

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

Submitted: September 21, 2022
2nd Submittal: December 5, 2022
3rd Submittal: May 10, 2023

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 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. **Westwood received comments from MHFD in November 2022 and worked with MHFD to resolve before approvals in January 2023.**