



December 7, 2022

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

Re: TransPort Colorado – Sub-Area 2 – Master Plan (DA-1793-05) Submittal #2 – Response to Submission Review #1

We have reviewed Staff's 1st round of comments for Transport Colorado Sub-Area 2 MP Amendment and have attached our responses to those comments.

Owner of each Response:

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

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- See comments from Planning. (Items 2 & 3)
- See the comments and redlines from Landscaping. (Items 4)
- See the comments and redlines from Engineering regarding the PIP. (Item 5)
- See the comments and redlines from Traffic Engineering. (Item 6)
- See the comments and redlines from Aurora Water regarding the MUS and PIP. (Item 8)
- See the comments and redlines from Life Safety regarding Tab 13. (Item 9)
- See the comments and redlines from PROS regarding Tab 9. (Item 10)
- See the outside agency referral comments from Xcel Energy and Mile High Flood District (MHFD).

PLANNING DEPARTMENT COMMENTS

Reviewed by: Stephen Rodriguez srodrigu@auroragov.org / 303-739-7186 / PDF comment color is teal.

1. Community Comments

1A. Required referrals were sent to adjacent property owners and registered HOA's. No comments were received. Additionally, see the comments at the end of this letter from Xcel Energy and Mile High Flood District.

RE: Acknowledged

2. Completeness and Clarity of the Application

Tab # 4 - Natural Features Map/Existing Conditions Map

2A. Please add a reference to the DIA Air Influence District as a portion of the western perimeter recently annexed is included in SAMP #2.

RE: Numerous attempts were made to review this comment with COA staff without result. Noise contours and airport influence areas are shown on the maps.

Tab #6 - Master Plan Narrative

2B. Please delete all NE Plains references and change to I-2 Industrial District.

RE: Completed

2C. Please see the redline regarding MHFD and CDOT.

RE: Acknowledged

Tab #8 – Land Use Map Matrix

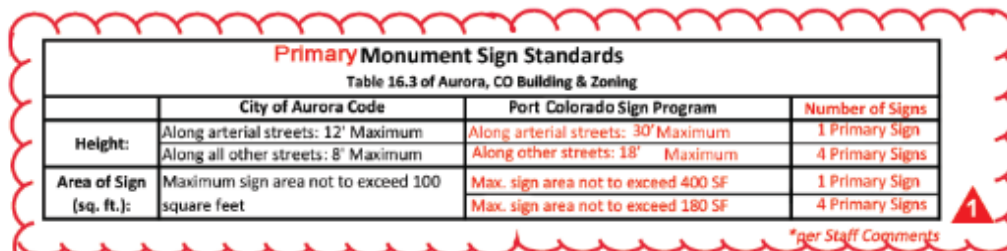
2D. Add the planned roads per the PIP on sheets 2 and 3.

RE: Numerous attempts were made to review this comment with COA staff without result. Like prior approved submittals the matrix has each development area with associated planning area map number. These “PAs” each have gross land areas in acreage which corresponds with the PIP. The planned roads are a part of each PA calculation.

Tab #10 Urban Design Standards

2E. Change Primary Monument Sign Standard Heights per redlines. Sheet 2.

RE: The Primary Monument Sign Standard Heights per the Approved Master Plan Amendment #2 reflect 30’ maximum height along arterial and 18’ maximum along all other streets as shown. Please see the attached graphic below from the Approved MP Amendment.



	City of Aurora Code	Port Colorado Sign Program	Number of Signs
Height:	Along arterial streets: 12' Maximum	Along arterial streets: 30' Maximum	1 Primary Sign
	Along all other streets: 8' Maximum	Along other streets: 18' Maximum	4 Primary Signs
Area of Sign (sq. ft.):	Maximum sign area not to exceed 100 square feet	Max. sign area not to exceed 400 SF	1 Primary Sign
		Max. sign area not to exceed 180 SF	4 Primary Signs

*per Staff Comments

Tab #11 Landscape Standards

2F. See comments under Landscape section No. 4.

RE: Acknowledged

2G. Tab #13 Public Improvement Plan Exhibit

RE: Acknowledged

3. Zoning, Land Use Comments, and Transportation Issues

3A. Is there the potential for any marijuana grow facilities to be part of the development? There are specific regulations associated with these types of facilities. Please clarify.

