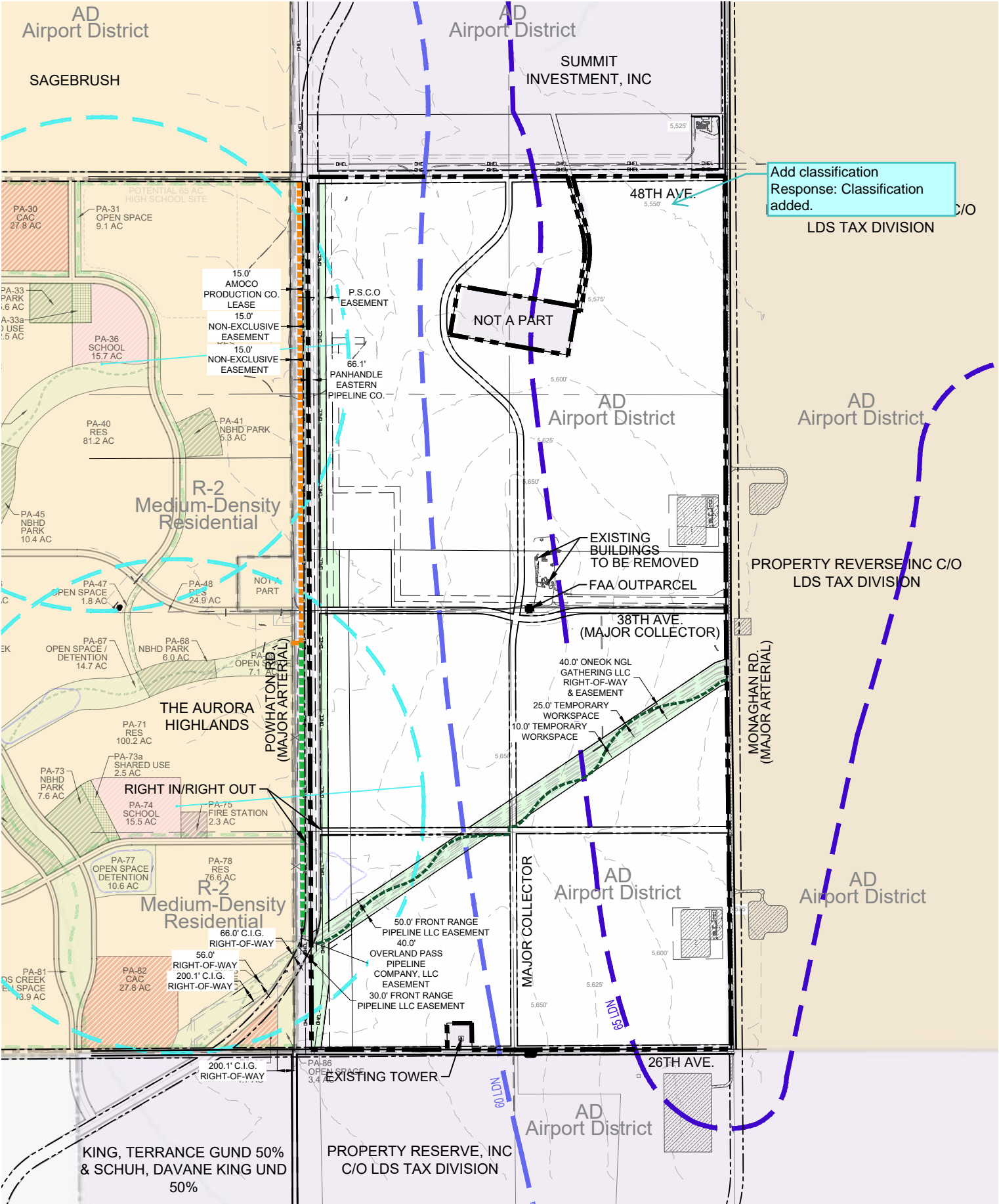


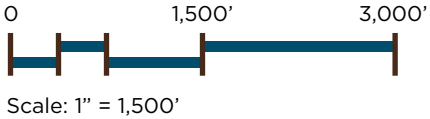
CONTEXT MAP



LEGEND

- PROPERTY BOUNDARY
- POWERLINES
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PARCEL BOUNDARY
- 10' REGIONAL TRAIL
- 14' REGIONAL TRAIL
- FUTURE SECOND CREEK TRAIL (BY OTHERS)
- WHELEN SIREN SERVICE RADIUS
- 60 LDN NOISE CONTOUR
- 65 LDN NOISE CONTOUR
- OPEN SPACE/DETENTION
- EXISTING OIL/GAS SITE

NOTES:  
1.) CONTOURS SHOWN REPRESENT 25' INTERVAL SPACING.



## MASTER PLAN NARRATIVE

---

**TAB 6**

## Form B:

### 1. General Description of the Master Plan

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

*Response:*

The Site -The Aurora Technology and Energy Corridor (ATEC) consists of +/-1,202 acres with a mixture of proposed land uses that include: commercial, recreation, mixed-use, and oil and gas operations. This location offers ease of access from nearby highways.

industrial

Response: Added.

and roads, including.....

Response: Added.

The predominant land use will be commercial and industrial development. These key land uses support the needs of the nearby residents as well as the larger Aerotropolis vision for job growth. Opening up the corridor for airport and industry uses; while locating near a mix of land uses, fosters a sustainable community.

zone district

Response: Revised.

discuss FAA outparcel

Response: discussed.

Existing Land Use - 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

should include oil and gas existing uses

Response: Text has been added.

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

Response: 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, supporting documents.

Existing Vegetation and Black Forest Dryland Agriculture on the eastern trees include Cottonwood, Ash and The site receives little moisture. No site.

There will be trees impacted by development of this site. It is required that a tree inventory is conducted on this site before any grading activities begin. A sheet must be provided with the existing trees shown and the intention to remove or preserve. I have provided a list of Consulting Arborists that can be contacted to complete a tree inventory for you, which should include inches required to plant back onto the site and dollar value. Tree mitigation is always above and beyond the Landscape Code requirements. Any tree that is removed from this site should either be replaced within the landscape or be mitigated through payment to the Community Tree Fund.

Existing Utilities - An Alta Survey has existing easements on the site. See are multiple areas that are affected

Response: A tree mitigation plan will be provided as part of the overlot grading permit and CDs currently in process under ARTA.

power transmission line which runs along Powhatan Road, various gas easements located throughout the corridor. These areas have been designed to be incorporated into adjacent open space and trail corridors.

Response: Revised.

Airport Overlay District - The ATEC falls within the Denver International Airport and Front Range 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.

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, 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 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?

Response:

The Aurora Technology and Energy Corridor (ATEC) will located on the high plains prairie, approximately three miles south of Denver International Airport (DEN). Surrounded by Class A Business Park 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.

The design for the ATEC fully embraces the Aerotropolis Study and the City of Aurora’s recently adopted NEATS Refresh. Implementation of the infrastructure requirements in and around the airport 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 Class A Business Park 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. Continuity with The Aurora Highlands is desired. Character elements between these two developments will be similar so as to continue the overall brand and theme over the larger 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.

what key intersection? Clarify  
Response: Text added.

+/- 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 land uses congruent with the standard land uses permitted under Airport District zoning. In addition, outdoor entertainment may develop within the ATEC as a conditional land use. this will need to be approved at time of Preliminary Plat.

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:*

Many of the proposed arterial roadways are existing or currently approved with a different application. 48th Avenue, 26th Avenue, Powhatan Road, and 10th Avenue are adjacent to the site. These roadways

this implies the road is built.  
Should clarify existing vs. proposed  
Response: Language has been revised.

The planned Powhatan-Harvest Interconnect on the western edge of the site will provide good through-connectivity between the airport and I-70 and has been built to direct heavy traffic around the residential

will be  
Response: Revised.

development adjacent to ATEC. Collector roads are identified in the Master Plan for internal connectivity. Internal collector roadways are proposed to generally facilitate through traffic north/south and east-west through the development. Collectors are proposed to align with currently approved or existing interchanges. Ultimate locations are subject to change with future Preliminary Plats.

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:* see PROS comments and revise accordingly  
The only known comments. Response: Text has been adjusted per PROS comments. the property along the Powhatan Road right of way, approved with The Aurora Highlands FDP. Additional trails are proposed within the larger easements of the development. These proposed trails will connect to proposed trail systems from adjacent developments and will cross major roadways, such as Powhatan Road at designated signalized intersections.

## 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:

- Historic and Archaeological Site – There are no known historic or archaeological significant sites located within the ATEC site boundary.
- Significant Views – There are expansive views to both the east and west from the ATEC. Views will be preserved where applicable, via road alignment and open space corridors.
- Riparian Wildlife Habitat – There are no known major riparian wildlife habitats on site, however similar areas will be protected from development by being located within an open space and park corridor area, where possible.
- Topography – The general intent of the roadway network on site is to align with existing topography, where applicable. In addition, existing swales and drainage corridors are generally protected by being located within open space, park and trail areas.
- Natural or Geologic Hazard Areas – Outside of known oil and gas operations areas, there are no known natural or geologic hazards area located within the ATEC site boundary. The current oil and gas operations areas. complete sentence

Response: Revised.

## 10. Village Concept

Briefly describe the location of your individual neighborhood. How have you defined the boundaries

## PUBLIC ART PLAN

Clearly it is desirable to have the Public Art plan submitted with the master plan so that a singular vision is established. However, the Ordinance gives the option to file with the first site plan.

per discussion with staff, please include language to indicate the applicant will maintain the public art plan budget and acreage as originally intended, but remove all other specific references.

The public art plan details will be required concurrent with or prior to the first site plan application.

Response: Noted. The Public Art Plan will be provided with the Master Plan and the Applicant will continue to work with staff as future development occurs.

## LAND USE MAP-MATRICES

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**TAB 8**

# ATEC FDP

## Form D - Land Use Matrix

| A.                   | B.                       | C.                                    | D.                       | E.  | F.  | G.   | H.  |
|----------------------|--------------------------|---------------------------------------|--------------------------|---|---|--|---|
| Land Use Item        | Planning Area Map Number | Map Area Code                         | Gross Land Area in Acres | Land Use Formula                          | Maximum Potential Density by<br><i>(In DU/acre)</i> | Actual Proposed Maximum<br><i>(In DUs or SF)</i> | Phasing, Details and Comments<br><br><i>(Includes phase number or triggering event)</i> |
|                      |                          |                                       |                          | 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 Airport District Uses under Chapter 146-Article 3 of the City of Unified Development Ordinance.   | PA-1  | Open Space                                 | 13.1  | Open Space                                 | N/A | N/A |                                 |
|   | PA-2  | Commercial / Industrial / Mixed Use        | 224.8 | Commercial / Industrial / Mixed Use        | N/A | N/A | Contains Oil and Gas Pads A & B |
|   | PA-3  | Commercial / Industrial / Mixed Use        | 301.2 | Commercial / Industrial / Mixed Use        | N/A | N/A | Contains Oil and Gas Pad C      |
|   | PA-4  | Commercial / Industrial / Mixed Use        | 10.0  | Commercial / Industrial / Mixed Use        | N/A | N/A |                                 |
|   | PA-5  | Open Space                                 | 5.6   | Open Space                                 | N/A | N/A |                                 |
|   | PA-6  | Commercial / Industrial / Mixed Use        | 128.8 | Commercial / Industrial / Mixed Use        | N/A | N/A |                                 |
|   | PA-7  | Commercial / Industrial / Mixed Use        | 78.1  | Commercial / Industrial / Mixed Use        | N/A | N/A |                                 |
|   | PA-8  | Open Space                                 | 19.3  | Open Space                                 | N/A | N/A |                                 |
|   | PA-9  | Open Space                                 | 1.9   | Open Space                                 | N/A | N/A |                                 |
|   | PA-10 | Commercial / Industrial / Mixed Use        | 52.8  | Commercial / Industrial / Mixed Use        | N/A | N/A | Contains Oil and Gas Pad D      |
|   | PA-11 | Commercial / Industrial / Mixed Use        | 19.1  | Commercial / Industrial / Mixed Use        | N/A | N/A |                                 |
|   | PA-12 | Open Space                                 | 19.5  | Open Space                                 | N/A | N/A |                                 |
| contact and consult with the COA Office of Emergency Management to identify any Whelen Siren locations will be required. Then revise the Land Use by the Planning Areas where the systems will be located within. At the time the exact location of Whelen Warning System will be determined by the |       | Commercial / Industrial / Mixed Use        | 98.6  | Commercial / Industrial / Mixed Use        | N/A | N/A |                                 |
|   |       | Commercial / Industrial / Mixed Use        | 151.0 | Commercial / Industrial / Mixed Use        | N/A | N/A |                                 |
|   |       | Internal Arterial & Collector Right-of-Way | 77.9  | Internal Arterial & Collector Right-of-Way | N/A | N/A |                                 |
| Gross Acreage   |       | 1,201.7                                    |       |  |     |     |                                 |

Whelen Warning Systems will be required. Please identify land dedications according to Standard Note 19, allowing for complete coverage.

