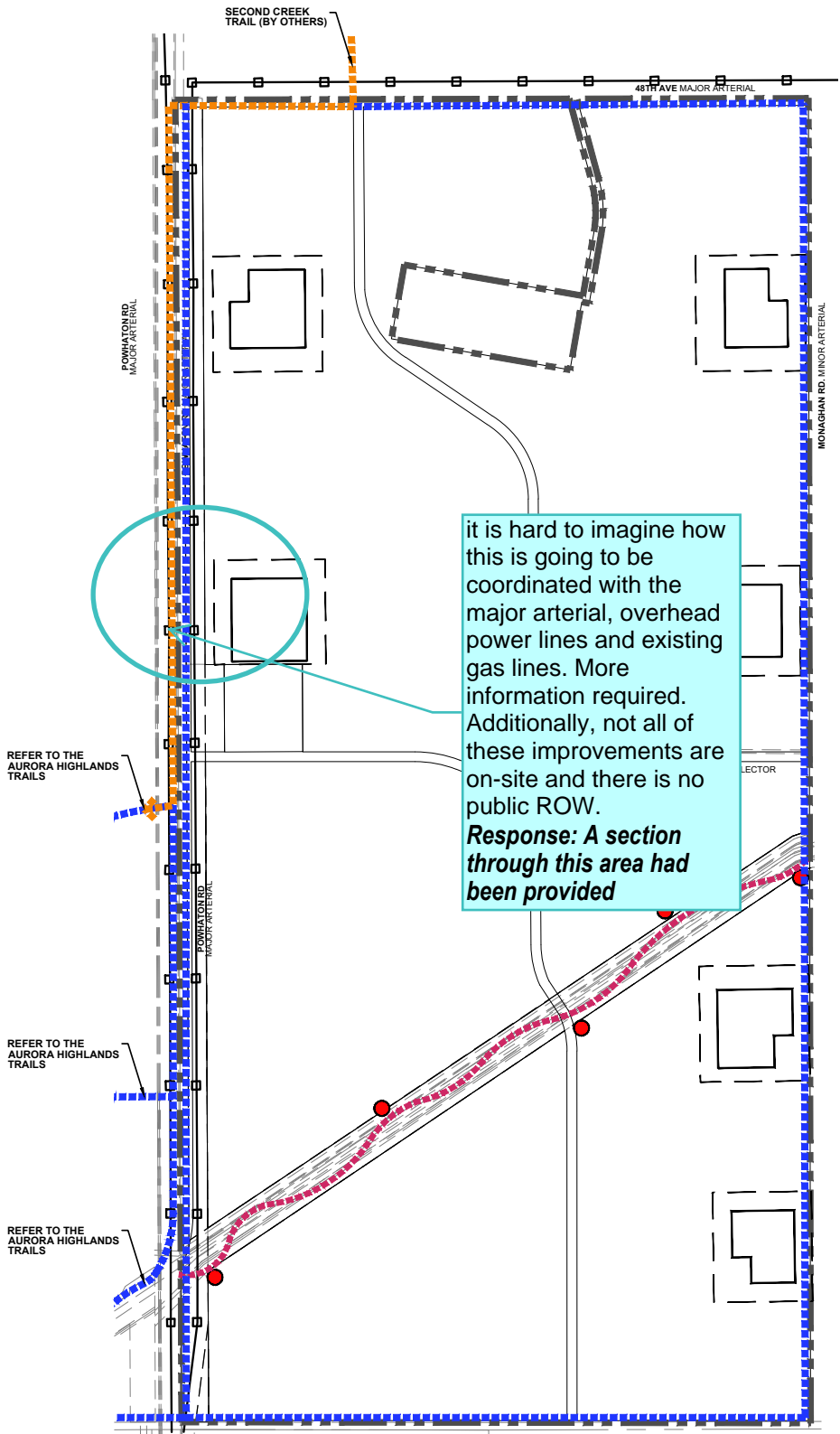
- Activity nodes that are 1/8 of an acre in size will be placed approximately every 1120' along the trail within the easement corridor.

The activity nodes will consist of passive recreation opportunities, with a more developed landscape palette. They will serve as intimate refuge spaces for the ATEC community along the corridor and will provide points of rest and seclusion or employee and business guest gathering.



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

Change to PP
RESPONSE: Revised.



- LEGEND:**
- REGIONAL TRAIL - 10'
 - REGIONAL TRAIL - 14'
 - FUTURE SECOND CREEK TRAIL ROUTE (14' REGIONAL TRAIL)
 - ACTIVITY NODE (0.25 AC)

OPEN SPACE TRAIL CONNECTIVITY PLAN

KEY ACTIVITY NODE PLAN AND SECTION

LANDSCAPE STANDARDS

Graphics are conceptual. Actual designs are subject to CSP approval.

ARCHITECTURAL STANDARDS

TAB 12

ARCHITECTURAL STANDARDS

All new development constructed for the ATEC property will follow, at a minimum the standards of the Aurora Building and Zoning Code. Additional design standards will be completed with the submittal of individual Site Plan applications as a Master Plan amendment. In addition, an overall theming statement conveying intent of overall character will be provided at the time of the first Site Plan. Design standards can be unique to each planning area, but an overall standard will need to be provided with the first Site Plan submittal to ensure consistent design throughout the entire Master Plan area.

this is not acceptable.
Please include architecture standards or they will be required in a major amendment at the time of the first site plan.
Response: An FDP Amendment will be provided at time of first Preliminary Plat outlining architectural standards in more detail.

ATEC
Response:

The FDP will not be approved
by public works until the master
drainage study is approved

COMMENT ACKNOWLEDGED.
THANK YOU.

PUBLIC IMPROVEMENTS PLAN

TAB 13

- Sufficient water flows and fire hydrants to provide service and meet the required fire flow demands
- Sufficient sanitary sewer outfall capacity
- Adequate drainage infrastructure and outfall structures such that downstream infrastructure / streams are not negatively affected. Final improvements to downstream drainage infrastructure may be required prior to or with the development of planning areas.
- A tree inventory and mitigation plan shall be submitted and approved prior to any grading, excavation, or construction of any improvement areas related to relevant CSP's, ISP's or other improvement plans within the limits of The ATEC FDP. The inventory and mitigation plan shall conform to the requirements of the City of Aurora and shall be approved prior to issuance of any grading or building permits.

2. Roadway Improvements

- The proposed arterial and collector roadways align with the arterial and collector roadways of adjacent properties. Currently 48th Avenue, 26th Avenue, Powhaton Road, And Monaghan Road are adjacent or internal to the site.
- It is anticipated that half roadway section necessary to accommodate access local requirements. There are exceptions where life safety and or traffic demands. Intersections adequately handle the ultimate traffic volumes and traffic movements. The remaining roadway and utility infrastructure shall be completed as future improvements will be triggered if access

Include language from TAH PIP regarding Powhaton. What happens if this area develops prior to TAH triggers for Powhaton?

LANGUAGE HAS BEEN ADDED TO FURTHER EXPLAIN PHASING.

3. Drainage Improvements

- ATEC lies within the First Creek, Second Creek and Box Elder watersheds. On the western portion of the site, drainage travels in a generally southeast to northwest direction. This portion of the site drains to either Tributary T, part of the First Creek Watershed or towards Second Creek. On the eastern portion of the site, drainage travels in a generally east or northeasterly direction towards tributaries of Box Elder Creek.
- The development of ATEC will require public and private drainage improvements for the safe collection and conveyance of stormwater runoff. All public drainage improvements will meet the requirements of the City of Aurora and Urban Drainage and Flood Control District (UDFCD) as directed. Major drainage improvements will be designed and constructed to be eligible for maintenance funding from UDFCD. Runoff within the proposed development will initially be carried in the streets. The street conveyance will be supplemented with storm sewer systems where street flow capacities are exceeded. Storm sewer networks along with open channel drainageways will convey runoff to water quality and detention facilities. Flow from the site will ultimately reach First Creek, Tributary T, Second Creek, and Box Elder Creek.
 - Ponding elements may be used for water quality treatment and/or flow attenuation/flood control. "Water quality" is a generic term and is used interchangeably with excess urban runoff volume (EURV) in this public improvement plan narrative.

