



December 08, 2023

Steve Timms  
City of Aurora, Planning Department  
15151 E. Alameda Parkway  
Aurora, CO 80012

**RE: THIRD SUBMISSION REVIEW: AURORA TECHNOLOGY AND ENERGY CORRIDOR (ATEC) – MASTER PLAN**

Application Number: **DA-2214-00**

Case Number: **2020-7001-00**

Dear Mr. Timms:

Thank you for taking the time review the third submission of the Aurora Technology and Energy Corridor. Valuable feedback was given by City Staff which was received on October 4, 2023. The project was placed on hold temporarily while key project elements were revised. Adjustments have since been made to reflect some of the key issues outlined from the last round of review.

Although much of the visioning for the development remains the same a few key items have been refined. Below is a generalized outline of those items:

- Change in Branding: Previously the Master Plan was under the name “Aurora Technology and Energy Corridor” (ATEC). Under the new Applicant, the Master Plan shall now be referred to as “Aerotropolis Logistics Center” (ALC).
- Open Space and Trail Circulation: Trail alignments have been revised to be generally located central to the development and shall follow the adjacent internal Collector roadway. The proposed trail within the PSCo easement, along with the trail nodes, have been removed.
- Trail Crossings at Arterials: All trail crossings are proposed at-grade due to site restrictions such as existing utility conflicts and grading challenges.
- Oil and Gas Operations Areas: The number and location of proposed oil and gas operations areas have been adjusted. The total number of operations areas have been reduced from 2 existing and 4 proposed, to 2 existing and 2 proposed. Powhaton Road & E. 26th Avenue Interchange: A revised “Divergent Diamond Interchange” has been proposed at the southwest corner of the property. This interchange has been carefully considered and designed by the Aerotropolis Regional Transit Authority (ARTA) and the City of Aurora.
- Planning Areas: Minor adjustments to planning area sizes have occurred, but general land use and intent remains the same.
- Street Alignment: Minor adjustments to proposed collector roads within the development have occurred to be best position these based on adjacent connections and development.

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

Sincerely,

Samantha Pollmiller  
Norris Design



## Third Submission Review Comment Response Letter

### PLANNING DEPARTMENT COMMENTS

1. Completeness and Clarity of the Application
  - a. Upon the next submittal, please include a table of contents and a list of the various tabs and attachments in the appendix for ease of review and administration. This document can be added to the cover sheet or other introductory document.  
**Response: A table of contents has been provided.**
  - b. Please update the documents to reflect Aerotropolis Parkway, rather than Powhatan Road to the west.  
**Response: Powhatan Road has been replaced with Aerotropolis Parkway throughout the document.**
  - c. Has an avigation agreement been finalized for this development in the past? Please confirm.  
**Response: This was completed.**
2. Zoning and Land Use Comments
  - a. Tab 1: Letter of Introduction:  
Please add E. in front of all numbered avenues (i.e.- E. 48th Avenue, E. 26th Avenue, etc.)  
**Response: Street names have been updated.**
  - Tab 2: Development Application:
    - b. No further comments at this time.  
**Response: Noted. Thank you.**
  - Tab 3: Context Map:
    - c. The various oil and gas well sites include different line work and markings that are not identified in the legend. Please update and explain.  
**Response: Oil and gas well symbology have been updated and further clarified in the legend.**
    - d. Identify which oil and gas sites exist and which are proposed.  
**Response: Oil and gas well symbology have been updated and further clarified in the legend.**
  - Tab 4: Site Analysis:
    - e. Please add E. in front of all numbered avenues (i.e.- E. 48th Avenue, E. 26th Avenue, etc.).  
**Response: Street names have been updated.**
    - f. Please ensure that the expansive views from the site are included within the urban design tab.  
**Response: Additional language has been added within Tab 10, as requested.**
    - g. Monaghan Road is identified as a major arterial in other tabs. Please verify.  
**Response: It has been confirmed that Monaghan Road is proposed as a Minor Arterial classification. No updates are required.**
    - h. The existing farmhouse along E. 38th Avenue- is this structure historically significant at all? ADCO records date it from the early 20th century. Can any of it remain or be incorporated into the site? Please add some information or a section about the historical context of the farm.



**Response:** Upon further investigation, the house was determined low value due to poor frame construction and age. It does not hold any historical significance and will be removed with future development.