Response: Whelen systems have been added under Item No.2.

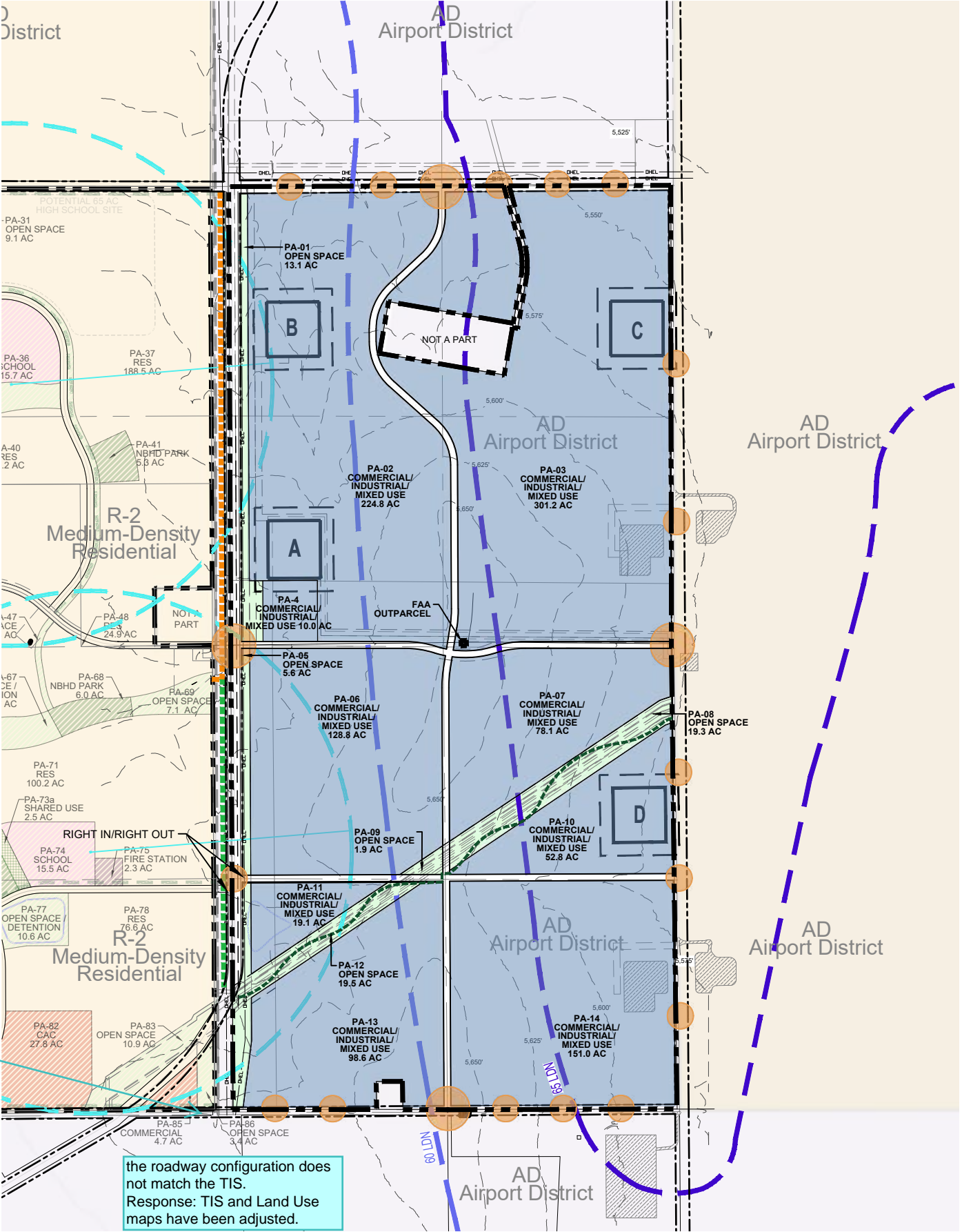
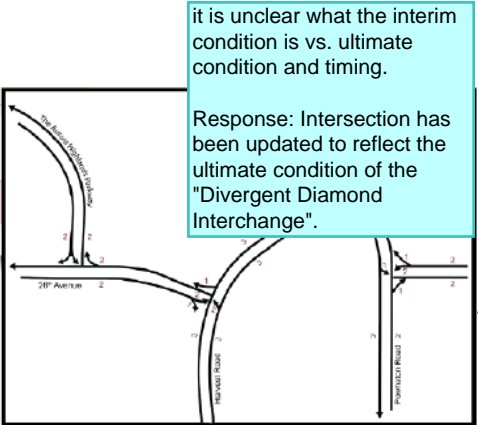
The developer must contact and consult with the COA Office of Emergency Management to first determine how many Whelen Siren locations will be required. Then revise the Land Matrix page to identify the Planning Areas where the systems will be located within. At the time of construction, the exact location 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](mailto:afd_oem@auroragov.org), Attn. Chief Chapman

Response: Two (2) Whelen systems have been determined needed to cover the full area of the site.

| Land Use Item   |  |  | D.<br>Gross Land<br>Area in<br>Acres | E.<br>Land Use Formula              | F.<br>Maximum<br>Potential<br>Density by<br>Code<br><i>(In DUs or SF)</i> | G.<br>Actual<br>Proposed<br>Maximum<br>Density<br><i>7.77 du/ac Avg.</i> | H.<br>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  |   |
| <b>12. Total Residential</b>                                |  |  | 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                         |  |  | 1,064.4                              | Commercial / Industrial / Mixed Use | N/A   | N/A  |   |
| 19. Total mixed commercial planning areas                   |  |  | 0.0                                  | N/A                                 | N/A   | N/A  |   |
| <b>20. Total Commercial</b>                                 |  |  | 0.0                                  | N/A                                 | N/A   | N/A  |   |
| <b>21. Total Neighborhood Park Land</b>                     |  |  | 0.0                                  | N/A                                 | N/A   | N/A  |   |
| <b>22. Total Community Park Land</b>                        |  |  | 0.0                                  | N/A                                 | N/A   | N/A  |   |
| <b>23. Total Open Space Land</b>                            |  |  | 59.4                                 | 2% of total acreage (1,201.7 ac)    | N/A   | N/A  | Required Land Dedication = 24.0 ac<br>Provided Land Dedication = 33.9 ac<br>(Refer to <b>Jorm J</b> ) |
| <b>24. Total Park and Open Space Land</b>                   |  |  | 59.4                                 | N/A                                 | N/A   | N/A  |   |

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





the roadway configuration does not match the TIS.  
Response: TIS and Land Use maps have been adjusted.

**LEGEND**

- PROPERTY BOUNDARY
- PROPOSED ARTERIAL & COLLECTOR ROAD
- POWERLINES
- WHELEN SIREN SERVICE RADIUS
- EASEMENT
- COMMERCIAL/INDUSTRIAL/ MIXED USE
- OPEN SPACE
- 10' REGIONAL TRAIL
- 14' REGIONAL TRAIL
- FUTURE SECOND CREEK TRAIL (BY OTHERS)
- POTENTIAL ACCESS
- PROPOSED OIL & GAS SITE
- EXISTING OIL/GAS SITE
- 60 LDN NOISE CONTOUR
- 65 LDN NOISE CONTOUR

NOTES:  
1.) CONTOURS SHOWN REPRESENT 25' INTERVAL SPACING.

**NORRIS DESIGN**  
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**ATEC**  
FRAMEWORK DEVELOPMENT PLAN  
AURORA, COLORADO

**Owner:**  
Carlo Ferreira  
The Aurora Highlands, LLC  
6550 S Pecos Rd., Suite 124  
Las Vegas, NV 89111  
(720) 436-1572  
carlo@theaurorahighlands.com

**CIVIL ENGINEER:**  
**HRC**  
**HRGreen**

Issue Date  
November 15, 2019  
August 14, 2020

Sheet Title  
**OVERALL LAND USE MAP**

**NOT FOR CONSTRUCTION**

0 1,500' 3,000'

Scale: 1" = 1,500'

North



OPEN SPACE, CIRCULATION AND VILLAGE PLAN

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**TAB 9**

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


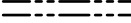










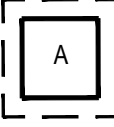

| Open Space   |  |               |                                    |  |  |  |          |
|--|--|---------------|------------------------------------|--|--|--|----------|
| A.   | B.   | C.            | D.                                 | E.   | F.   | G.   | H.       |
| Planning Area Designation<br>(or feature in an area) | Description and Inventory<br>of Facilities | Total Acreage | Parks Dept.<br>Credited<br>Acreage | Facility Funding and<br>Construction<br>Responsibilities   | Final Ownership and<br>Maintenance<br>Responsibilities | Trigger for Each Phase                             | Comments |
| PA-01  | Open Space                                 | 13.1          | 0.0                                | Metro District   | Metro District   | Open space is concurrent with adjacent development |          |
| PA-05  | Open Space                                 | 5.6           | 0.0                                | Metro District   | Metro District   | Open space is concurrent with adjacent development |          |
| PA-08  | Open Space                                 | 19.3          | 19.3                               | Metro District   | Metro District   | Open space is concurrent with adjacent development |          |
| PA-09  | Open Space                                 | 1.9           | 1.9                                | Metro District   | Metro District   | Open space is concurrent with adjacent development |          |
| PA-12  | Open Space                                 | 19.5          | 12.1                               | Metro District   | Metro District   | Open space is concurrent with adjacent development |          |
| Total Easement Nodes                                 |  | 0.6           | 0.6                                | 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. Refer to Overall Open Space & Circulation Map. <b>With five Activity Nodes planned, the total acreage will be 0.63 acres total.</b> |  |  |          |
| Total Open Space Acreage                             |  | 60.0          | 33.9                               |  |  |  |          |
|  |  |               |                                    |  |  |  |          |
| Grand Total  |  | 60.0          | 33.9                               | Totals Include: Open Spaces and Easement Nodes   |  |  |          |
|  |  |               |                                    |  |  |  |          |
| Director of Parks, Recreation and Open Space         |  |               |                                    |  |  |  |          |
| Date:_____ Signature: _____                          |  |               |                                    |  |  |  |          |

address comments and change numbers accordingly  
Response: Comments have been addressed and acreages have been updated accordingly.