4. Water Improvements

- For areas tributary to First Creek Lift Station and the Second Creek Regional Lift Station master planned interceptors will need to be built to the respective station
- If wastewater flows exceed lift station capacities ahead of year 2023 by the City of Aurora, service to the Second Creek water treatment plant will be provided by either:
 - The developer may construct the ultimate sanitary sewer outfall. If the developer(s) outside their property may be subject to reimbursement of applicable reimbursement, development or annexation agreement with the developer(s) property.
 - The existing lift stations may be upsized to accommodate the additional flow.

A SECTION HAS BEEN ADDED FOR THE OPEN SPACE PLANNING AREAS.

ADD A SECTION FOR THE OPEN SPACE PA's AND STATE WHEN THEY WILL BE DEVELOPED.

C. PLANNING AREAS 1 & 10

1. Land Development

- The land development within Planning Area 1 incorporates approximately 223.1 acres and Planning Area 10 incorporates 10 acres. Both located on the northwest portion of the ATEC site.

2. Roadway Improvements

- The following roadways shall be required to support the development of Planning Areas 1 & 10:
 - Complete roadway section for Powhaton Road from 38th Parkway north to 48th Avenue
 - South half of 48th Avenue from Powhaton Road east to the collector internal to the site
 - Complete roadway section for the collector internal to the site from 38th Parkway north to 48th Avenue
 - Complete roadway section for 38th Parkway from Powhaton Road east to the collector internal to the site
 - Construct internal roadways deemed necessary by subsequent CSP and construction document submittals

3. Drainage Improvements

- The following drainage improvements shall be required to support the development of Planning Areas 1 & 10:
 - Construct Detention Basin SC-2 on the northwest corner of the planning area
 - Construct Detention Basin 8562 on the northwest corner of PA-4
 - Construct box culverts, open channels and storm sewers associated with the developed planning areas that are to be deemed necessary by subsequent CSP and construction document submittals

4. Water Improvements

- A portion of Planning Area 1 lies within Pressure Zone 3. The following water improvements shall be required to support this portion of the development of Planning Area 1
 - 24-inch water main along Powhaton Road from 38th Parkway to 48th Avenue (WT-112, 85)

E. PLANNING AREA 4

1. Land Development

- The land development within Planning Area 4 incorporates approximately 169.0 acres and is located on the west-central portion of the ATEC site.

2. Roadway Improvements

- The following roadways shall be required to support the development of Planning Area 4:
 - Complete roadway section for the collector internal to the site from 38th Parkway south through the open space of PA-06 and PA-07
 - Complete roadway section for 38th Parkway from the site
 - Construct internal roadways deemed necessary by subsequent CSP and construction document submittals

Include language from TAH PIP regarding Powhatan. What happens if this area develops prior to TAH triggers for Powhatan?

3. Drainage Improvements

- The following drainage improvements shall be required to support the development of Planning Area 4:
 - Construct Detention Basin 8562 on the northwest corner of the planning area
 - Construct Detention Basin 8552 on the southwest corner of the planning area
 - Construct box culverts, open channels and storm sewers associated with the developed planning areas that are to be deemed necessary by subsequent CSP and construction document submittals

LANGUAGE HAS BEEN ADDED TO FURTHER EXPLAIN PHASING.

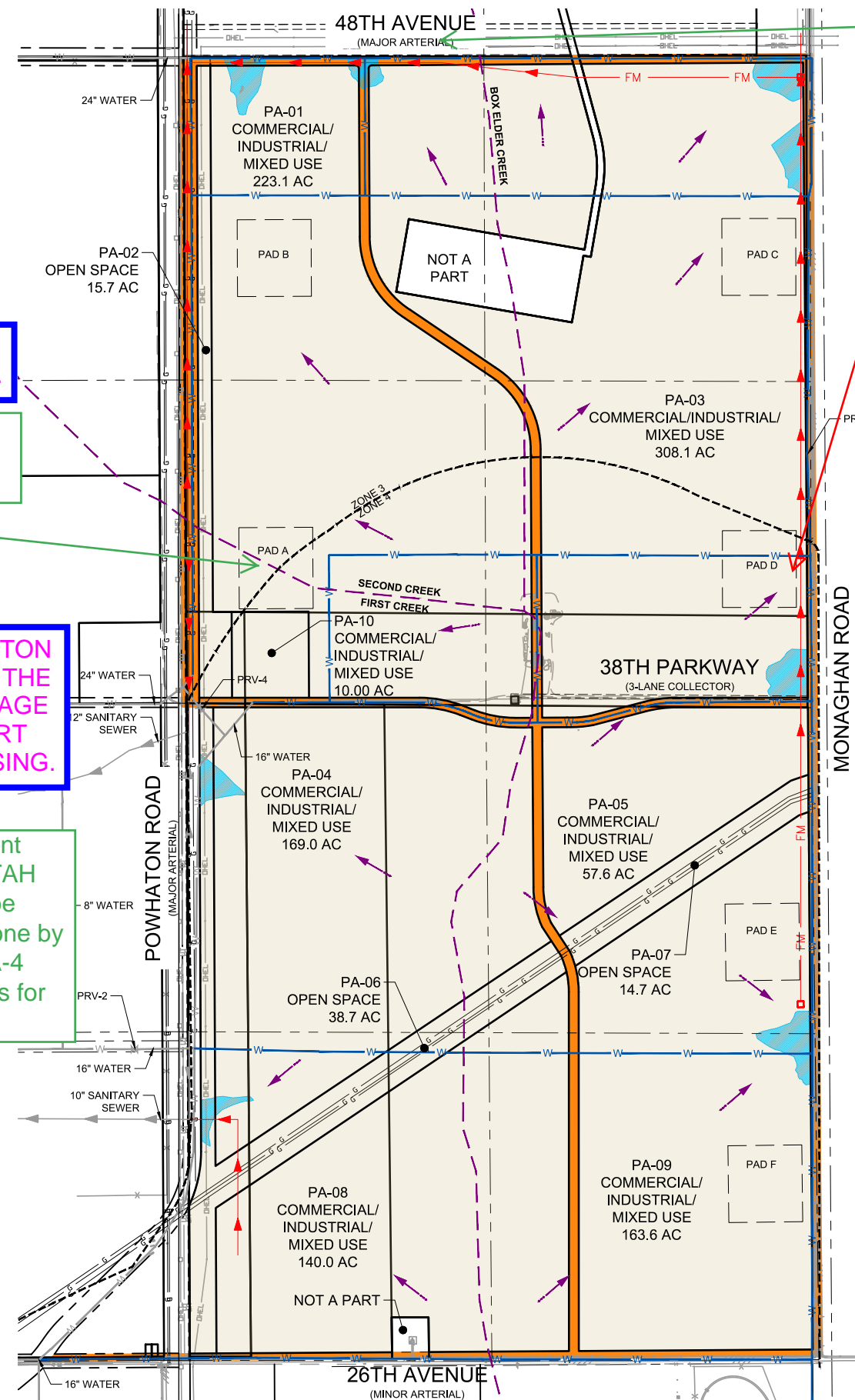
4. Water Improvements

- The following water improvements shall be required to support the development of Planning Area 4 located within Pressure Zone 4:
 - The connection point described on page 4 of this report, located approximately 1.5 miles south of the site. A main would need to extend north along Powhatan Road with crossing of I-70 and the railroad at Smith Road.
 - 16-inch and 12-inch main along 38th Parkway from Powhatan Road to the collector internal to the site (WT-2, 125)
 - 12-inch main internal to the planning area from the connection (WT-108) to the collector internal to the site (WT-127, 128)
 - Construct internal water mains deemed necessary by subsequent CSP and construction document submittals
 - An alternative solution would be to perform additional analysis to determine if it would be feasible to feed the planning area from Zone 3 water supply by opening the PRV's 2 and 4 into the site. A booster pump would likely be required, but may provide the site with temporary water until a connection could be made to the City of Aurora's system in Zone 4.

5. Sanitary Sewer Improvements

- The following sanitary improvements shall be required to support the development of Planning Area 4:

HR GREEN Xrefs: xref - dh01: DET POND: 00-XC-DSGN-ROW: 00-XV-Survey: 00-XV-Base: 05-LAND-USE: 30-XC-DSGN-ROW: 05-XC-UTL: XC-M-Overall: 05-XC-BASINS: 05-XC-ROW: 01-XC-ROW



THIS LINE INDICATES A BASIN LINE, NOT THE FLOWLINE OF THE CREEK.

Will the creek be modified to avoid the pad site?