Tab 5: Response to Written Comments:

- i. No additional comments at this time.  
**Response: Noted. Thank you.**

Tab 6: Master Plan Narrative:

- j. Please add E. in front of all numbered avenues (i.e.- E. 48th Avenue, E. 26th Avenue, etc.).  
**Response: Street names have been updated.**
- k. Please correct the typo of Monaghan Road.  
**Response: Typo has been corrected.**
- l. Describe more fully how this development will be unique and different from other logistic parks in the area. Is it through architecture, uses, design, prairie landscape, etc.?  
**Response: Additional language has been added to better convey the theme and character of the development.**
- m. Also, find ways to utilize the views through building placement and design.  
**Response: Additional language has been added.**

Tab 7: Public Art Plan:

- n. No additional comments at this time.  
**Response: Following the receipt of the comments/redlines, additional comments were provided from Roberta Bloom with a request to add a key map to reflect potential public art locations and further define timeline. These requests have been accommodated with this resubmittal.**

Tab 8: Land Use:

- o. There is a note about the location of a temporary fire station next door in The Aurora Highlands, but not on this site. Likewise, there is no specific acknowledgment about a permanent site for a fire station here and at what size (although referenced in the pre-app notes). Can you please provide an update on discussions as it relates to future fire station facilities in this area?  
**Response: Acknowledged. The notes pertaining to fire station were not a part of the standard Aurora Master Plan notes have been removed to avoid future confusion. Fire services shall be provided via the fire station in the adjacent Aurora Highlands community (PA-75).**
- p. In other sections of the master plan, PA-2 is identified as retail/commercial only. The City would like to have some dedicated commercial/retail areas – especially along key arterials or intersections, in keeping with the Comprehensive Plan. Perhaps a % of land to remain commercial, or certain key frontage dimensions which could remain commercial only? Also, please review the land use categories in Sec. 5.1 of the Master Plan Table and see how these can be incorporated into this master plan.  
**Response: It is likely that commercial development will occur along the Aerotropolis Parkway frontage and at major intersections, however to retain maximum flexibility within the uses permitted under the underlying zoning district (AD), all areas that are not indicated as “open space” will remain as “Commercial/Industrial Mixed Use”.**



q. The oil and gas sites have different line work that does not match the legend. Please update.  
**Response: Legends have been updated.**

r. The boundary between PA 5 and PA 6 needs to be refined to accommodate the future streets and the oil and gas site.  
**Response: The boundary between PA5 and PA6 has been revised to better align with the adjacent oil and gas development area.**

s. Can you please elaborate on the OS areas that are easement rather than dedication?  
**Response: Open Space areas impacted by easements and utility corridors have been revised to reflect "Open Space – Easement" and additional language has been added to the "Comments" column.**

i. The City does not use the FAR approach for building size or scale. While it can remain as a guide to development, please make it very clear that it is not a requirement (either minimum or maximum). Another option is to remove it completely from the master plan.  
**Response: FAR has been removed from the Land Use Map.**

Tab 9: Open Space:

t. Please show where these open space areas connect to outside the development. i.e.- where are the channels and open space corridors continuing to the east, west, and north?  
**Response: Content from The Bicycle and Pedestrian System Map from the Comprehensive Plan is included on the Open Space Map per Staff request.**

Tab 10: Urban Design Features:

u. Fence standards need to be updated to shall rather than may. The same with enhanced paving areas. For the fence table, can you please add more information about the location on the site (i.e.- front yard, side yard, side on street, or have a diagram or images that define these areas better?  
**Response: The language in #3 and #5 has been updated.**

v. A uniform type of signage needs to be present for monumentation signage as well as project identification signage.  
**Response: Additional signage information has been added to Page 13.**

w. Add language about utilizing and taking advantage of the expansive views through architecture, design of buildings, etc. Also, add language about increased architecture, buffering, and screening will be needed for those properties next to residential – i.e. Powhaton.  
**Response: Language has been added. Additional information has been added.**

x. Ensure monument signage meets the requirements of the UDO, especially in size.  
**Response: Noted. Signage in the Master plan has been checked. Signage to be formally reviewed for compliance as part of future Site Plan applications.**

y. Add example monument signage for individual tenants (if proposed).  
**Response: Page 13 explains that the font type will be present on all signs. Individual business will be allowed to incorporate their unique signage provided they stay within the Prairie Influence style.**