Notes:

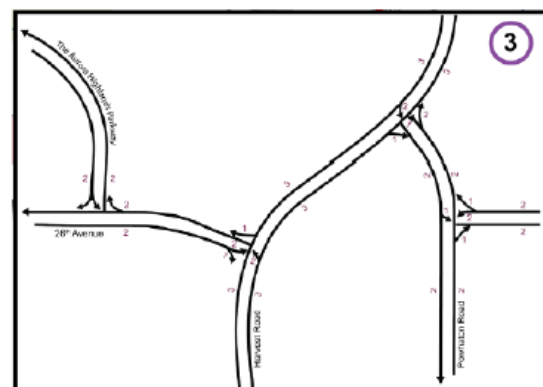
1. The design, installation and maintenance of the medians of major arterial streets shall adhere to City policies in effect at the time of submittal of subsequent Site Plans. Site Plan documentation shall clearly define responsibilities for funding, timing of construction, and perpetual maintenance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

## 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
-  PROPOSED OIL & GAS SITE
-  EXISTING OIL/GAS SITE

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

Scale: 1" = 1,500'



This stretch of the regional trail can be on the west side of Powhaton and make connection to the Aurora Highland trail network

Response: The regional trail is proposed on the eastern side of Powhaton/Aerotropolis Pkwy as well as internal adjacent to the north/south collector.

the plans need to reflect the realignment of roadways per TIS. the open space/trail layout will be significantly modified.

Response: Plans reflect the ultimate condition of the proposed "Divergent Diamond Interchange" at this location.

provide grade-separated crossing aligned with trail to the north; coordinate with developer of property to north.

Response: A grade separated crossing is not proposed due to conflicts with existing utilities and grade. At-grade crossings are proposed.

The regional trail should be shown in a 70' wide corridor in this location to a) align with the proposed trail location north of 56th, b) be adjacent to a portion of the current creek, c) take advantage of the site's high point and d) replace the sidewalk on one side of the street with a multi-use trail for employee recreation and safe bicycle commuting; this corridor also provides an opportunity to locate art where it can be experienced by trail users and by people driving on the street.

Response: A regional trail corridor has been provided with resubmission.

This is different than the corridor in Aurora Highlands; this corridor is not a regional trail or a major connection to a regional trail (because this is an industrial area); this is not in a residential area where the trail nodes can serve a dual purpose of serving the trail users and serving the neighborhood; this corridor will not receive credit toward the public land dedication requirement; the regional trail within the northern part of this development is an identified/planned regional trail and is more important to complete appropriately than the development of this local trail.

Response: A trail and trail nodes are no longer proposed within the easement. This area is indicated as an "open space" use, but is not proposed to be credited toward land dedication.

# URBAN DESIGN STANDARDS

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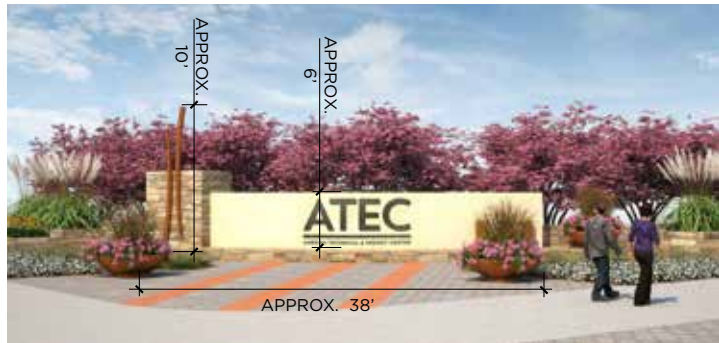
**TAB 10**

| Special Urban Design Feature   | Brief Description of the Feature  | Location of the Standards in Application Package                                    |
|--|---|---|
| <b>1. Entry Monumentation</b>  | 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.   |
| <b>2. Retaining Walls</b>  | 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.   |
| <b>3. Fence and Privacy Walls</b>  | When identified on the Site Plan, privacy and screening fencing will consist of masonry walls and metal picket 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.<br>picket? Response: Revised.<br>larger font? Response: Revised. |
| <b>4. Lighting Standards</b>   | 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.  |
| <b>5. Paving Standards</b>   | 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.  |
| <b>6. Street Furniture Standards</b>   | Benches and trash receptacles to be Prairie-influenced modern style in materials and form.  | Tab 10, Page 12.  |
| <b>7. Signage Standards</b>  | 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.  |
| <b>8. Special Village Concepts</b>   | N/A   | N/A   |
| <b>9. Special Facilities and Structures Such as Clubhouses and Recreational Facilities</b> | 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.  |
| <b>10. Other</b>   | N/A   | N/A   |

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.





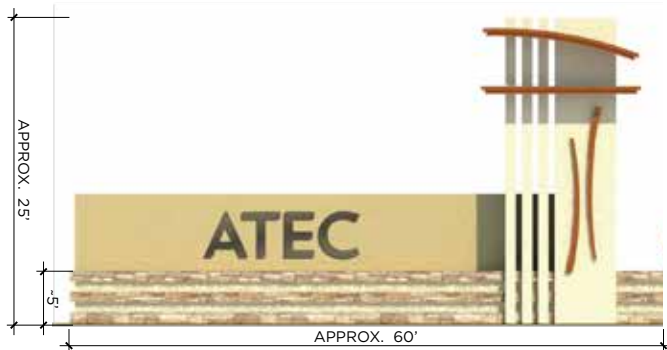
PRIMARY ENTRY MONUMENTS PLAZA



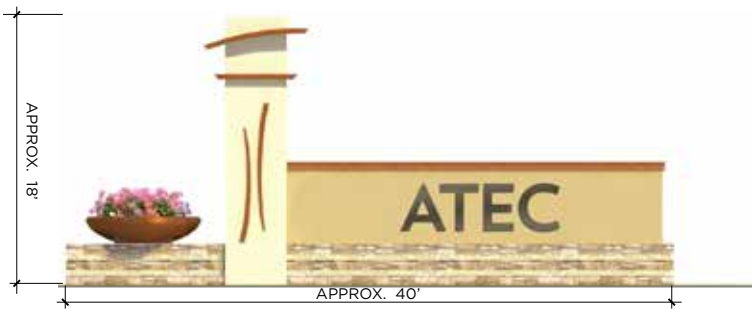
SECONDARY ENTRY MONUMENT

include location criteria appropriate for the location of these signs or provide a map of locations, otherwise the addition of large monument signs shall be subject to a Master Plan amendment

Response: A key map has been provided.



LARGE MULTI-TENANT SIGN - A



LARGE MULTI-TENANT SIGN - B



SMALL MULTI-TENANT SIGN - A



SMALL MULTI-TENANT SIGN - B

use/location and quantity of these sign types will be per UDO unless otherwise stated. Images are for reference only.

Response: Note at bottom of the page has been revised.



INDIVIDUAL TENANT SIGN

NON-RESIDENTIAL EXAMPLES

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.

design Response: Revised.

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.

\*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.

## FENCE TYPES



BRICK, STONE, DECORATIVE MASONRY UNIT (CMU), AND PRE-CAST CONCRETE



6' MASONRY WALL

industrial uses can build screen walls up to 9'. Is there a standard for a 9' opaque fence type?

Response: Label has been revised to indicate a 9' maximum height.

## NOTES

Can be used for buffering, screening and security uses. Specific fencing types will be addressed at time of Site Plan for security fencing. Will be used as trash enclosures for retail, office, and commercial uses. Must match approved pattern and color of community. Masonry columns are required. Pre-cast concrete walls shall be composed of integrally colored concrete and convincingly replicate the appearance of brick, stone, stucco and CMU)

## MASONRY WALL



3' TO 6' STANDARD METAL PICKET



3'-6' STANDARD METAL PICKET

Is this UDO standard permissible? The use of metal picket prongs is permitted in lieu of barbed wire

Response: Noted. Specific standards for metal picket would default to UDO standards unless otherwise indicated.

Change this image to an industrial one.

Response: Image replaced.

Can be used as an alternative to masonry walls along arterials. Can be used along local and collectors for all land uses. Fence heights to be dependent on location and use intent. Can be used as perimeter fencing and security fencing. Not suitable for screening/buffering, unless used in concert with the standard landscape buffer requirements, per City code. Masonry columns are required. Pickets less than 6'-6" in height shall have the top of pickets sawed or rounded to provide a blunt end.

## METAL PICKET FENCE



FENCE TYPES



STONE COLUMN WITH CAP AND ACCENT



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

NOTES

Shall be  
Response: Text  
has been  
revised.

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

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.

location will be subject to  
UDO standards  
Include some of the  
restrictions

Response: Text has been  
revised.

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)

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.

between industrial uses  
Response: Corrected.

|  | 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            | A                 | A                  | A            | A        | P                     |
| BARBED WIRE**  | P                 | P              | P               | P               | P        | A            | P                 | P                  | A            | A        | P                     |

A - Allowed  
P - Prohibited

NOTES:  
\*When used with berms and landscaping.  
\*\* 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

FENCE CHART

is wood prohibited?  
composite fencing?

Response: Wood and composite are not intended for this Master Plan.

- of wood, chicken wire, corrugated metal, fabric materials, chain link, vinyl fencing, agricultural, rope, and miscellaneous materials 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 shall be approved by the Planning Director based on the following criteria:
    - The use of metal picket prongs is permitted in industrial districts. 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.

no residential uses are permitted, so update accordingly.

Response: Residential is removed from text.

change to P; chain link not permitted adjacent to public or private open space.

Response: Revised.

- walls may be used as an alternative to oil and gas operations sites when made 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 requirements.

ADDITIONAL NOTES

F. Special Requirements for Specific Districts and Types of Development

1. Residential Districts

The following standards apply to fences and walls in Residential districts, but do not apply to multifamily developments.

- a. Maximum length of unbroken fence plane shall not exceed 660 feet along arterial streets and shall not exceed 330 feet along collector streets in Subarea A.
- b. Maximum length of unbroken fence plane shall not exceed 700 feet along arterial streets and shall not exceed 350 feet along collector streets in Subareas B and C.

2. Industrial Districts

- a. No fence or wall shall exceed a maximum height of nine feet, except for oil and gas perimeter screening and sound walls.
- b. New wood closed-style fences are only allowed on Arterial streets in connection with industrial development, and only if they meet all the appearance and design requirements of this Section 146-4.7.9 and related graphics.
- c. 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.
- d. For major public or private utilities in any zone, barbed wire may be allowed if it is located outside of required buffer yards.
- e. The use of metal picket prongs is permitted in lieu of barbed wire.
- f. Where allowed, barbed wire shall not extend more than six inches above the height of a permitted fence.

3. All Other Development

No continuous fence plane shall extend more than 700 feet without including an offset in fence alignment and/or a change in material, fence, and/or wall type.





TREE IN HARDSCAPES



ENHANCED PAVING AT PEDESTRIAN CROSSINGS



PAVING MATERIALS IN LONG, LINEAR FORMS



ENHANCED PAVING AT MAJOR PEDESTRIAN PLAZAS

## PAVING STANDARDS

Stamped and/or colored masonry paving areas may be used as enhanced paving areas. These may be used at key pedestrian street crossings or main entrances to villages. Primary pedestrian plazas may be used on streets in areas of high activity, such as the mixed-use or commercial centers to slow traffic and emphasize pedestrians are present.

Designs are to minimize the use of several different types of paving materials and should produce an understated, unified design emphasizing long, linear rows and repetitive agricultural patterns.

In addition to enhanced paving, planting areas within paved spaces may also be used to enhance areas of interest in conjunction with enhanced paving materials, patterning, or color. All tree openings shall be a minimum of 5'x10' to ensure the health on longevity of the tree.

and?  
Response: Revised.

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.

Define "All" must be clear what type of signage is to include this logo. It will not be permitted without a more defined scope

Response: Further definition has been added.



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

\*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.





BUS STOPS



VERTICAL TOWER ELEMENTS

provide more information.  
Will be subject to UDO  
location, height and material  
requirements, at a minimum  
unless otherwise stated.

## SPECIAL FACILITIES AND STRUCTURES

Special facilities within The ATEC development may include, but not limited to:

- Bus Stops
- Vertical Tower Elements

These facilities will reflect one of the architectural styles illustrated in the architectural standards of this Master Plan.