RE: At this time the specific end users are not known. If a marijuana grow facility was to be a part of the development, then that user would follow and abide by the specific regulations.

3B. In Tab 9, identify a *complete* pedestrian network and circulation plan throughout the development.

RE: Sub Area 2 follows the same intent as the approved Sub Area 1. See Tab 11 for sidewalk roadway sections.



4. Landscape Comments

Reviewed by: Kelly K. Bish, PLA, LEED AP/ Kbish@auroragov.org / (303) 739-7189 / PDF comments in teal.

4A. Comments:

Tab 3

- Update the context map to include the subarea boundary and the I-2 zoning designation.

RE: Updated

Tab 7

- Correct the symbology in the legend for the Planning Area Boundary for the Location Map.

RE: Corrected

Tab 8

- Update note 11 of the Standard Notes per the comments provided.

RE: Updated

Tab 10

- Update notes one and two at the bottom of Form F-1 Matrix

RE: Notes updated

- The information in Form G Matrix should be found in Tab 11.

RE: Moved

Tab 11

- In Form G Matrix, add language to describe the landscape being proposed for the medians. Will it comply with the UDO or will it comply with PROS standards? Add language on how industrial outdoor storage and loading dock areas are to be screened.

RE: Language added

- Update the language in Form G Matrix for the Landscape Buffers as noted.

RE: Added

- Update the note at the bottom of the Form G Matrix per the comments provided.

RE: Added

Tab 12

- Form H Matrix includes the language regarding screening of service and loading docks in Tab 11. Update the landscape requirements to include the addition of landscaping.

RE: Added

- Update the note at the bottom of the Form H Matrix.

RE: Completed



REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

5. Civil Engineering

Reviewed by: Kristin Tanabe, ktanabe@auroragov.org / 303-739-7306 / Comments in green.

5A. Tab 10 (Urban Design Stds.) – Correct to “retaining walls.” Sheet 1/8.

RE: Corrected

5B. Tab 13 (PIP) – The master plan will not be approved by public works until the master drainage report is approved. Sheet 1/36.

RE: Acknowledged

5C. Narrative does not discuss the identified bridge across Bear Gulch. Sheet 6/36.

RE: “Bridge” has been added to the narrative with clarifying language. Please note that the conveyance may be accomplished with a system of box culverts, conspan, clearspan bridge or other structure, which will be further detailed in the Preliminary Drainage Report and Infrastructure Site Plan.

5D. Is 38th Avenue not included? It is labeled on the exhibit. Sheet 6/36.

RE: 38th Avenue will not be constructed with Subarea 2; this label has been removed.

5E. Add that off-site improvements may be required to meet traffic and/or fire/life safety needs. Sheet 8/36.

RE: Completed

5F. Add “including the bridge crossing of Bear Gulch.” Sheet 14/36.

RE: Completed

5G. The eastern half of Quail run Road needs to be included. Sheets 17, 21, 33 & 36.

RE: The east half has already been constructed. Please refer to the label in the exhibit. Clarifying text has been added to the narrative.

5H. Does this hatch refer to existing gravel roads? If so, please indicate this. Sheet 26/36.

RE: All existing section line and half section line roadways are asphalt except for the roadway along the eastern perimeter of PA-3. Please see the revised legend and exhibit labels.

5I. Provide a conceptual section for the proposed bridge. Sheet 26/36.

RE: Completed, included on Exhibit 1.

5J. 38th Avenue is labeled but does not have the roadway improvement hatch representing the limits of improvements nor is it included in the narrative. Sheet 26/36.

RE: Please refer to the response to #5D.

5K. Without the bridge, won't there still need to be some form of conveyance across 48th? Sheets 27 & 30. 5E. NEATS identifies a grade change separated crossing of the UPRR at Schumaker Road. Why was this removed?

RE: There's an existing culvert. This culvert is now labeled on the exhibits.



6. Traffic Engineering

Reviewed by: Kyle Morris / kdmorris@auroragov.org / Comments in gold.TIS

6A. Supporting documentation of internal trip reduction? Sheet 13

RE: See the following excerpt from the Port Colorado Master TIS.