THE ALIGNMENT OF POWHATON ROAD IS CONSISTENT WITH THE APPROVED TAH PIP. LANGUAGE HAS BEEN ADDED TO REPORT FURTHER EXPLAINING PHASING.

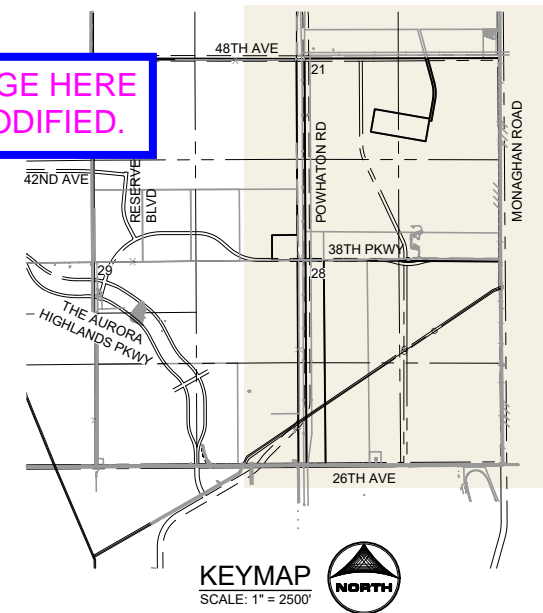
The Powhatan Road alignment needs to be consistent with TAH PIP. Improvement needs to be shown, but indicated to be done by TAH? Again addressing if PA-4 develops prior to TAH triggers for Powhatan

Please use language from typical sections or add street names to the typical sections

THE LANGUAGE HERE HAS BEEN MODIFIED.

No wells are to be drilled within 350' of existing large diameter water mains 16" and larger, or other critical infrastructure such as proposed force mains. No utilities are to be installed through any oil and gas well pad sites.

THIS WATER MAIN HAS BEEN RELOCATED. THANK YOU.



LEGEND	
PROPOSED SITE	
PROPOSED POND	
DRAINAGE BASINS	
PROPOSED STREETS	
PROPOSED WATER MAIN	
PROPOSED SANITARY SEWER MAIN	
PROPOSED FORCE MAIN	
PROPOSED LIFT STATION	
PROPOSED STORM CULVERT	
PROPOSED STORM RCP	
DRAINAGE ARROWS	
XX" WATER MAIN PER THE AURORA HIGHLANDS FDP	
XX" SANITARY SEWER PER THE AURORA HIGHLANDS FDP	
PRESSURE ZONE LINE	

NOTE:
INFRASTRUCTURE LAYOUT IS CONCEPTUAL IN NATURE AND FINAL SIZING, CONFIGURATIONS AND LOCATIONS WILL BE DETERMINED AT THE TIME OF CSP AND CONSTRUCTION DOCUMENTS.
A TREE INVENTORY AND MITIGATION PLAN SHALL BE SUBMITTED AND APPROVED PRIOR TO ANY GRADING, EXCAVATION, OR CONSTRUCTION OF ANY IMPROVEMENT AREAS RELATED TO RELEVANT CSP'S, ISP'S OR OTHER IMPROVEMENT PLANS WITHIN THE LIMITS OF THE ATEC FDP. THE INVENTORY AND MITIGATION PLAN SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF AURORA AND SHALL BE APPROVED PRIOR TO ISSUANCE OF ANY GRADING OR BUILDING PERMITS.

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APPROVED: RWL	JOB NUMBER: 180725.05	0 1"
CAD DATE: 11/25/2019		IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY.
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NO.	DATE	BY	REVISION DESCRIPTION

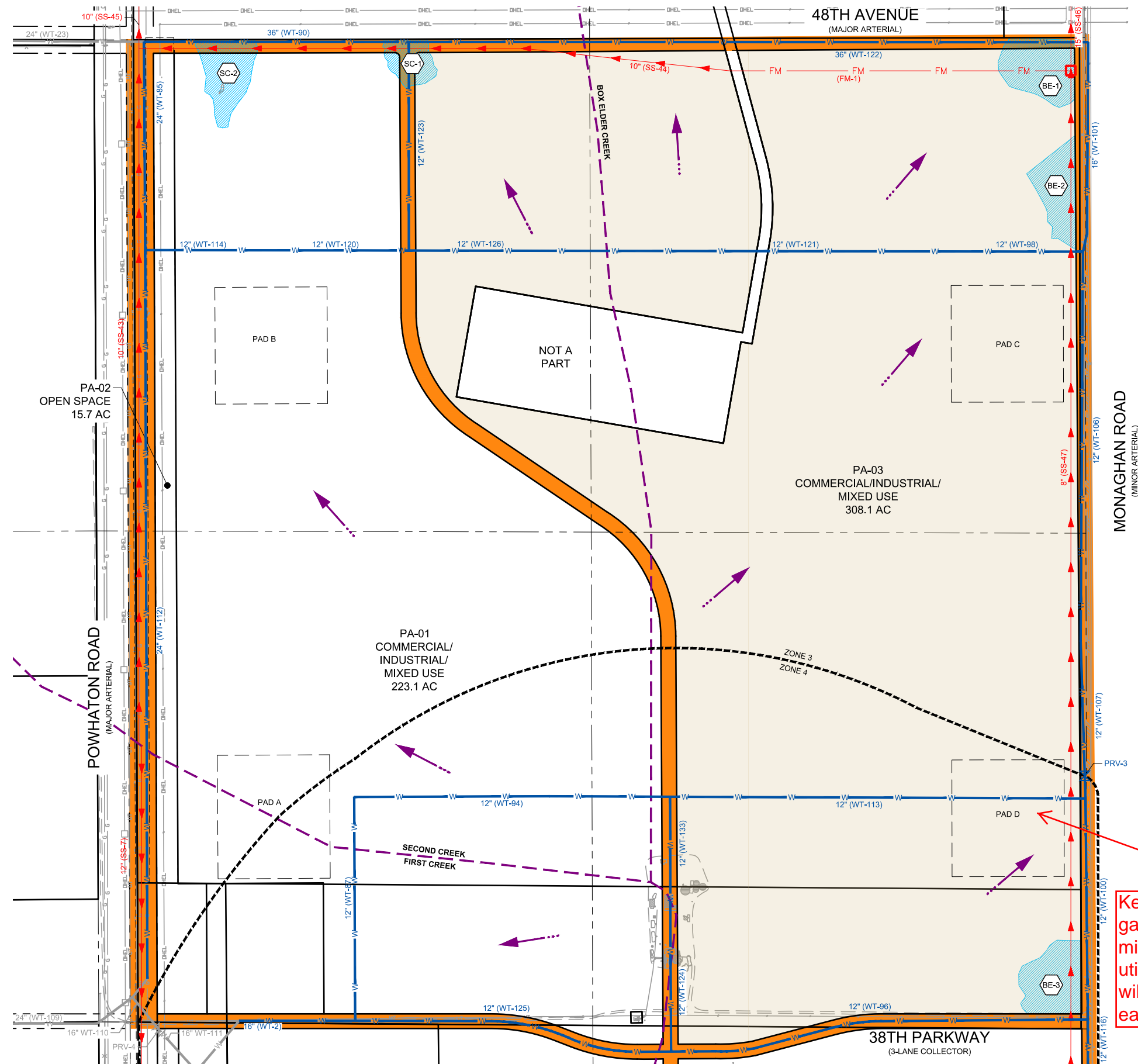


ATEC
AURORA, COLORADO

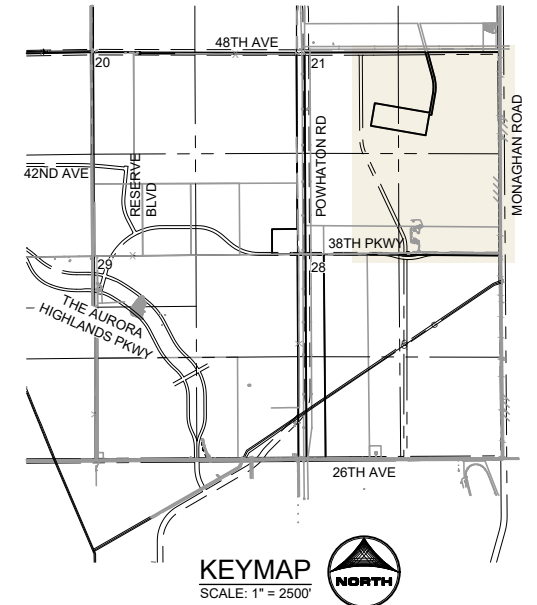
PUBLIC IMPROVEMENT PLANS
OVERALL INFRASTRUCTURE

SHEET
OA
1

HR GREEN Xref: xref - dh01; DET POND: 00-XC-DSGN-ROW; 00-XV-Survey; 00-XV-Base; 05-LAND-USE; 30-XC-DSGN-ROW; 05-XC-BASINS; 05-XC-ROW; WATERLINES_FROM_GEMS; 01-XC-ROW



NOTE: INFRASTRUCTURE LAYOUT IS CONCEPTUAL IN NATURE AND FINAL SIZING, CONFIGURATIONS, AND LOCATIONS WILL BE DETERMINED AT THE TIME OF CSP AND CONSTRUCTION DOCUMENTS.