OIL AND GAS OPERATIONS  
SCREENING AND BUFFERING

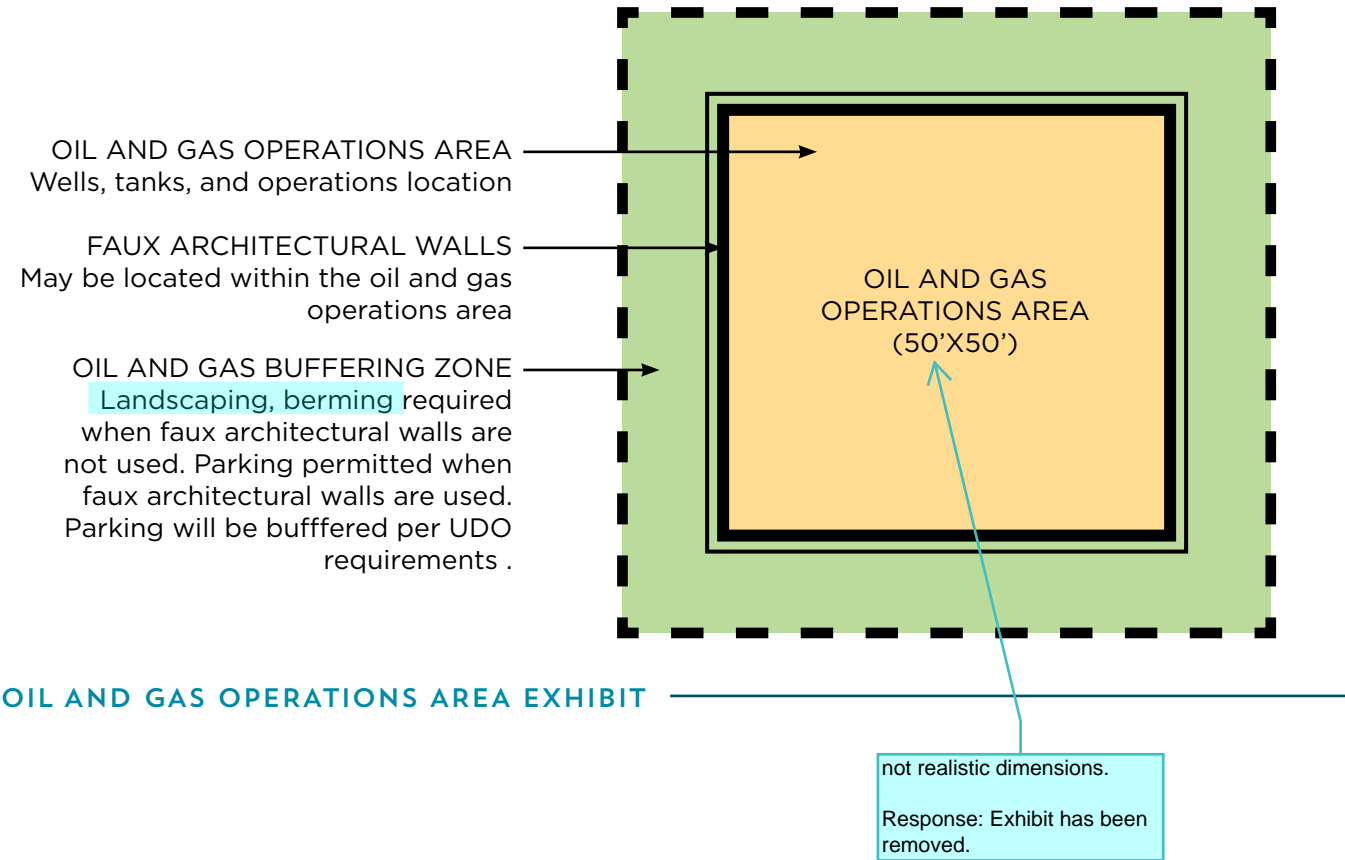
Screening and buffering of all oil and gas operations sites shall comply with all City code requirements.

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 and will be buffered per UDO requirements.

future oil and gas will also be subject to COGCC setback regulations (if and when adopted)

Response: Text has been revised.



clear up the conflicts.  
This Master Plan can and should establish a higher standard than Code and/or an operation agreement.  
.  
should be applicable to NEW facilities vs. existing.  
  
Response: Text has been revised.



# LANDSCAPE STANDARDS

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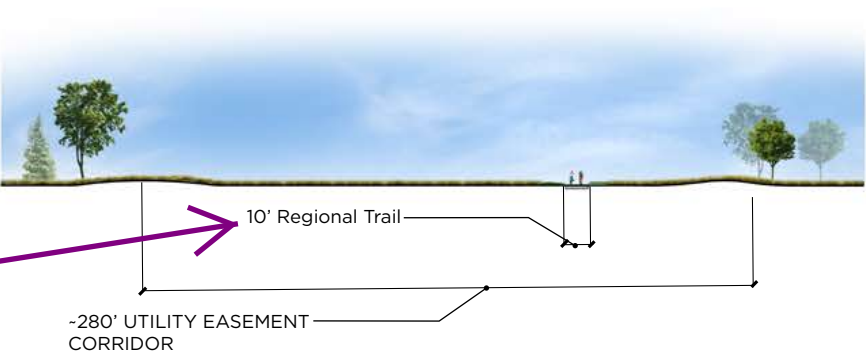
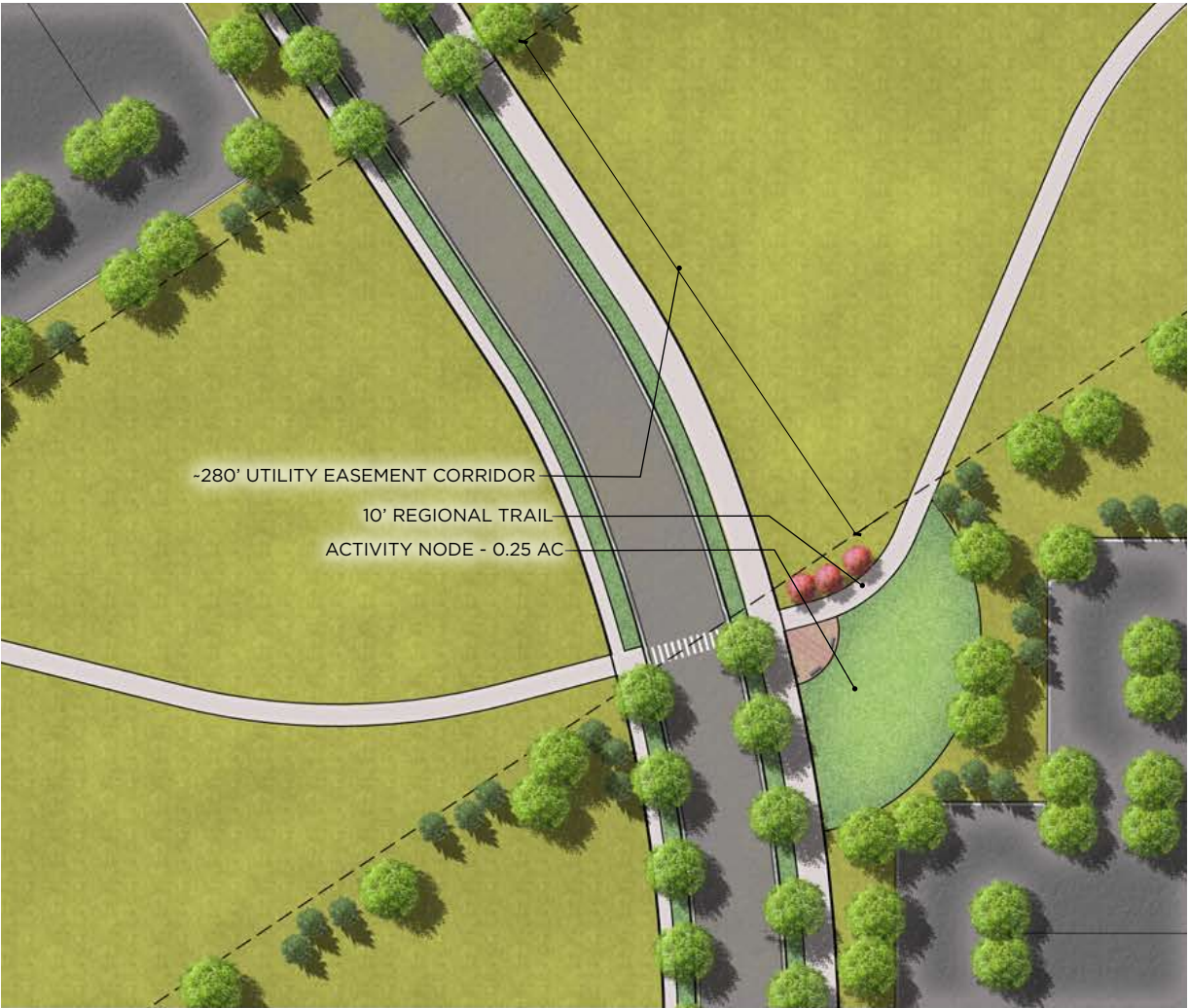
**TAB 11**

TRAILS MASTER PLAN

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

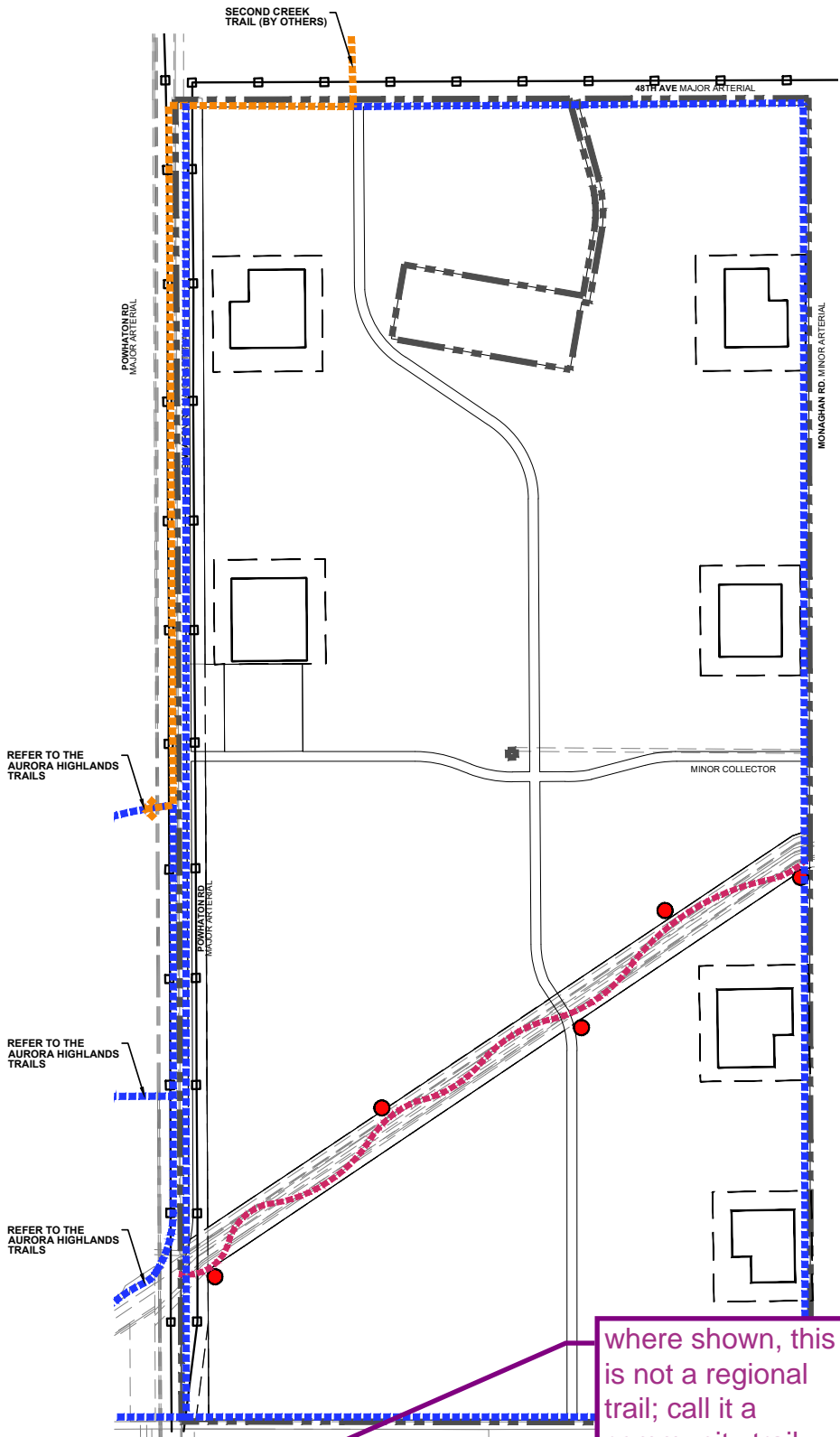
- Easement corridors will be a minimum of 70' wide
- Activity nodes that are 1/8 of an acre in size will be placed approximately every 1120' along the trail within the easement corridor.