- z. A maximum of three strands of barbed wire, no razor wire, and no electric fencing allowed.  
**Response: *The notes have been revised.***
- aa. Additional buffering is needed across Powhaton with residential.  
**Response: *Buffering has been clarified***
- bb. Who landscapes the frontages of the oil and gas sites and the frontages of utility and pipeline easement areas? Please include.  
**Response: *This is identified in these standards. The Driller/Operator is responsible per the SUA.***
- cc. Is the buffer treatment table an adjustment from the City code? If not, we can work with our landscape team to help streamline this language.  
**Response: *The table is per the UDO.***

Tab 11: Landscape Design:

- dd. Add street trees along roadways.  
**Response: *The language has been added.***
- ee. Drainage ponds along arterials or collectors or at prominent intersections will need additional landscape treatments.  
**Response: *The UDO address required landscape treatments.***
- ff. Buffer also increased for properties adjacent to residential – i.e. Powhaton.  
**Response: *Buffering information along Aerotropolis has been added.***
- gg. What can be done to effectively berm truck-logistic parking?  
**Response: *Buffering information has been added.***
- hh. Allow for more hard or plaza area for office/retail uses.  
**Response: *Hardscape and Plaza information has been added.***

Additional comments received by Steve Timms (11/7/2023)

**Tab 11: Landscape Design:** (Steve Timms [stimms@auroragov.org](mailto:stimms@auroragov.org) Comments in teal)

1A. Sheet 2: Please change “the common thread” and “the unifying element” to “a common thread” and “a unifying element”.

**Response: Changed**

1B. Sheet 2: Add “and commercial” to the narrative about a cohesive industrial district.

**Response: Changed**

1C. Sheet 3: Discuss and flesh out how the character landscape areas will be determined and shown on future site plans.

**Response: These will be identified at time of individual Site Plan. The character descriptions on pages 6 – 8 provides guidance.**

1D. Sheet 3: Table will need to be expanded to break out traditional industrial with commercial/retail, public/open space/drainage being added as applicable for relevant sections.

**Response: These will be identified at time of individual Site Plan. The character descriptions on pages 6 – 8 provides guidance.**



1E. Sheet 4: Some additional photos illustrating these matrix items would be beneficial.

**Response: A new page has been added.**

1F. Sheet 4: For oil and gas areas, more evergreens than deciduous trees would be warranted.

**Response: Screening obligations are per the SUA with the driller/operator. Additional screening is at the developers discretion.**

1G. Sheet 4: Where are these key intersections and how are they determined? A map will probably be needed or a list of these.

**Response: These have been identified to the map on page 14.**

1H. Sheet 5: Remove contextual before site plan.

**Response: Updated**

1I. Sheet 5: Include language about public art and landscape integration and how that may look (text or photos).

**Response: The art has not been commissioned yet or located. I mention of art has been added to Form G, #11**

1J. Sheet 6: How would natural vs stylized expressions be determined – process and layout, etc?

**Response: This will be identified on the individual site plans.**

1K. Sheet 7: This is good, but how would these character areas be determined? How might they change with different land uses?

**Response: These will be determined at time of site plan. This description acts as a guide when the time comes.**

1L. Sheet 7: Insert a typical industrial development site plan or concept plan and identify where these 4 areas would be located.

**Response: These will be determined at time of site plan. This description acts as a guide when the time comes. Not best to do this in a master plan as it may influence future Site Plan reviews in unintentional ways. It may lead to amendments if future Site Plans don't match exactly.**

1M. Sheet 8: How would these palettes be determined? Provide a sample site plan or concept plan showing how these may be represented.

**Response: These will be determined at time of site plan. This description acts as a guide when the time comes.**

1N. Sheet 9: Would these complimentary features be required or suggested or encouraged? If so, how and when?

**Response: Allowed - This depends on site plan conditions and client request. If used, These need to reflect the theme.**

1O. Sheet 10: Trees in tree lawn needed.

**Response: Trees have been added**

1P. Sheet 10: Trees needed in close proximity behind sidewalk.

**Response: Trees have been added.**



1Q. Sheet 11: In addition to evergreen trees, can low shrubs, grasses, and low walls also be used to help screen parking lots?

**Response:** We want to avoid showing them in this condition as they may not be needed. Showing them in the Master Plan might be an expected item on site plans. The main attempt here is to show how the ARTA ROW design would transition into an adjacent site.

1R. Sheet 12: Additional multi-modal path traversing east to west as shown on the Comp Plan map already sent.