Due to both the large size and relative isolation of the Port Colorado development, it is estimated that there will be additional interactions that take place between the industrial/warehousing/data center uses and the mixed-use parcels that would result in trips to the adjacent roadway network but not to the regional transportation network (i.e., outside the basic Port Colorado boundary). An additional 9 percent of traffic to/from Subarea 5 is projected to interact with the industrial/warehousing/data center planning areas. This percentage is consistent with the interactions seen between the TAZ in the *NEATS Refresh* model that represents Subarea 5 and the other two TAZs that encompass Port Colorado. This results in 12,194 inbound and outbound trips (total = 24,388 trips) between Subarea 5 and the industrial/warehousing/data center planning areas never leaving the roadway network encompassed by the Port Colorado development. As a result of this interaction, while the net new trips to the roadway network is about 158,000, only about 134,000 impact the roadway network beyond the Port Colorado site.

6B. Higher than NEATS Update volumes. Sheet 17.

RE: The 2018 NEATS update estimates for trip generation for the 3 TAZs which are included in Port Colorado generate just 5,254 daily trips in 2040 and 56,276 daily trips by full buildout of the NEATS study area. Actual trip generation from Port as approved in the master TIS is approximately 158,000 daily trips.

6C. Do we have triple lefts/rights anywhere else in Aurora? Sheet 26

RE: There are a handful. Parker/Quincy and Quincy/Smoky Hill are two examples.

6D. Assuming the 70% is for the under 10,000 population? Sheet 188.

RE: This is based on this area having a population lower than 10,000. This is likely not a good assumption for 2040 and analysis has been updated to show 100% satisfaction.

7. Real Property

Maurice Brooks/ mbrooks@auroragov.org / 303-739-7294 / Comments in magenta.

7A. No Comments or Redlines.

RE: Acknowledged

8. Aurora Water

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

Utility Conformance Letter

8A. Change to specify the overall master utility study. Sheet 1/13.

RE: Completed

8B. Many data centers require more water than the standard industrial assumptions due to evaporative cooling. Sheet 1/13.

RE: Acknowledged. At the time of the individual site plan entitlements, a utility compliance letter will be provided, which evaluates actual water and sewer demands based on specific water fixture counts. The purpose of the general



City specified utility demands, based on land use, is that they are conservative enough to account for most development. Further, watermain sizes are typically determined based on fireflows, not domestic demands.

8C. What is the pavement section for this road? Many roads are requiring a 48-inch section. You can reduce the distance between the culvert and the water to 18-inches. Sheet 8/13.

RE: Pavement sections are determined by the geotechnical engineer based on site specific conditions, during construction. The recommended pavement sections for other areas within the Port masterplan have not exceeded twenty-four (24) inches. Antidotally, in Westwood's experience over twenty-plus years working in the Denver metropolitan area, the thickest pavement section encountered has been twenty-four (24) inches.

8D. Civil plans are not being approved through this Master Plan. General comments have been provided but a final review will occur with the ISP and Civil Plans. Additional comments will be added during those reviews. Sheet 8.

RE: Acknowledged. Westwood appreciates the initial feedback provided to better plan for the next phase of design detail.

8E. Water will need to go around the clear span and cannot be within the embankment. Sheet 8.

RE: Acknowledged. Per the suggested, narrowed pavement section, across the bridge, the water and sewer can be installed within the 114-foot ROW, while being outside the bridge section.

8F. Preference is to have the sanitary out from under the clear span due to maintenance concerns. Sheet 8.

RE: Acknowledged. Please refer to the response to #8E.

8G. Mains larger than 21-inches require CDPHE review and approval through a site application. Sheet 8..

RE: Acknowledged. Westwood will initiate conversations with CDPHE regarding this sewer that is sized for the ultimate development of Port Colorado and not just SA2.

8H. This sanitary main exceeds the allowable limit between manholes. This portion will need to be in a casing as well under the clear-span bridge. Sheet 8.

RE: Acknowledged. Westwood appreciates the initial feedback provided to better plan for the next phase of design detail. Proper spacing of sanitary sewer manholes and location of sewer relative to the Bear Gulch crossing will be demonstrated with the construction drawings.

8I. Force mains need to transition to gravity around 4 feet before the manhole. Sheet 11.

RE: Acknowledged. The profile included in the CDs will include this update.