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 PP.

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



LEGEND:

- REGIONAL TRAIL - 10'
- REGIONAL TRAIL - 14'
- FUTURE SECOND CREEK TRAIL ROUTE (14' REGIONAL TRAIL)

OPEN SPACE TRAIL CONNECTION

LANDSCAPE STANDARDS

THE AURORA TECHNOLOGY CENTER

where shown, this is not a regional trail; call it a community trail

Response: Revised.

not an acceptable location; see Tab 9 Open Space, Circulation & Village Plan

Response: Adjusted

where shown, this is not a regional trail

Response: Revised.

ACTIVITY NODE PLAN AND SECTION





TRAILS NETWORK



## OPEN SPACE CONDITIONS

True activity, the vast network of trail connections will help utilize open space to provide pedestrian access to the site. The Trails Network will utilize varying surface types, as appropriate, creating an assortment of choices for joggers, cyclists, as well as employees and business guests, just out for a walk - also helping to make destinations and outlying community connections accessible year-round.

Developed and naturalized landscape will dominate trailheads and entries into the open space. Naturalized and native landscapes will move through the rolling terrain of grasslands, punctuated by deciduous and evergreen trees at key and useful locations. Drainage ways moving through open spaces can exhibit water tolerant species and may utilize stylized versions of features found in the natural prairie landscape.



OPEN SPACE CHARACTER





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

Comment noted

## PUBLIC IMPROVEMENTS PLAN

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**TAB 13**

Add note" This section of Powhaton Rd, a section of 26th Ave alignment is depended on the outcome of the intersection configuration of the following roadways: 26th Ave (west of Powhaton & east of Powhaton), TAH Pkwy, Harvest Rd, and Powhaton Rd."

- Sufficient roadways to assure emergency demands
- Sufficient water flows and fire hydrant demands

- These roadway connections have been analyzed in the MTIS, but are not yet resolved. City's LOS standards apply to these intersections and proposals do not yet meet City standards. Proposal that meets City standards are a requirement of this MTIS/PIP.

Or as determined by traffic studies

- Sufficient sanitary sewer outfall capacity

Note added

- 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.

Note added

- 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 PP's, SP'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, 38<sup>th</sup> Parkway, Powhaton Road, and Monaghan Road are adjacent or internal to the site. If Powhaton Road improvements have not yet been triggered by The Aurora Highlands development, the section of Powhaton between 26<sup>th</sup> Avenue and 38<sup>th</sup> Parkway, along with the associated utilities, will need to be constructed with the development of PA's 6, 7, 10, 11, 13 and 14.
- It is anticipated that half roadway sections shall be constructed adjacent to each planning area as necessary to accommodate access locations as well as to satisfy Life Safety and traffic movement requirements. There are exceptions where full roadway sections must be constructed to satisfy access, life safety and or traffic demands. Intersections may require full sections and proper transitions to adequately handle the ultimate traffic volumes and traffic movements. The remaining roadway and utility infrastructure shall be completed and improvements will be triggered if a

Funding for Traffic Signals shall be in compliance with the City's Traffic Signal Escrow Ordinance.

## 3. Drainage Improvements

- ATEC lies within the First Creek, S the site, drainage travels in a general either Tributary T, part of the First of the site, drainage travels in a general Creek.
- The development of ATEC will require and conveyance of stormwater runoff the City of Aurora and Mile High F designed and constructed to be eligible 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.

- If desired, the development may choose to do this based on Planning Area acreage proportional share vs proximity, this decision shall be documented in the PIP (this document). Default is proximity, but other large industrial developments have decided to move forward with PA acreage proportional share.

Waiting on correspondence

## D. PLANNING AREA 3

### 1. Land Development

- The land development within Planning Area 3 is located on the northeast portion of the ATEC site.

### 2. Roadway Improvements

- The following roadways shall be required to support the development of Planning Area 3:
  - Complete roadway section for the collector internal to the site from 38th Parkway north to 48th Avenue
  - South half of 48th Avenue from Powhatan Road east to Monaghan
  - West half of Monaghan Road from 38th Parkway north to 48th Avenue
  - South half of 38th Parkway from Powhatan Road east to Monaghan
  - Construct internal roadways deemed necessary by subsequent document submittals

### 3. Drainage Improvements

- The following drainage improvements shall be required to support the development of Planning Area 3:
  - Construct Detention Basin BE-1 on the northeast corner of the site
  - Construct box culverts, open channels and storm sewers associated with the developed planning areas that are to be deemed necessary by subsequent PP/SP and construction document submittals

### 4. Water Improvements

- A portion of Planning Area 3 lies within Pressure Zone 3. The following water improvements shall be required to support this portion of the development of Planning Area 3:
  - 36-inch main along 48th Avenue from Powhatan Road east to Monaghan (WT-90, 122)
  - 12-inch loop, partially along the collector internal to the site from 48th Avenue south to the junction with WT-126, in Pressure Zone 3 (WT-98, 121, 126, 123)
  - 16-inch and 12-inch main along Monaghan Road from 48th Avenue south to the junction with Pressure Zone 4 (WT-101, 106, 107)
  - 24-inch main along Powhatan Road from 38th Parkway north to 48th Avenue (WT-112, 85)
- In order for the portion of Planning Area 3 within Pressure Zone 4 to function independently, the following infrastructure will need to be constructed:
  - 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.
  - 12-inch main along 26th avenue from the connection point at Powhatan Road east to Monaghan Road (WT-130, 131, 132)

Why the south half?

Narrative has been adjusted to remove mentions of "halves" and only reference start and end sections of roads to be constructed.

Since part of this planning area drains to the west, wouldn't SC-2 or other interim pond be required? Typical for other planning areas that drain to different basins

This Planning Area has now been split into several planning areas. All applicable ponds are shown for each planning area on the exhibits.

Full section?  
Typical

Full sections of the roadways  
will be constructed, wording was  
updated for clarity

## E. PLANNING AREA 6

### 1. Land Development

- The land development within Planning Area 6 incorporates approximately 128.8 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 6:
  - Complete roadway section for the north-south collector internal to the site from 38th Parkway south to the east-west collector internal to the site
  - South half of 38th Parkway from Powhatan Road east to the north-south collector internal to the site
  - Complete roadway section for the east-west collector internal to the site from Powhatan Road east to the north-south collector internal to the site
  - If Powhatan Road improvements have not yet been triggered by The Aurora Highlands development, the section of Powhatan between 26<sup>th</sup> Avenue and 38<sup>th</sup> Parkway, along with the associated utilities, will need to be constructed with the development of PA-6
  - Construct internal roadways deemed necessary by subsequent PP/SP and construction document submittals

### 3. Drainage Improvements

- The following drainage improvements shall be required to support the development of Planning Area 6:
  - Construct Detention Basin 8562 on the northwest 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 PP/SP and construction document submittals

### 4. Water Improvements

- The following water improvements shall be required to support the development of Planning Area 6 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 north-south collector internal to the site (WT-2, 125)
  - 12-inch main along the east-west collector internal to the site from the connection (WT-1) to the north-south collector internal to the site (WT-127, 128)
  - Construct internal water mains deemed necessary by subsequent PP/SP 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



## L. LIST OF REFERENCES

- A. *Master Drainage Report for The Aurora Highlands* by HR Green Development, LLC, January 2019, COA#219025MD1
- B. *Master Drainage Report – Amendment 1 for The Aurora Highlands* by HR Green Development, LLC, October 2019, COA#219025MD1
- C. *Master Utility Report for The Aurora Highlands* by HR Green Development, LLC, January 2019, COA#219069MU1
- D. *Master Utility Report – Amendment 1 for The Aurora Highlands* by HR Green Development, LLC, October 2019, COA#219069MU2
- E. *Public Improvement Plan for The Aurora Highlands* by HR Green Development, LLC, COA#
- F. *Master Drainage Report for ATEC* by HR Green Development, LLC, in progress, (COA#\_\_\_\_\_)
- G. *Master Utility Report for ATEC* by HR Green Development, LLC, in progress, (COA#\_\_\_\_\_)
- H. *The Aurora Highlands, Aurora Colorado, Traffic Impact Study* by Felsburg Holt and Ullevig, July 2018, COA#
- I. Aurora Northeast Area Transportation Study by Felsburg Holt and Ullevig, October 2018

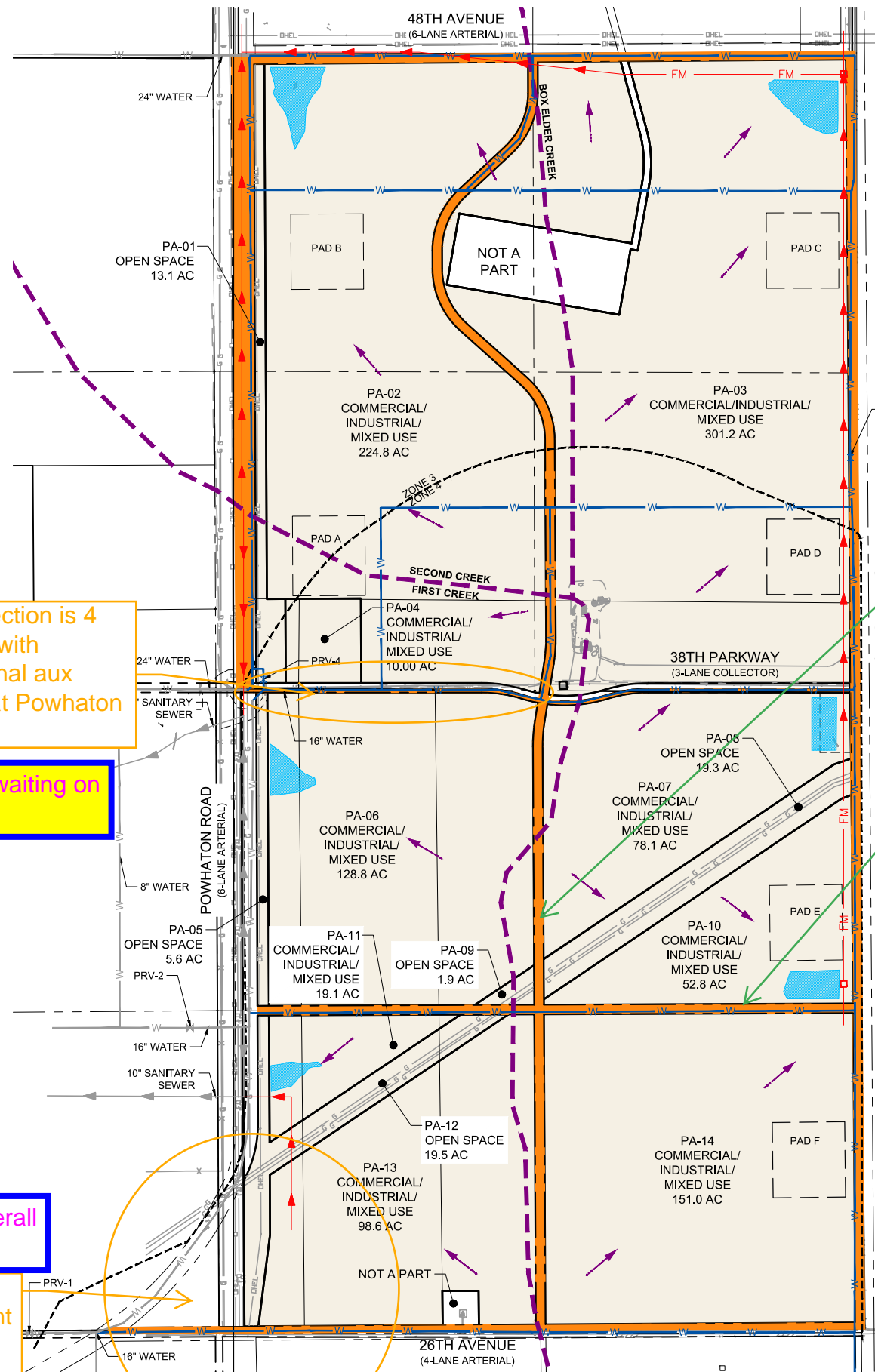
Also include the MTIS for ATEC.