LEGEND

PROPOSED SITE	
PROPOSED POND	
DRAINAGE BASINS	
PROPOSED STREETS	
PROPOSED WATER MAIN	
PROPOSED SANITARY SEWER MAIN	
PROPOSED FORCE MAIN	
PROPOSED LIFT STATION	
PROPOSED STORM CULVERT	
PROPOSED STORM RCP	
DRAINAGE ARROWS	
XX" WATER MAIN PER THE AURORA HIGHLANDS FDP	
XX" SANITARY SEWER PER THE AURORA HIGHLANDS FDP	
PRESSURE ZONE LINE	

THIS WATER MAIN HAS BEEN RELOCATED. THANK YOU.

Keep water mains out of all O&G well pad sites. All gathering laterals for well pad sites must meet minimum clearances when crossing Aurora Water utilities, floodplains and ROW. License agreements will be required for any encroachment into the City's easements.

DRAWN BY: ACC JOB DATE: 11/21/2019
APPROVED: RWL JOB NUMBER: 180725.05
CAD DATE: 11/25/2019
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ATEC
AURORA, COLORADO

PUBLIC IMPROVEMENT PLANS
PLANNING AREA 3 - INFRASTRUCTURE

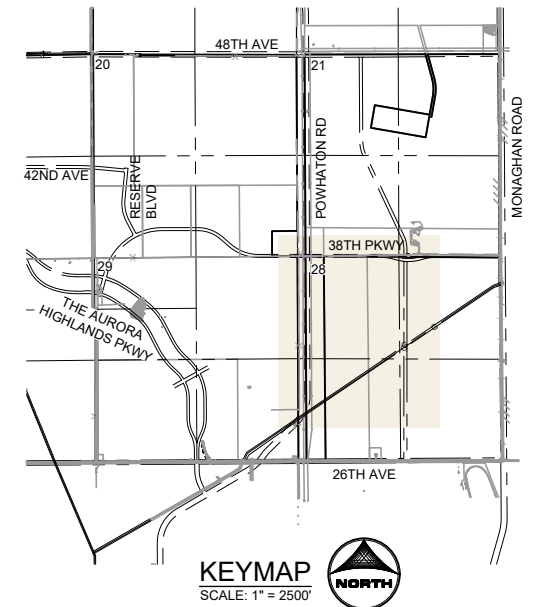
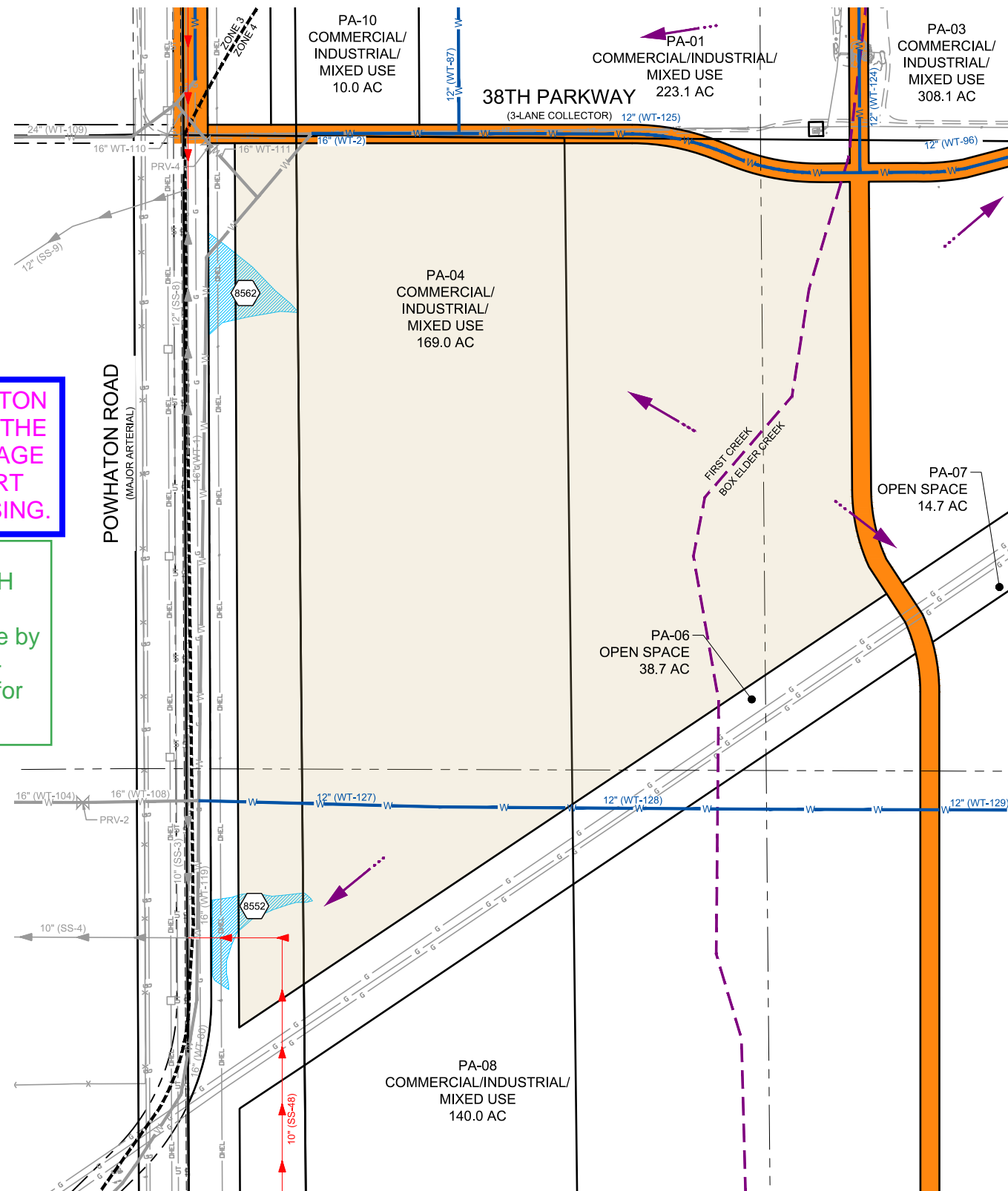
SHEET
PA3
4

HR GREEN Xref: xref - dh01; DET POND: 00-XC-DSGN-ROW; 00-XV-Survey; 00-XV-Base; 05-LAND-USE; 30-XC-DSGN-ROW; 05-XC-UTL; XC-MM-OVERALL; 05-XC-BASINS; 05-XC-ROW; WATERLINES_FROM_GEMS; 01-XC-ROW

NOTE: INFRASTRUCTURE LAYOUT IS CONCEPTUAL IN NATURE AND FINAL SIZING, CONFIGURATIONS, AND LOCATIONS WILL BE DETERMINED AT THE TIME OF CSP AND CONSTRUCTION DOCUMENTS.

THE ALIGNMENT OF POWHATON ROAD IS CONSISTENT WITH THE APPROVED TAH PIP. LANGUAGE HAS BEEN ADDED TO REPORT FURTHER EXPLAINING PHASING.