8J. Force mains should be two force mains for redundancy with transfer vaults roughly every thousand feet. Sheet 12..

RE: Acknowledged. The narrative in the PIP has been updated, the profile included in the CDs will include this update.

PIP

8K. **Tab 13 (PIP)** - Based on the new information, Adams County is required to have its own health department starting January 1st, 2023. Sheet 7/36.

RE: The PIP narrative has been revised accordingly.



9. Life Safety

Reviewed by: William Polk/ 303-739-7371 / wpolk@auroragov.org) See [blue](#) comments

TAB 13 Comments

9A. Sheet 22

[RE: Completed](#)

- It appears the Life Safety notes have changed. Please provide the previously provided notes that spread to life safety requirements.

[RE: Completed](#)

10. Parks and Recreation (PROS)

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

10A. PIP - The PIP typically includes information regarding trails. When trails are constructed to double as maintenance access paths either for drainageway improvements or utility infrastructure, that should be noted in association with such construction. Revise accordingly for the narratives of applicable planning areas.

[RE: The narrative and exhibits have been updated to show the trail surrounding Bear Gulch.](#)

10B. Tab 9 - It appears this sub-area plan combines the former PA-33 and PA-34 into a consolidated planning area. Was the PA-33 designation abandoned altogether? Sheet 1.

[RE: Yes PA-33 was abandoned altogether for clarity](#)

10C. Tab 9 - The acreages in this column deviate from the way in which the open space land dedication was calculated in the overall Port Colorado Master Plan. For consistency, this column D should represent the net acreage after the floodplain is removed. The acreages for PA-34 AND PA-35 should be at least 31.27 acres and 25.69 acres, respectively after the floodplain is deducted out of each area. Sheet 2. No further comments

[RE: Corrected](#)

11. Xcel Energy / Donna George / donna.l.george@xcelenergy.com / 303-571-3306

11A. Public Service Company of Colorado's (PSCo) Right of Way and Permits Referral Desk has reviewed the master plan for **Transport Colorado SubArea2**. Please be aware PSCo owns and operates existing electric distribution facilities including transformers within various areas of Subarea 2.

The property owner/developer/contractor must complete the application process for any new electric service via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.

For additional easement that may need to be acquired by separate document, the Designer must contact a Right-of-Way and Permits Agent.

As a safety precaution, PSCo would like to remind the developer to contact Colorado 811 for utility locates prior to construction.

[RE: Acknowledged](#)



12. Mile High Flood District (MHFD)

12A. SAMP comments - 11/1/22: Haley Koesters, P.E. Project Engineer, Mile High Flood District hkoesters@mhfd.org / MHFD Review Comments Re: Transport Colorado Master Plan Subarea 2 (1364325)

This letter responds to the referral request for our comments concerning the referenced project. We have reviewed the referral only as it relates to a major drainageway and for maintenance eligibility of storm drainage features, in this case:
- Regional Detention Basins and Channel Improvements (Bear Gulch, Henry David Draw) MHFD staff has the following comments to offer:

1) Please ensure what is being proposed for this sub area is consistent with what has been submitted and reviewed in the master plan and amendments.

RE: [Only a Drainage Compliance Letter is being submitted with this application, which references the latest masterplan amendment to the Master Drainage Report.](#)

2) Release rate at Sub Area 2 boundary should match existing peak and hydrograph shape since there are no immediate planned improvements downstream. In future submittals as the design progresses, please document that there will be no adverse impact downstream.

RE: [Please refer to the response to comment 12A.1.](#)

3) As the design progresses, please consider emergency location and design of emergency overflow spillways for all of the proposed ponds and how the emergency overflow spillways interact with the surrounding proposed infrastructure (roadways, utilities, etc.)

RE: [Please refer to the response to comment 12A.1.](#)

4) Write up in FDPs-Tab 13 for PA 9 indicates that runoff from PA-8C will be routed into in-line regional detention pond in PA-9. Please confirm this is true and correct if not.

RE: [Please refer to the response to comment 12A.1.](#)

5) We look forward to reviewing future submittals as the design progresses. We appreciate the opportunity to review this proposal. Please feel free to reach out to me with any questions or concerns. 12A. Public Service Company of Colorado's (PSCo) Right of Way and Permits Referral Desk has reviewed the master plan for **Transport Colorado SubArea2**. Please be aware PSCo owns and operates existing electric distribution facilities including transformers within various areas of Subarea 2.