Traffic Impact Study added to references

NEATS was completed by David Evans and Associates Inc

Updated in the revised report

HR GREEN Xrefs: xref: -d101: DET POND: 05-LAND-USE: 05-XC-UTIL: XC-MI-OVERALL: 05-XC-BASINS: 05-XC-ROW: 05-XC-Base: 27&28-XC-ROW-38th-East&Cent.: 05-XU-SURVEY



This section is 4 lanes (with additional aux lanes at Powhatan Rd)

TBD waiting on FHU

Note added to Overall Infrastructure Plan

Intersection/roadway alignment in this area is not yet defined at this time (add note)

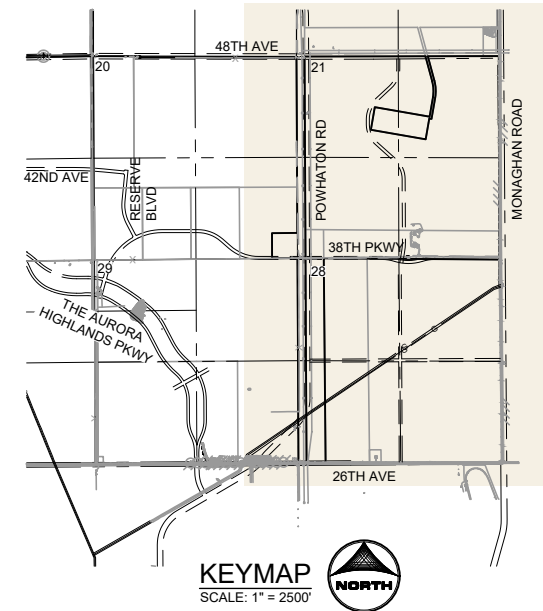
TBD waiting on FHU

What section do these roads refer to? Include on exhibits as needed

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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| 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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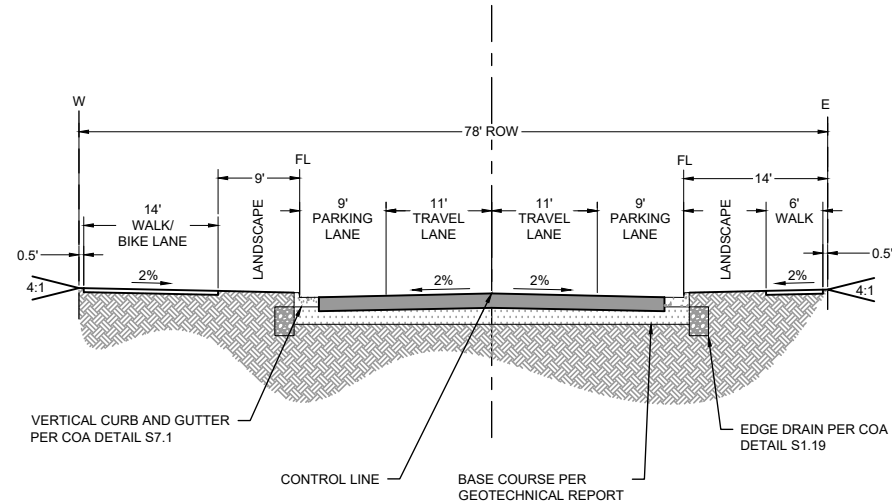


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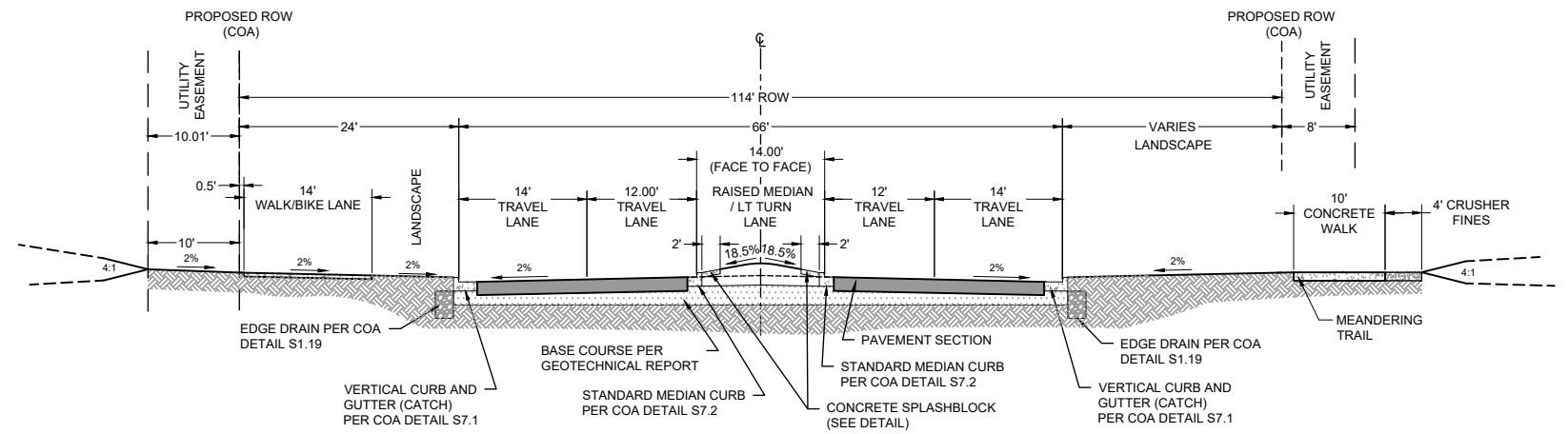
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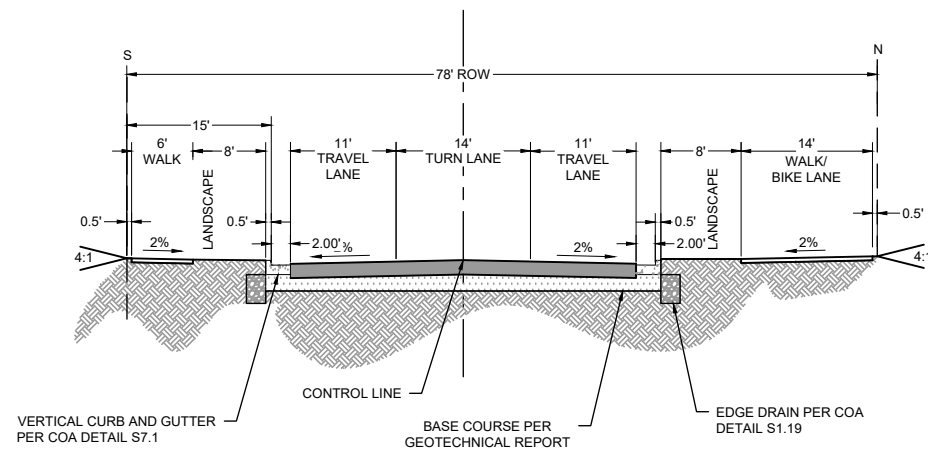
**TWO-LANE COLLECTOR**



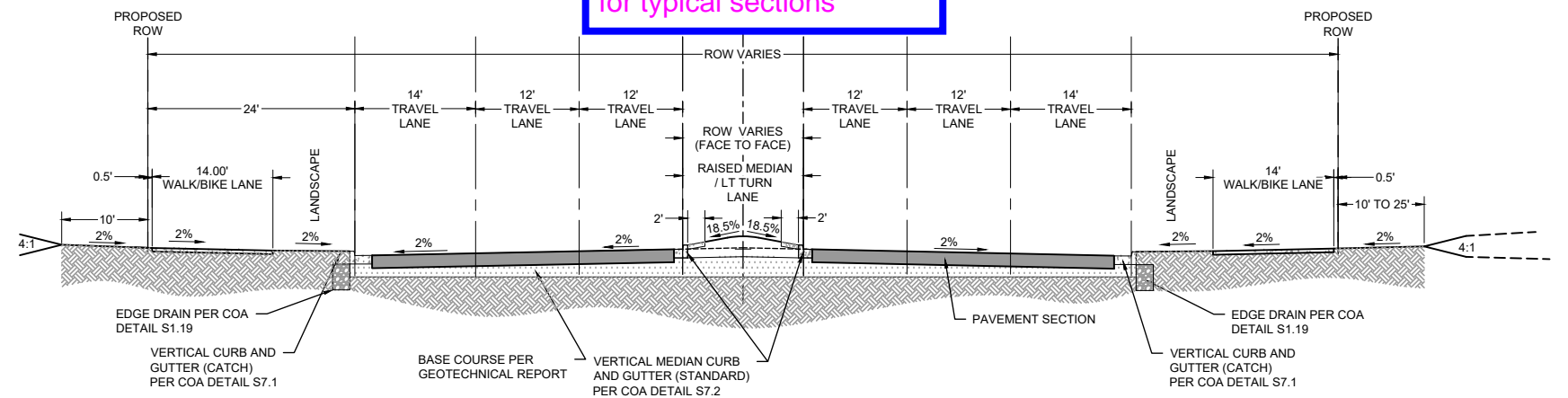
**FOUR-LANE ARTERIAL**

Can use this section for 38th between Powhaton Rd & N/S collector

This typical section no longer applies to the proposed improvements. Please see updated plans for typical sections