The Powhaton Road alignment needs to be consistent with TAH PIP. Improvement needs to be shown, but indicated to be done by TAH? Again addressing if PA-4 develops prior to TAH triggers for Powhaton



LEGEND

PROPOSED SITE	
PROPOSED POND	
DRAINAGE BASINS	
PROPOSED STREETS	
PROPOSED WATER MAIN	
PROPOSED SANITARY SEWER MAIN	
PROPOSED FORCE MAIN	
PROPOSED LIFT STATION	
PROPOSED STORM CULVERT	
PROPOSED STORM RCP	
DRAINAGE ARROWS	
XX" WATER MAIN PER THE AURORA HIGHLANDS FDP	
XX" SANITARY SEWER PER THE AURORA HIGHLANDS FDP	
PRESSURE ZONE LINE	

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NO.	DATE	BY	REVISION DESCRIPTION



ATEC
AURORA, COLORADO

PUBLIC IMPROVEMENT PLANS
PLANNING AREA 4 - INFRASTRUCTURE

SHEET
PA4

5



ATEC

Master Utility Report

November 2019

HR Green Project No: 180725.05

Prepared For:

Aurora Tech Development, LLC
c/o Carlo Ferreira, President
250 S. Pilot Road
Las Vegas, NV 89119

Prepared By:

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

APPROVED FOR ONE YEAR FROM THIS DATE	
City Engineer	Date
Aurora Water Department	Date
Fire Department	Date

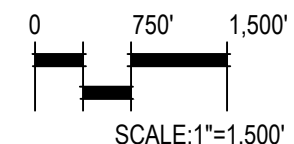
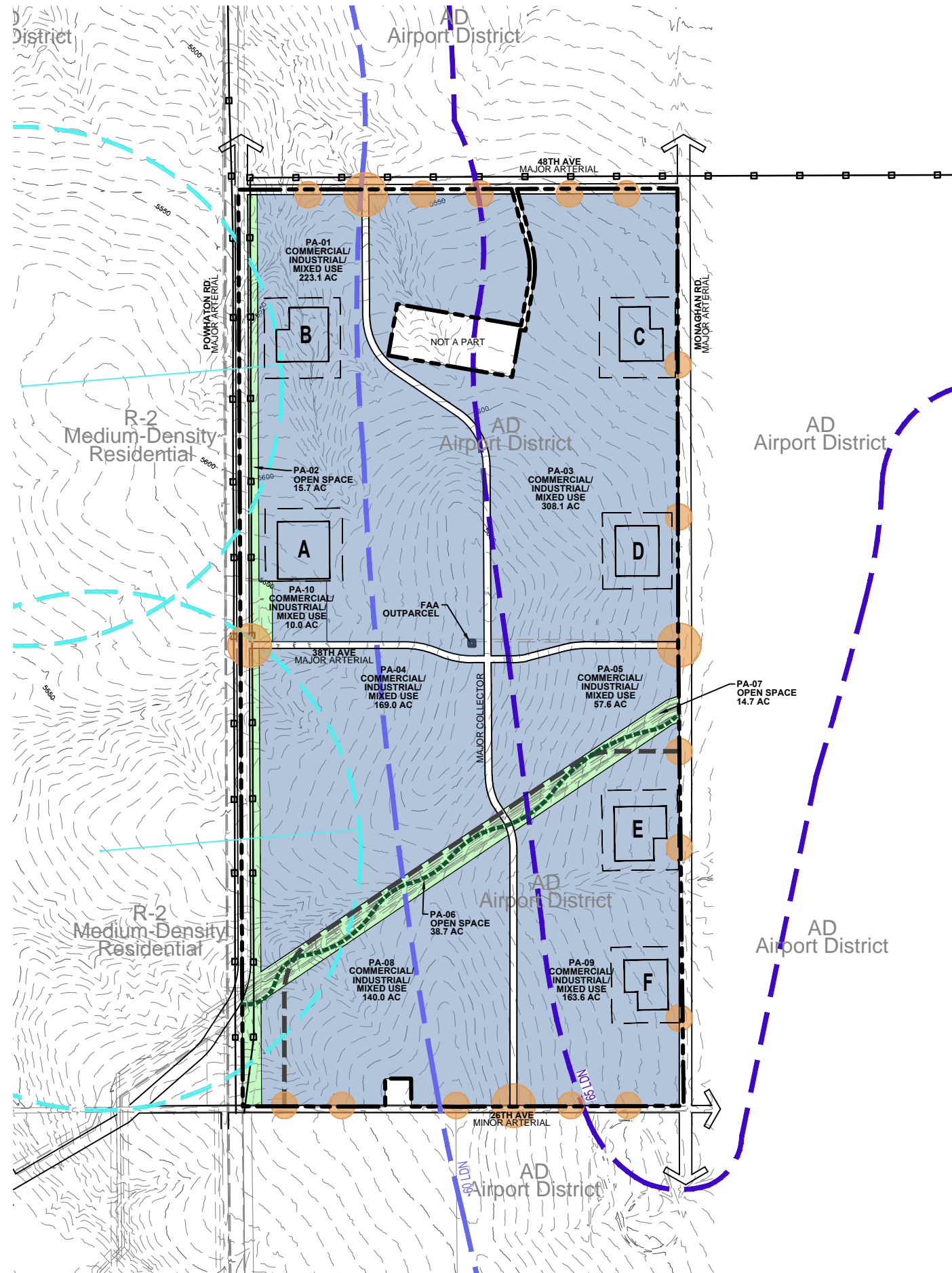
LEGEND

- PROPERTY BOUNDARY
- EXISTING/PROPOSED ARTERIAL & COLLECTOR ROAD
- POWERLINES
- WHELEN SIREN SERVICE RADIUS
- POTENTIAL INTERNAL ROAD OR ROAD-LIKE CONNECTION
- EASEMENT
- COMMERCIAL/INDUSTRIAL/ MIXED USE
- OPEN SPACE
- POTENTIAL ACCESS
- OIL & GAS

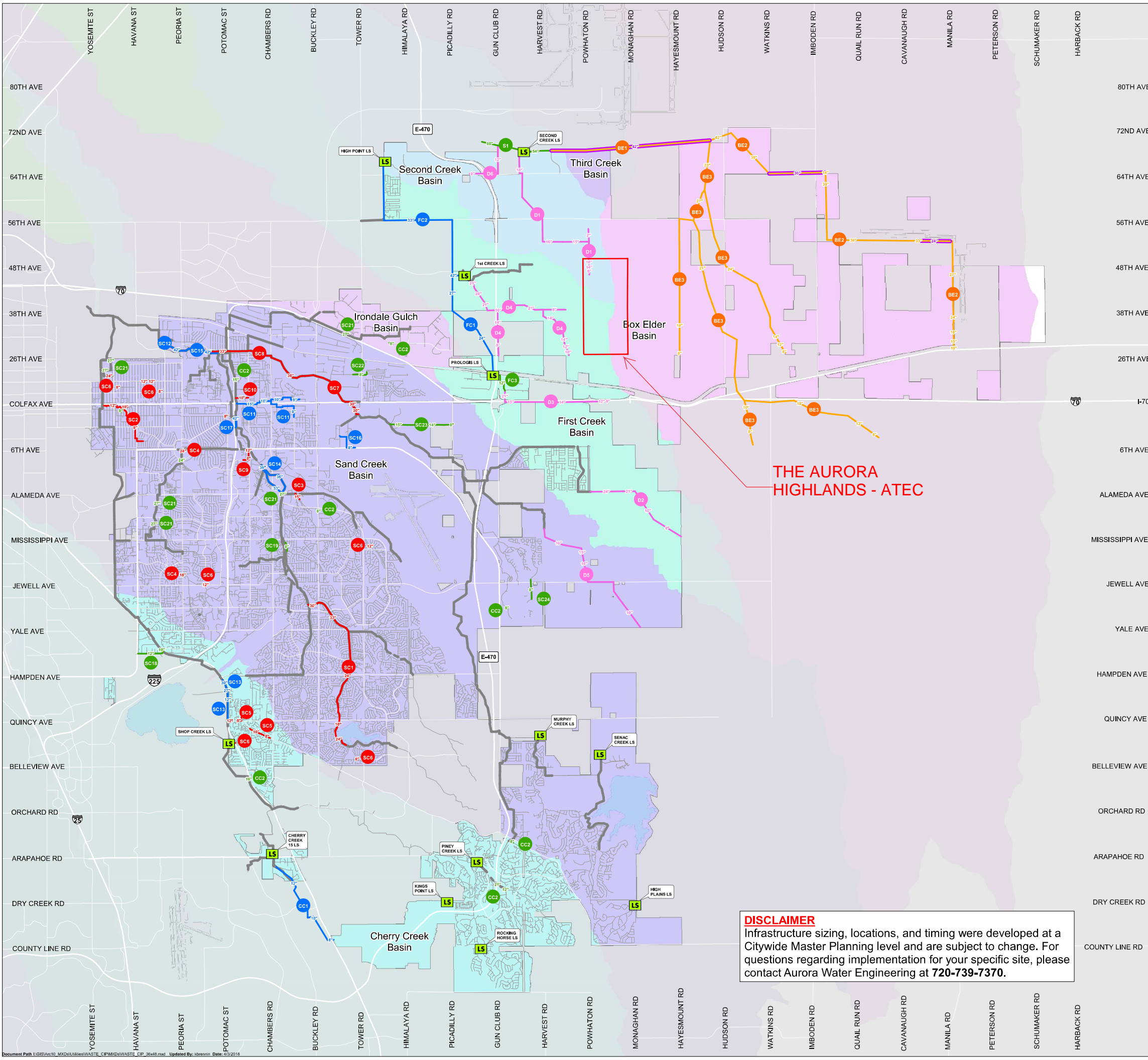
NOTES:
1.) CONTOURS SHOWN REPRESENT 5' INTERVAL SPACING.
2.) POTENTIAL INTERNAL ROAD OR ROAD-LIKE CONNECTIONS ARE SUBJECT TO CHANGE WITHOUT NECESSITATING FDP AMENDMENTS. ADDITIONAL INTERNAL ROADS OR ROAD-LIKE CONNECTIONS MAY BE PERMITTED AT TIME OF CSP