**Response:** NDLA – 38<sup>th</sup> Avenue is the responsibility of ARTA. If a multi-modal path is desired, please coordinate that within their ISP.

1S. Sheet 14: Can you add some images of oil and gas well sites and potential landscape around those?

**Response:** O&G screening is not the responsibility of ALC. If ALC wishes to add additional screening, it would be at the Site Plan level.

1T. Sheet 15: Are these illustrations and text for commercial uses in additional to industrial? Not clear from the sheet.

**Response:** Curbside, yes. The difference is the interior design for commercial/retail/office. We want them to have some flexibility, but they need to follow the characteristics identified earlier in the document.

1U. Sheet 16: Add a section for special treatment areas to include: public art and landscape, monument and entry way signage and landscape, retaining walls and decorative fencing and landscape.

**Response:** This gets to a level of design best saved for the site plans. They need to follow the characteristics identified earlier in the document.

1V. Sheet 17: Identify where major intersections are, including a map or list.

**Response:** These have been identified to the map on page 14.

Tab 12: Architecture Design:

ii. Provide some additional images of industrial (see redlines)

**Response:** Images have been updated per the redlines.

jj. Limit metal siding on buildings facing residential or streets.

**Response:** Language has been updated.

kk. Add to the industrial section by adding more language about design for large-scale logistic buildings and their accompanying front office areas or corner office areas.

**Response:** Language has been added.

ll. Under the retail section, add a note that franchise or corporate architecture may have to be modified to conform to these standards.

**Response:** Language has been added.

mm. Additional windows are needed for large buildings.

**Response:** Language has been added.

nn. Change out the image of the metal building.

**Response:** The image has been exchanged for a more appropriate image.





Tab 13: Public Improvement Plan:

oo. PA-2 is identified as retail only.

**Response: PA-2 has been updated to Commercial/Industrial/Mixed Use.**

pp. Another tab referenced a phasing plan in the PIP, but I did not see it. Please verify.

**Response: The PIP narrative discusses the required infrastructure that needs to be constructed for each planning area to develop, and the exhibits at the end of the PIP show the phasing. Each exhibit sheet shows a planning area highlighted and the associated infrastructure that is required in order for that planning area to develop.**

Tab 14: Appendix:

qq. No additional comments at this time.

**Response: Noted. Thank you.**

3. Landscaping Issues (Debbie Bickmire dbickmire@auroragov.org / Comments in bright teal)

a. Once comments are received, I will forward them directly to you.

**Response: Comments have been received and addressed.**

4. Addressing (Phil Turner / 303-739-7357 / pturner@auroragov.org)

a. Please provide a digital .shp or .dwg file for addressing and other GIS mapping purposes. Include the parcel, street line, easement and building footprint layers at a minimum. Please ensure that the digital file provided in a NAD 83 feet, Stateplane, Central Colorado projection so it will display correctly within our GIS system. Please eliminate any line work outside of the target area. Please contact me if you need additional information about this digital file.

**Response: Noted. A digital file will be provided to Phil Turner prior to final approvals.**

## REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

5. Civil Engineering (Christopher Eravelly/ ceravelly@auroragov.org / Comments in green)

a. Tab 13, the FDP will not be approved by Public Works until the master drainage (MD RSN 1429068) study is approved.

**Response: Noted, thank you.**

6. Traffic Engineering (Carl Harline/ charline@auroragov.org / Comments in amber)

a. Once I receive comments, I will forward them to you, or you may reach out to the reviewer directly.

**Response: Comments are addressed with the revised Traffic Impact Study.**

7. Fire / Life Safety (Reviewer Name / 303-739-7371 / wpolk@auroragov.org / Comments in blue)

PIP Comments

a. Sheet 9

i. The plan must show the two points of access with a looped water supply to the overall development and each phase of the development despite any changes.