**THREE-LANE COLLECTOR**



**SIX-LANE ARTERIAL**

Note added

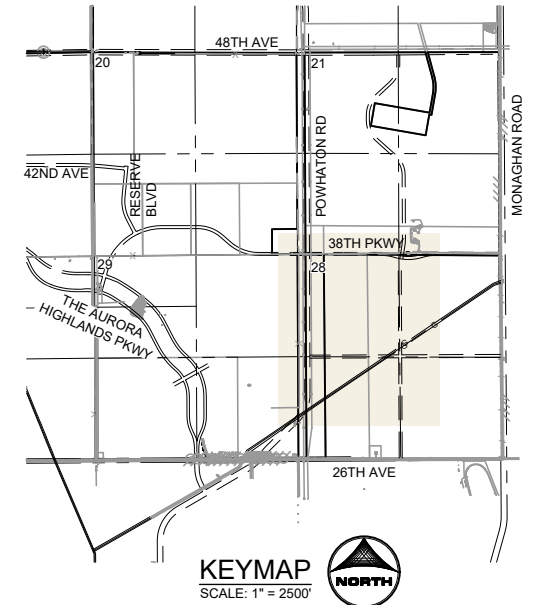
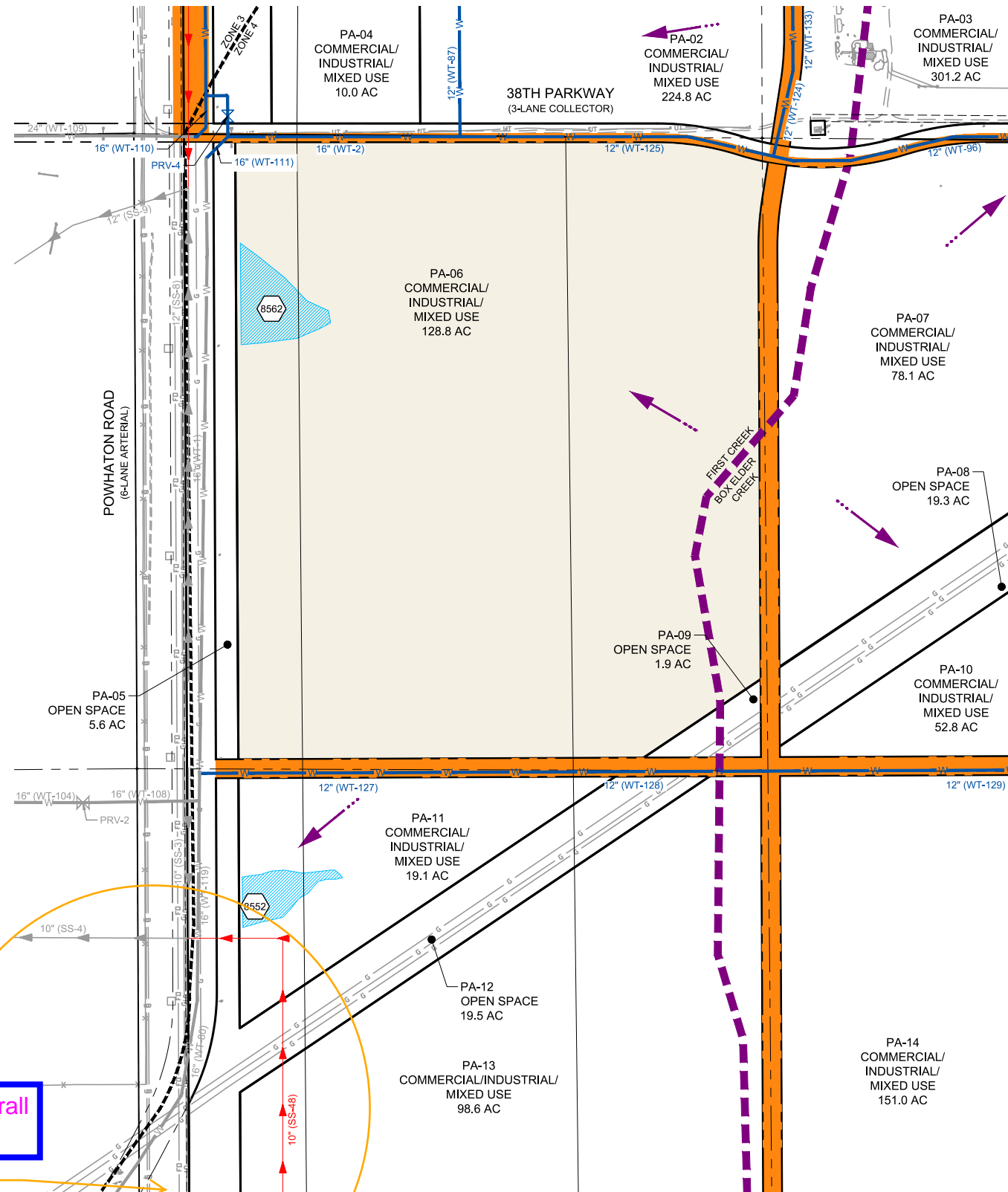
Add note "Sections depicted here do not include auxiliary lanes. Auxiliary lanes are required at multiple locations and may be in Master Traffic Impact Study or later Detailed Traffic Impact Studies."

HR GREEN Xrefs: xg1-dh01; DET POND: 05-LAND-USE; 05-XC-UTIL; XC-KM-OVERALL; 05-XC-BASINS; 05-XC-ROW; 05-XC-Base; 27&28-XC-ROW; 38th-East&Cent.; 05-XU-SURVEY

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

Note added to Overall Infrastructure Plan

Intersection/  
roadway alignment  
in this area is not  
yet defined at this  
time (add note)



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| 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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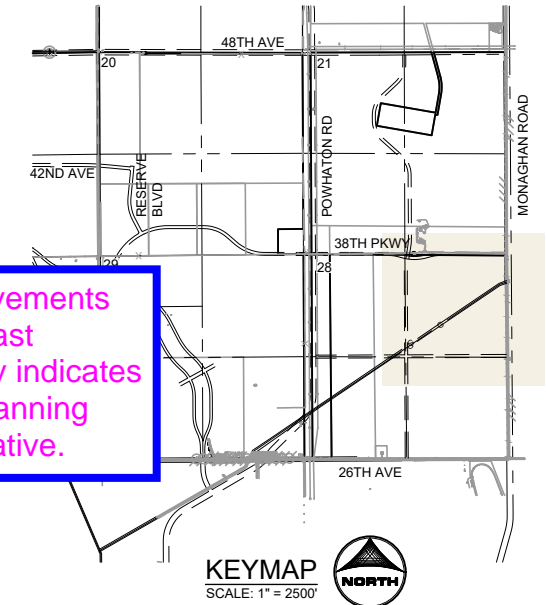
ATEC  
AURORA, COLORADO

PUBLIC IMPROVEMENT PLANS  
PLANNING AREA 6 - INFRASTRUCTURE

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PA6

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

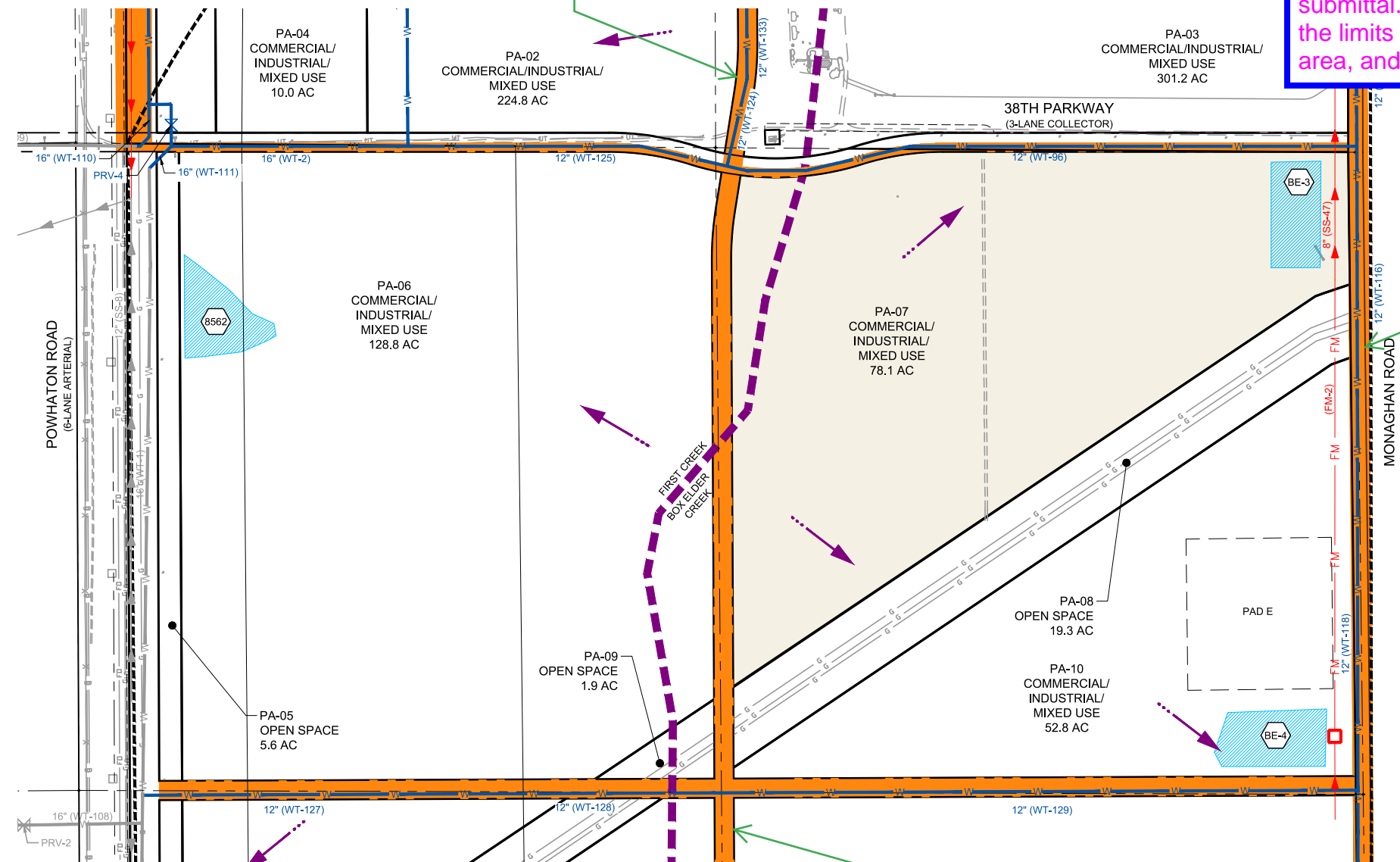


Planning areas and associated improvements have changed significantly since the last submittal. The current narrative clearly indicates the limits of improvements for each planning area, and the exhibits reflect this narrative.

The narrative says the north south road is only to 38th

Planning areas and associated improvements have changed significantly since the last submittal. The current narrative clearly indicates the limits of improvements for each planning area, and the exhibits reflect this narrative.

The narrative says the roadway improvements stop at the PA-8 open space.



Planning areas and associated improvements have changed significantly since the last submittal. The current narrative clearly indicates the limits of improvements for each planning area, and the exhibits reflect this narrative.

The narrative says the improvements end at the east west collector



HR GREEN Xrefs: xgt-1dh01; DET PONDS; 05-LAND-USE; 05-XC-UTIL; XC-KM-OVERALL; 05-XC-BASINS; 05-xc-row; 05-xv-base; 27& 29-XC-ROW-(38th-East&Cent.); 05-XV-SURVEY