All proposed well heads need to maintain a min 350' setback from critical water infrastructure 16" and larger.

Noted, thank you



NOT FOR CONSTRUCTION



Legend

System Improvement Projects by Year

0-5 Years (Project Number & Diameter)

5-10 Years (Project Number & Diameter)

10-20 Years (Project Number & Diameter)

Box Elder Creek (Project Number & Diameter)

Developer (Project Number & Diameter)

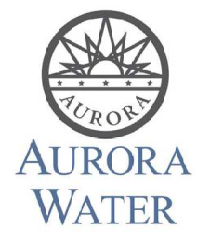
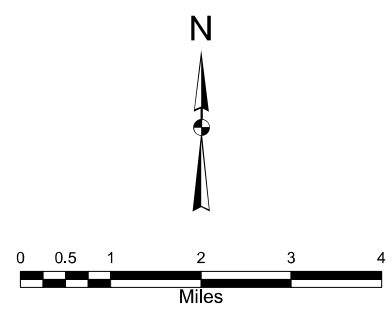
Force Main

Existing Wastewater Infrastructure

Main

Interceptor

Lift Station

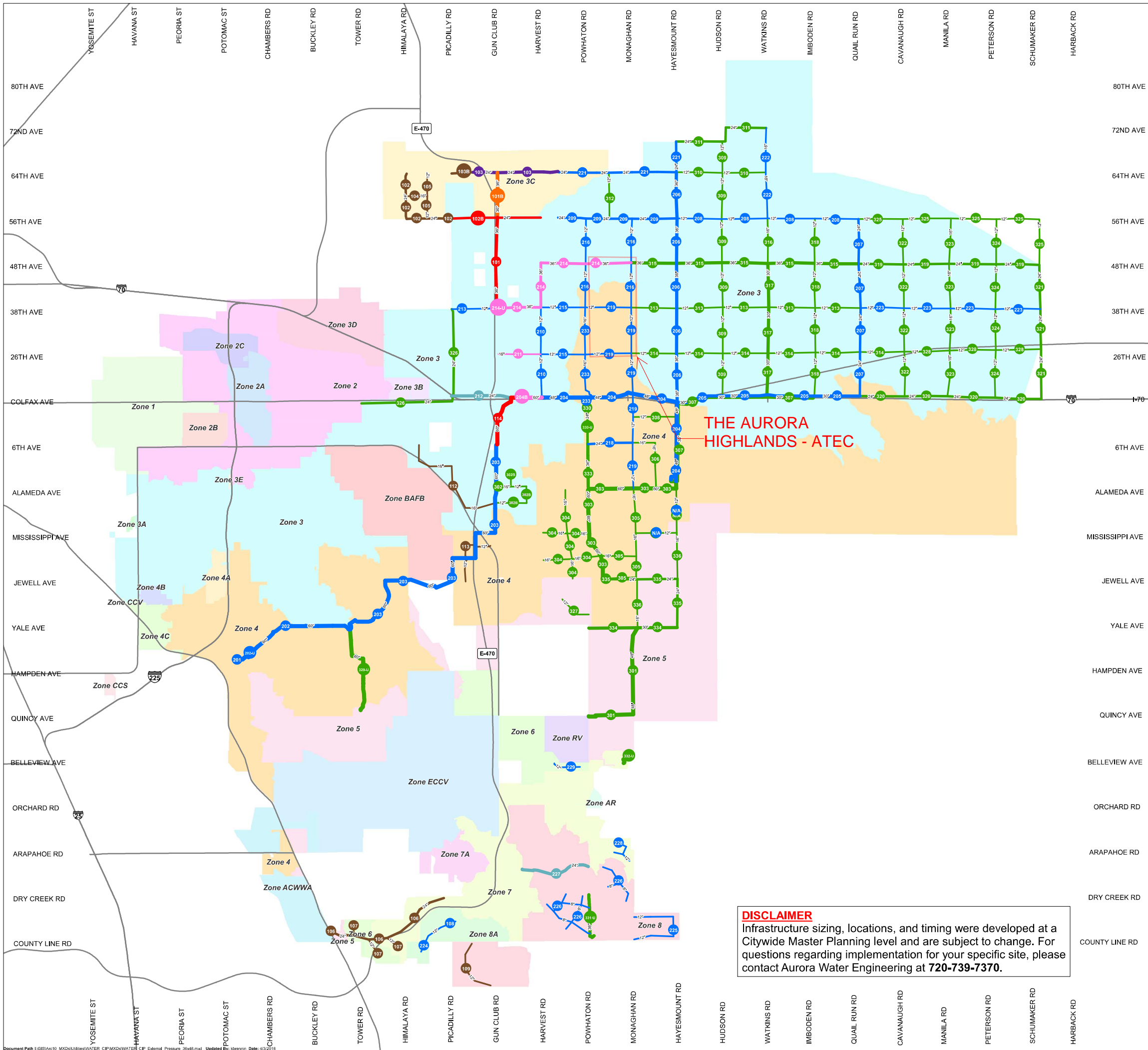


**City of Aurora
Aurora Wastewater
Capital Improvement Plan**

**Infrastructure
Improvements**

April, 2018

DISCLAIMER
Infrastructure sizing, locations, and timing were developed at a Citywide Master Planning level and are subject to change. For questions regarding implementation for your specific site, please contact Aurora Water Engineering at 720-739-7370.



Legend

City Limit

System Improvement Projects by Year

Year 2018 (Project Number & Diameter)

Year 2019 (Project Number & Diameter)

Year 2020 (Project Number & Diameter)

Year 2021 (Project Number & Diameter)

Year 2022 (Project Number & Diameter)

Year 2035 (Project Number & Diameter)

Build Out (Project Number & Diameter)

Developer Projects

City of Aurora Aurora Water Capital Improvement Plan

Infrastructure Improvements

April, 2018

DISCLAIMER
Infrastructure sizing, locations, and timing were developed at a Citywide Master Planning level and are subject to change. For questions regarding implementation for your specific site, please contact Aurora Water Engineering at 720-739-7370.