RE: [Please refer to the response to comment 12A.1.](#)

13. Colorado Department of Transportation

13A. No comments received to date.

RE: [Acknowledged](#)

14. Adams County

14A. No comments received to date.

RE: [Acknowledged](#)



15. Public Art

15A. There is an error in the way the public art requirement is calculated. The rate per non-residential acreage is \$540 per acre. This rate should be applied to the total acreage of 6,050.87. Then use that new total to determine the correct amounts for the budgets for professional artists, public art plan application fee, maintenance and repairs, and project coordination. Then resubmit the public art plan with the corrected budgetary figures. If there are any questions, please contact Roberta Bloom, Public Art Supervisor, at rbloom@auroragov.org. comments received to date.

RE: Art budget updated to reflect \$540 per acre. As per the Approved Sub-Area 1, the art budget *only* reflects the art budget for the given Sub-Area. The total art budget for the 6,050.87 acres can be found in the approved Master Plan (Amendment #2).

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

Sincerely,

Jennifer Carpenter
Principal

Re: TransPort Colorado MP Sub-Area 2 (#1283749)
TAB #6: MP Narrative (FORM B)

Submitted: September 21, 2022
2nd Submittal: December 5, 2022

1. General Description of the MP Sub-Area 2

Briefly describe the general character of your proposed MP. What will be the predominant land uses? What market segment is the proposed development designed to serve?

RE: The TransPort site is located in the I-2, Medium Industrial District. There are four distinct subareas in the Northeast Plains Zone District. The TransPort Site is located within the Front Range Airport Subarea ("FRASa"). In accordance with Section 146-1000.B.4 of the Aurora Zoning Code, the purpose of the FRASa "is to take advantage of the Front Range Airport and supporting transportation network (air, rail, highway) to support economic development that is oriented towards multi-modal transportation. Residential uses are not permitted in this subarea. TransPort has the opportunity to provide a wide range of services, employment, and education within the City of Aurora for existing and future residents. The primary uses on the site are all non-residential and primarily Industrial and Commercial in nature. As an employment center for the City of Aurora, the intent is to provide for a wide range of permitted uses currently identified in the I-2 Industrial District. Anticipated uses are as follows:

- **Airport Industrial/Corporate Aviation:** Air-related uses that may include aircraft manufacturing, air cargo and freight services, aircraft maintenance, and other uses such as corporate hangers and other facilities to accommodate corporate clients that may rely on direct runway access. These uses would require direct access to airport property and will be accomplished with Through-The-Fence agreements which are in place with Adams County and the Colorado Air & Space Port.
- **TransPort Opportunity Center and Educational Facility:** It is anticipated that this facility would provide a location for job training skills and continuing education for TransPort and the surrounding area. Educational courses may focus on flight training and simulation, railroad services and skills development, and other elements critical to keeping employees trained and educating new ones in current technology.
- **Mixed Commercial:** Office campuses, retail, and light industrial developments all characterize the potential uses in the Mixed Commercial areas. However, the mix may vary depending on the location of the Planning Areas and transition to Medium and Heavy Industrial areas.
- **General Industrial:** Warehouse, distribution, manufacturing, outdoor storage, and other industrial users may characterize areas within this designation. 56th Avenue provides a direct link from TransPort and Colorado Air & Space Port to Denver International Airport ("DIA"). This roadway circulation allows warehouse and distribution users to have access to both DIA and the Colorado Air & Space Port permitting flexible space wherever the demand is present for storage. Access to E-470 is also provided via 56th Avenue and Interstate 70 is close, by way of the Watkins interchange making it also attractive to non-aviation users.

2. Defining Character of the MP

Describe how your proposed MP will create a unique community with a definable character and special "sense of place". What facilities, amenities and special design features will set it apart in the marketplace from similar developments in your area?

RE: As noted previously in this MP, TransPort provides a location for employment opportunities for the City of Aurora that utilizes the unique location of three significant pieces of transportation infrastructure. TransPort is one of the only multi-modal locations in the United States with on-site access to major road, and air facilities.