**Response: The PIP narrative was updated.**

ii. Please revise this note to include the remoteness requirement: Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

**Response: The PIP narrative was updated.**





- iii. Fire hydrants shall be spaced according to applicable fire codes and city ordinances.  
**Response: The PIP narrative was updated.**
- b. Sheet 10
  - i. Fire hydrants are required along the transmission/larger diameter water lines. Please check with Aurora Water to determine the method of placing hydrants along larger water lines. Fire hydrants shall be spaced according to applicable fire codes and city ordinances.  
**Response: The PIP narrative was updated.**
- c. Tab 8 Comments
  - i. Section 2 on form D, the Whelen system, needs to be revised to reflect the potential sites. Please see Whelen system comments on the next sheet for additional information.  
**Response: The applicant has coordinated with Fire and Life Safety and was instructed to provide two (2) Whelen systems within PA-6 and PA-19. The service areas and locations within the maps have been adjusted accordingly.**
  - ii. It appears two Whelen siren service systems may be required. Please 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 the 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](mailto:afd_oem@auroragov.org), Attn. Chief Chapman  
**Response: These have been confirmed with Fire and Life Safety and have been adjusted in both the map and Form D.**
- 8. PROS (Curtis Bish / 303-739-7131 / [cbish@auroragov.org](mailto:cbish@auroragov.org) / Comments in mauve)
  - a. Refer to redline comment on sheets 3, 5, and 6 of Tab 8.  
**Response: Redline comments have been addressed within the redlined PDFs.**
  - b. Refer to redline comment on sheets 3 and 4 of Tab 9.  
**Response: Redline comments have been addressed within the redlined PDFs.**
  - c. Refer to redline comment on sheets 12 and 13 of Tab 11.  
**Response: Redline comments have been addressed within the redlined PDFs.**
- 9. Land Development Services (Maurice Brooks / 303-739-7294 / [mbrooks@auroragov.org](mailto:mbrooks@auroragov.org) / Comments in magenta)
  - a. Once I receive comments, I will forward them to you, or you may reach out to the reviewer directly.  
**Response: It is our understanding that there were no comments.**
- 10. Library and Cultural Services/ Public Art- Roberta Bloom / [rbloom@auroragov.org](mailto:rbloom@auroragov.org)
  - a. Once I receive comments, I will forward them to you, or you may reach out to the reviewer directly.  
**Response: Noted, thank you.**
- 11. Environmental Planning- Maria Alvarez/ [malvarez@auroragov.org](mailto:malvarez@auroragov.org)



- a. There are existing and planned oil and gas surface facilities on your site or within 2,000' of your site at this time. There may be existing underground pipelines in right-of-ways. If you have questions or concerns about this, the Energy & Environment Division can assist with providing additional information.

The Colorado Energy and Carbon Management Commission (ECMC) maps indicate there are plugged and abandoned (P&A) wells within proximity of the proposed development. The applicant is responsible for locating the abandoned wells and to ensure adequate measures are taken to secure/buffer their locations during construction.

Please note that while wells display on the ECMC map with a latitude and longitude, for older wells, those values have been calculated from the footage references from section lines. They are likely close to the correct spot but may not be exact. The applicant is still responsible for physically locating such abandoned wells. The city will work with you to determine appropriate setbacks from various surface features once the wells have been located. The City recommends a permanent easement of 200 feet by 200 feet surrounding the P&A well, with no permanent structures within this easement. For information on P&A well, please visit the Colorado Energy and Carbon Management Commission (ECMC) at: COGIS - COLORADO OIL AND GAS INFORMATION SYSTEM (state.co.us).

Plugged and Abandoned (P&A) wells did produce hydrocarbons during the life of the well. Wells plugged more recently should have clear records with ECMC of the existence of any flowlines connected to the wells, and how those flowlines were handled during final remediation. Some lines are removed, and some are left buried in place. Wells plugged further in the past may not have records at ECMC regarding flowlines. Note that some flowlines were asbestos-wrapped fiberglass instead of steel and may require special precautions if removal is necessary.

Currently, there is a horizontal well drilled underneath your site. The well is at a depth of greater than 7,000 feet below the surface. The operation of the well is not anticipated to impact your surface development. The City of Aurora has no authority or control over subsurface well equipment or operations. Contact the Colorado Energy and Carbon Management Commission (ECMC) for more information. Please be advised there are also natural gas and hazardous liquid regional pipelines that run diagonal from northeast to southwest from Monaghan Rd to Powhatan Rd.

Additional information regarding oil and gas development can be found in the data and maps on the Colorado Energy and Carbon Management Commission (ECMC) Home (ECMC Home (state.co.us)) and ECMC GISOnline (ECMC GISOnline (state.co.us)).

Should you have any questions about oil and gas development, please reach out to Jeffrey S. Moore, Manager of the Energy & Environment Division.

**Response: Noted. Coordination with existing oil and gas operations within and in proximity to the site will be established prior to construction.**

**END OF COMMENTS**