LEGAL DESCRIPTION

A PARCEL OF LAND BEING ALL THAT CERTAIN PORTION OF SPECIAL WARRANTY DEED RECORDED AT RECEPTION NO. 20180000102103, ALL THAT CERTAIN PORTION OF SPECIAL WARRANTY DEED RECORDED AT RECEPTION NO. 20180000102104, ALL BEING RECORDED IN THE OFFICIAL RECORDS OF THE CLERK AND RECORDER, COUNTY OF ADAMS, STATE OF COLORADO SITUATED IN SECTIONS 21, AND 28, ALL IN TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 28;

THENCE ALONG THE SOUTHERLY LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 28, SOUTH 89°54'41" EAST 210.00 FEET TO THE EASTERLY BOUNDARY OF WARRANTY DEED RECORDED IN BOOK 798, PAGE 210, IN SAID OFFICIAL RECORDS;

THENCE ALONG SAID LAST DESCRIBED EASTERLY BOUNDARY THE FOLLOWING FIVE (5) COURSES:

- 1) THENCE DEPARTING SAID SOUTHERLY LINE, NORTH 00°17'18" WEST 30.00 FEET TO THE **POINT OF BEGINNING**;
- 2) NORTH 00°17'18" WEST, A DISTANCE OF 2,639.67 FEET TO THE EAST-WEST CENTERLINE OF SAID SECTION 28;
- 3) NORTH 00°17'04" WEST, A DISTANCE OF 2,669.51 FEET TO THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 28;
- 4) NORTH 00°16'20" WEST, A DISTANCE OF 2,625.55 FEET TO THE EAST-WEST CENTERLINE OF SAID SECTION 21;
- 5) NORTH 00°16'15" WEST, A DISTANCE OF 2,625.52 FEET TO THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 21;

THENCE DEPARTING SAID EASTERLY BOUNDARY, ALONG SAID NORTH LINE, NORTH 89°51'48" EAST, A DISTANCE OF 3,147.77 FEET TO THE WESTERLY BOUNDARY OF QUITCLAIM DEED RECORDED AT RECEPTION NO. B1124713, IN SAID OFFICIAL RECORDS;



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THENCE DEPARTING SAID NORTH LINE ALONG THE WESTERLY, SOUTHERLY, AND EASTERLY BOUNDARIES OF SAID QUITCLAIM DEED THE FOLLOWING ELEVEN (11) COURSES:

- 1) SOUTH 15°08'34" EAST, A DISTANCE OF 676.22 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 970.00 FEET;
- 2) SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 25°00'00", AN ARC LENGTH OF 423.24 FEET;
- 3) TANGENT TO SAID CURVE, SOUTH 09°51'26" WEST, A DISTANCE OF 508.31 FEET;
- 4) NORTH 80°08'34" WEST, A DISTANCE OF 1,448.37 FEET;
- 5) SOUTH 09°51'26" WEST, A DISTANCE OF 600.00 FEET;

- 6) SOUTH 80°08'34" EAST, A DISTANCE OF 1,448.37 FEET;
- 7) NORTH 09°51'26" EAST, A DISTANCE OF 550.00 FEET;
- 8) SOUTH 80°08'34" EAST, A DISTANCE OF 60.00 FEET;
- 9) NORTH 09°51'26" EAST, A DISTANCE OF 558.31 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 1,030.00 FEET;
- 10) NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 25°00'00", AN ARC LENGTH OF 449.42 FEET;
- 11) TANGENT TO SAID CURVE, NORTH 15°08'34" WEST, A DISTANCE OF 660.14 FEET TO THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 21;

THENCE ALONG SAID LAST DESCRIBED NORTH LINE, NORTH 89°51'48" EAST, A DISTANCE OF 1,848.18 FEET TO THE WESTERLY RIGHT-OF-WAY OF MONAGHAN ROAD AS DESCRIBED IN BOARD OF COUNTY COMMISSIONERS BOOK 5, AT PAGE 456, IN SAID OFFICIAL RECORDS;

THENCE ALONG SAID WESTERLY RIGHT OF WAY THE FOLLOWING TWO (2) COURSES:

- 1) SOUTH 00°05'46" EAST, A DISTANCE OF 5,299.08 FEET TO THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 28;
- 2) SOUTH 00°41'11" EAST, A DISTANCE OF 5,268.28 FEET TO THE NORTHERLY RIGHT-OF-WAY OF EAST 26TH AVENUE AS DESCRIBED IN SAID BOARD OF COUNTY COMMISSIONERS ROAD PETITION NO. 622;

THENCE DEPARTING SAID WESTERLY RIGHT-OF-WAY ALONG SAID NORTHERLY RIGHT-OF-WAY, THE FOLLOWING TWO (2) COURSES:

- 1) SOUTH 89°48'13" WEST, A DISTANCE OF 2,626.07 FEET TO THE NORTH-SOUTH CENTERLINE OF SAID SECTION 28;
- 2) THENCE NORTH 89°54'41" WEST, A DISTANCE OF 510.48 FEET TO THE SOUTHEAST CORNER OF WARRANTY DEED RECORDED AT RECEPTION NO. C1107620, IN SAID OFFICIAL RECORDS;

THENCE DEPARTING SAID NORTHERLY RIGHT-OF-WAY ALONG THE EASTERLY, NORTHERLY, AND WESTERLY BOUNDARIES OF SAID LAST DESCRIBED WARRANTY DEED THE FOLLOWING THREE (3) COURSES:

- 1) NORTH 00°41'11" WEST, A DISTANCE OF 322.00 FEET;
- 2) NORTH 89°54'41" WEST, A DISTANCE OF 300.03 FEET;
- 3) SOUTH 00°41'11" EAST, A DISTANCE OF 322.00 FEET TO THE SOUTHWEST CORNER OF SAID LAST DESCRIBED WARRANTY DEED, SAID POINT ALSO BEING ON SAID NORTHERLY RIGHT-OF-WAY;

THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY, NORTH 89°54'41" WEST, A DISTANCE OF 1,642.07 FEET TO THE **POINT OF BEGINNING**.

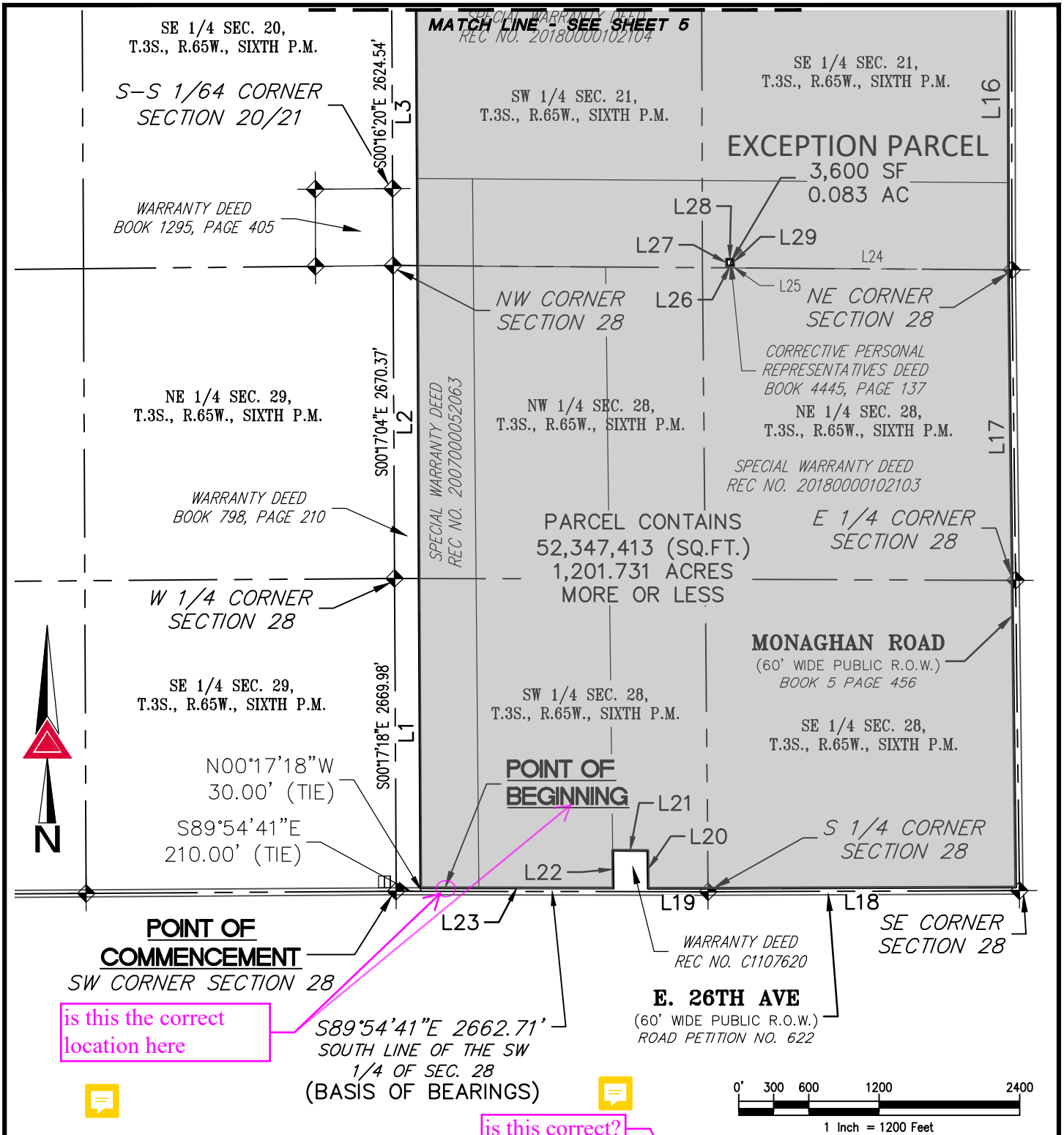
EXCEPTING THEREFROM ALL THAT CERTAIN PARCEL OF LAND DESCRIBED IN CORRECTIVE PERSONAL REPRESENTATIVES' DEED RECORDED IN BOOK 4445, PAGE 137.