TransPort will provide some pedestrian and bicycle amenities. The Open Space and Circulation Map (Tab 9) illustrates conceptual pedestrian and bicycle circulation within TransPort and provides connection to future City of Aurora and Adam's County open space and trails within the area. TransPort will establish general design standards

for Urban Design, Landscaping and Architecture which will be provided with each Sub-Area Master Plan. More specific design standards will be provided with each individual CSP application. A "sense of place" will be created.

3. Zoning Conformance

Does the MP accurately reflect adopted E-470 and I-2 boundaries?

RE: The MP Amendment does accurately reflect the adopted 2019 Unified Development Code

4. Potential Regulatory Conflicts

Are there any existing or potential conflicts between MP 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 you propose to resolve them?

RE: None at this time.

5. Waivers

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

RE: At this time, there are no waivers being requested for the TransPort Colorado MP Sub-Area 2.

6. Required City Facilities

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

RE: The PIP (Tab #13) is intended to provide the service concepts and infrastructure requirements for the trunk infrastructure components for the TransPort Development. The PIP describes the proposed approach in implementing an infrastructure improvement program that minimizes costs, provides just-in-time delivery to support development, and optimizes the use of public-private partnerships to raise capital for construction. The PIP describes infrastructure needs, such as roads, water, wastewater, as well as parks, fire, and municipal services.

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.

RE: Yes, Please see the PIP (Tab 13) and the TIS.

8. Pedestrian Circulation

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

RE: Conceptual pedestrian and bicycle trails have been provided within the TransPort development and are illustrated on the Open Space/Circulation Map in Tab 9.

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 archeological 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 ridgelines 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.

RE: Suitable trees will be preserved with the development of the Site if possible. See Tree Survey (Tab 4).

As seen on the Existing Conditions/Natural Features Map (Tab 4 and Binder Pocket 2), wetland areas, riparian habitat and water of the U.S. have been identified in the western portion of TransPort along the Bear Gulch Floodplain. An appropriate Open Space buffer alongside these areas will be established for conservation and to accommodate trail development. The exact location of the Open Space Buffer will be established during individual CSP applications. In addition, per Section 146- 1403 of the Aurora Zoning Code, compliance with applicable requirements of the Federal Clean Water Act and the associated Army Corps of Engineer's 404 permit process will be adhered to for wetlands and waters of the United States.

10. Neighborhood Concept

Briefly describe the location of your individual neighborhoods. How have you defined the boundaries for each neighborhood? How are the architectural styles and other design features distributed among the neighborhoods? Are there any styles or other design standards that are restricted to specific areas? Also fill out Urban Design Form F-2 to more fully describe the special standards and character of each neighborhood.

RE: Not applicable. The primary use of the property is Industrial. There are no residential elements to TransPort.

11. Black Forest Ordinance

Is the Black Forest Ordinance applicable to your site? If so where do the impacted areas show on your exhibits, and how will the requirements of the ordinance be carried out?

RE: Not applicable.

12. Steep Slope Standards

Does your development plan include building on areas with an existing slope of 6% or greater? If so, what standards and design strategies have you adopted to deal with drainage and aesthetic issues? Have you reviewed and considered our recommended steep slope design guidelines? If not, why?

RE: As seen on the Existing Conditions/ Slope Map (Tab 4 and Binder Pocket #2), the site is relatively flat with 95% of the site ranging from 1 to 4 percent slopes. There are some isolated areas of the Site that contain 5 to 8 percent slopes. According to the City of Aurora regulations development is prohibited on 30% slopes, therefore slopes are not an issue on the TransPort site.

13. Consultations with Outside Jurisdictions and Agencies

Have you consulted with representatives of your local school district, the Colorado Division of Wildlife, the Colorado Department of Public Health and Environment, or other applicable local, state or federal agencies? If so, list the dates, contact person, and results of your discussions. Include any letters you've received from these agencies as an appendix to your application.

RE: According to the May 25, 2018, pre-application meeting notes, there were no outside jurisdictional, or referral agencies listed. the Aurora School District does not have any issues. TransPort is and has been primarily agricultural; with minimal oil and gas production occurring. At the time of receipt of MP comments, any recommendations of meeting with these groups will be followed through with.