CONTAINING AN AREA OF 0.083 ACRES, (3,600 SQUARE FEET), MORE OR LESS.

CONTAINING A NET AREA AFTER EXCEPTION PARCEL OF 1,201.731 ACRES, (52,347,413 SQUARE FEET), MORE OR LESS.

BRADY J. MOORHEAD, PLS 38668
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.
300 E. MINERAL AVENUE, SUITE 1
LITTLETON, CO 80122

ILLUSTRATION TO LEGAL DESCRIPTION



NOTE: THIS DRAWING DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND IS ONLY INTENDED TO DEPICT THE ATTACHED LEGAL DESCRIPTION.

PATH: Q:132418-02\DWG\EXHIBITS\
 DWG NAME: TAH FDP No. 2 (Secs 21 & 28)
 DWG: RDR CHK: DED
 DATE: 11/7/2019
 SCALE: 1" = 1,200'



**300 East Mineral Ave,
Suite 1
Littleton, Colorado 80122
Phone: (303)713-1898
Fax: (303)713-1897
www.aztecconsultants.com**

EXHIBIT

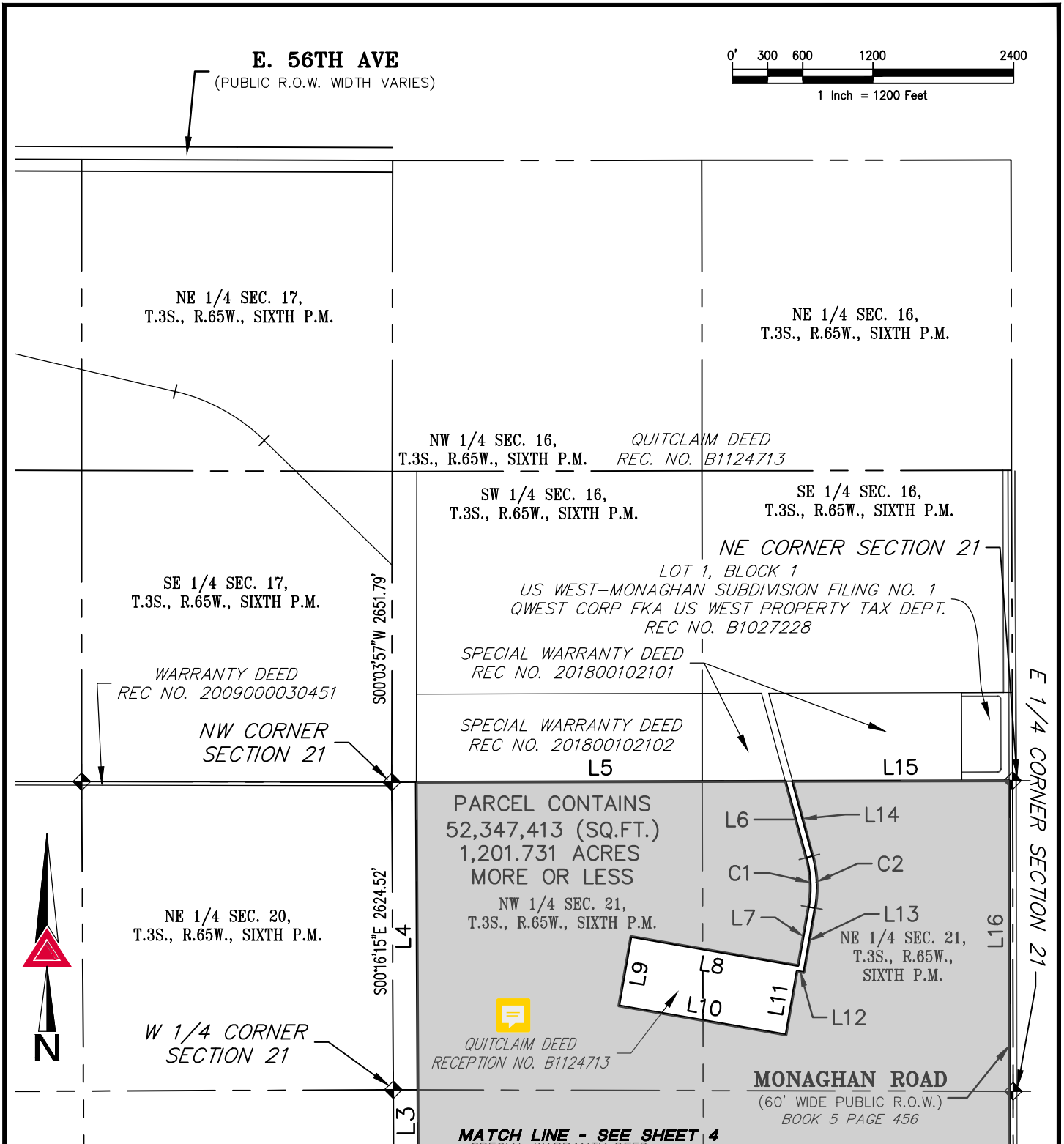
SEC. 16, 21, & 28, T3S, R65W, 6TH P.M.
ADAMS COUNTY, COLORADO

JOB NUMBER 136618-02

4 OF 6 SHEETS

City of Aurora,

ILLUSTRATION TO LEGAL DESCRIPTION



NOTE: THIS DRAWING DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND IS ONLY INTENDED TO DEPICT THE ATTACHED LEGAL DESCRIPTION.

PATH: Q:132418-02\DWG\EXHIBITS\
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is this correct?

City of Aurora,

EXHIBIT

SEC. 16, 21, & 28, T3S, R65W, 6TH P.M.
ADAMS COUNTY, COLORADO

JOB NUMBER 136618-02

5 OF 6 SHEETS

ILLUSTRATION TO LEGAL DESCRIPTION

LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°17'18"W	2639.67'
L2	N00°17'04"W	2669.51'
L3	N00°16'20"W	2625.55'
L4	N00°16'15"W	2625.52'
L5	N89°51'48"E	3147.77'
L6	S15°08'34"E	676.22'
L7	S09°51'26"W	508.31'
L8	N80°08'34"W	1448.37'
L9	S09°51'26"W	600.00'
L10	S80°08'34"E	1448.37'
L11	N09°51'26"E	550.00'
L12	S80°08'34"E	60.00'
L13	N09°51'26"E	558.31'
L14	N15°08'34"W	660.14'
L15	N89°51'48"E	1848.18'

LINE TABLE		
LINE	BEARING	LENGTH
L16	S00°05'46"E	5299.08'
L17	S00°41'11"E	5268.28'
L18	S89°48'13"W	2626.07'
L19	N89°54'41"W	510.48'
L20	N00°41'11"W	322.00'
L21	N89°54'41"W	300.03'
L22	S00°41'11"E	322.00'
L23	N89°54'41"W	1642.07'
L24	N89°35'27"W	2376.24'
L25	N00°00'04"W	16.20'
L26	S88°26'05"W	60.00'
L27	N01°33'57"W	60.00'
L28	N88°26'05"E	60.00'
L29	S01°33'57"E	60.00'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	25°00'00"	970.00'	423.24'
C2	25°00'00"	1030.00'	449.42'



is this correct?

NOTE: THIS DRAWING DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND IS ONLY INTENDED TO DEPICT THE ATTACHED LEGAL DESCRIPTION.

PATH: Q:132418-02\DWG\EXHIBITS\
 DWG NAME: TAH FDP No. 2 (Secs 21 & 28)
 DWG: RDR CHK: DED
 DATE: 11/7/2019
 SCALE: N/A



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LINE/CURVE TABLES
 SEC. 16, 21, & 28, T3S, R65W, 6TH P.M.
 ADAMS COUNTY, COLORADO
 JOB NUMBER 136618-02 6 OF 6 SHEETS



City of Aurora,