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AURORA, COLORADO

PUBLIC IMPROVEMENT PLANS  
PLANNING AREA 7 - INFRASTRUCTURE

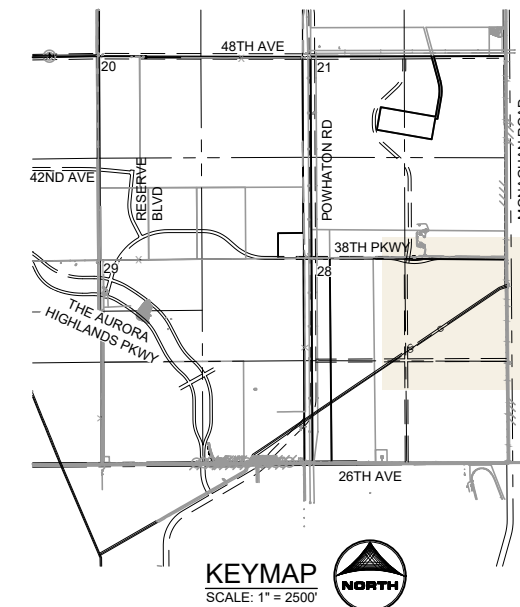
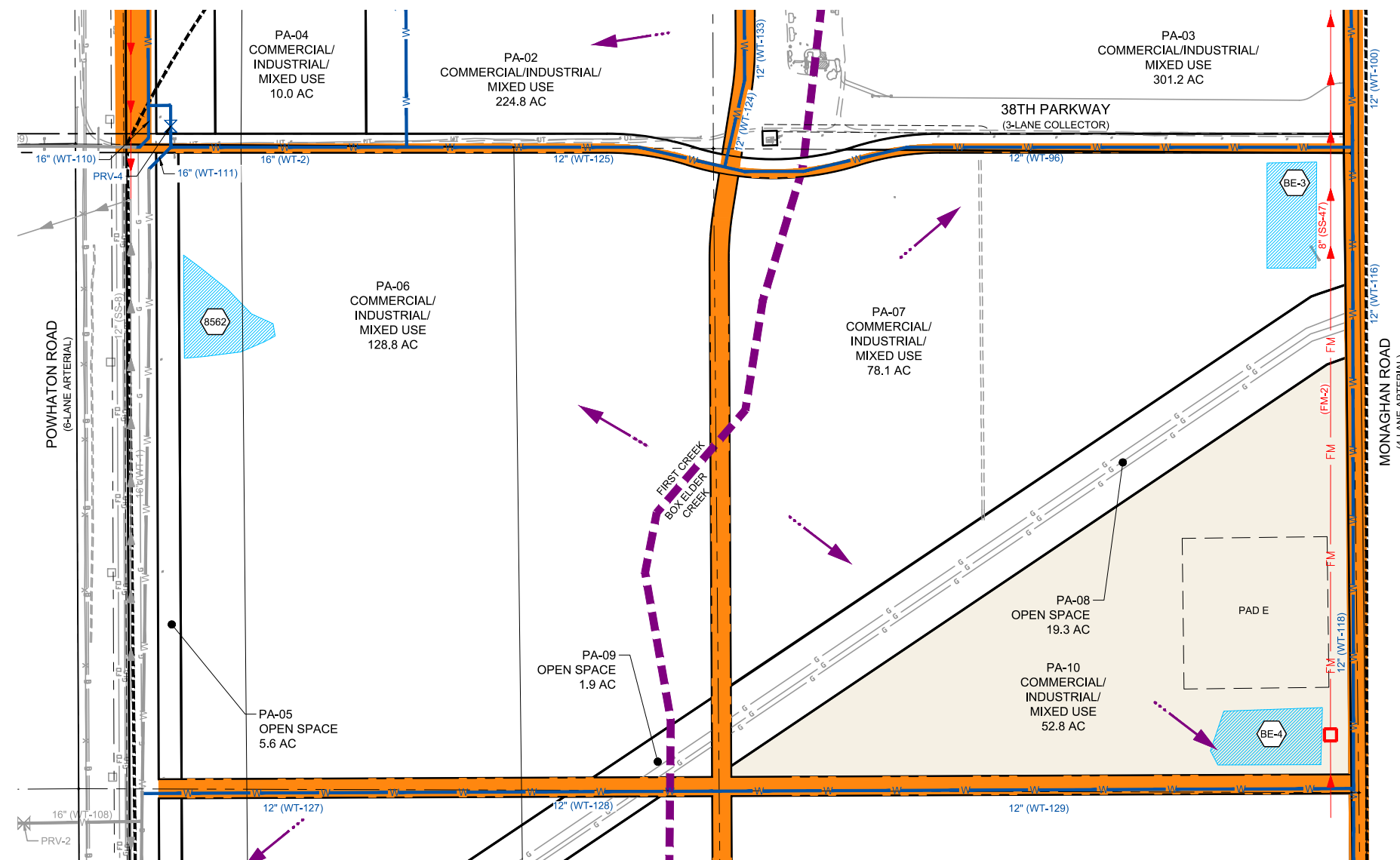
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Planning areas and associated improvements have changed significantly since the last submittal. The current narrative clearly indicates the limits of improvements for each planning area, and the exhibits reflect this narrative.

See previous comments on the narrative language versus what is shown in the exhibits, typical

**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

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| 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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AURORA, COLORADO

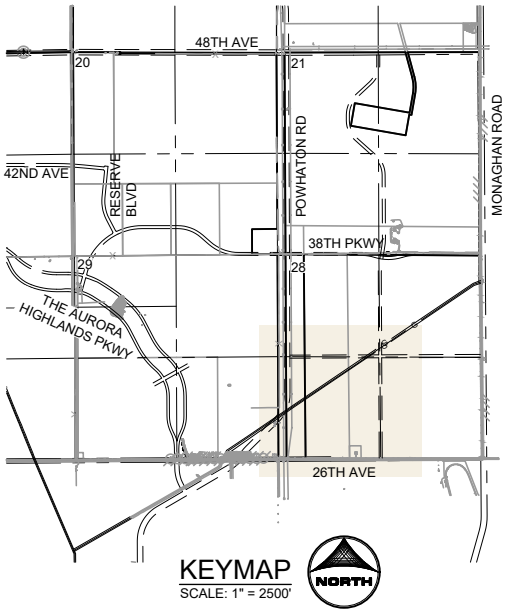
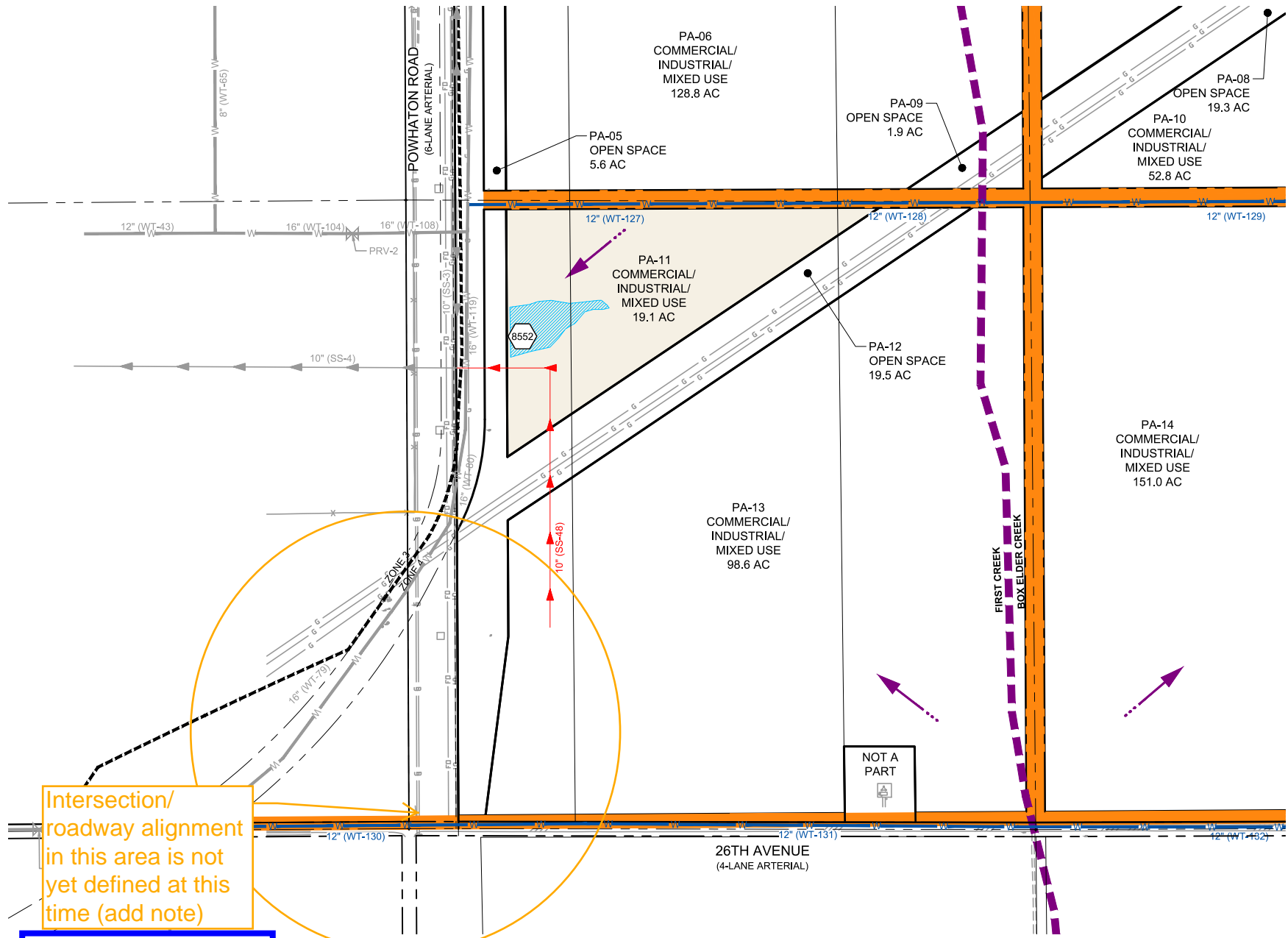
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PLANNING AREA 10 - INFRASTRUCTURE

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IR GREEN Xrefs: xgl-1-dh01; DET PONDS; 05-LAND-USE; 05-XC-UTIL; XC-KM-OVERALL; 05-XC-BASINS; 05-xc-row; 05-xv-base; 27&29-XC-ROW-(38th-East&Cent.); 05-XV-SURVEY

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



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| DRAINAGE BASINS                                 |  |
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| 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                              |  |



HR GREEN Xref: xg;-dh01; DET POND; 05-LAND-USE; 05-XC-UTIL; XC-M-OVERALL; 05-XC-BASINS; 05-XC-ROW; 05-XC-Base; 27&28-XC-ROW; 38th-East&Cent.; 05-XU-SURVEY

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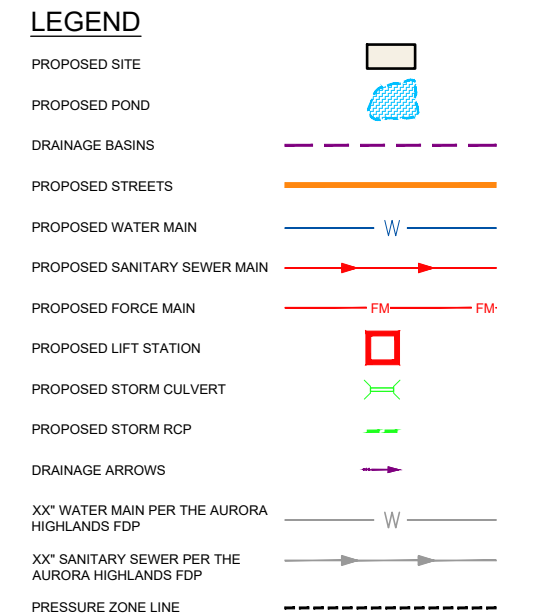
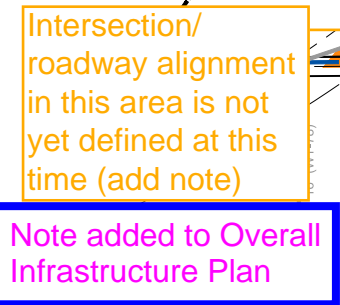
ATEC  
AURORA, COLORADO

PUBLIC IMPROVEMENT PLANS  
PLANNING AREA 11 - INFRASTRUCTURE

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PA11  
8

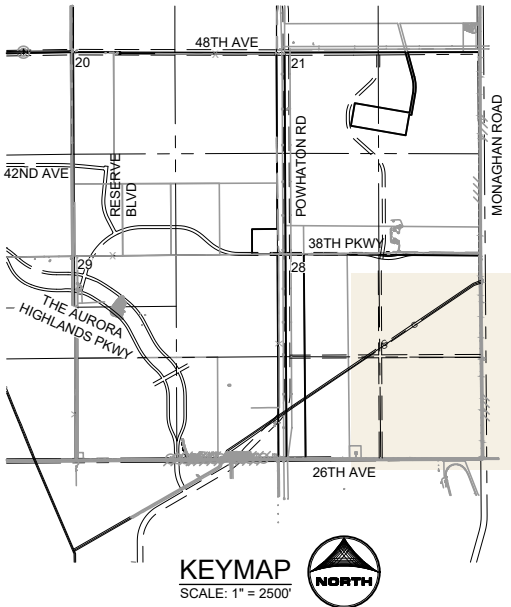
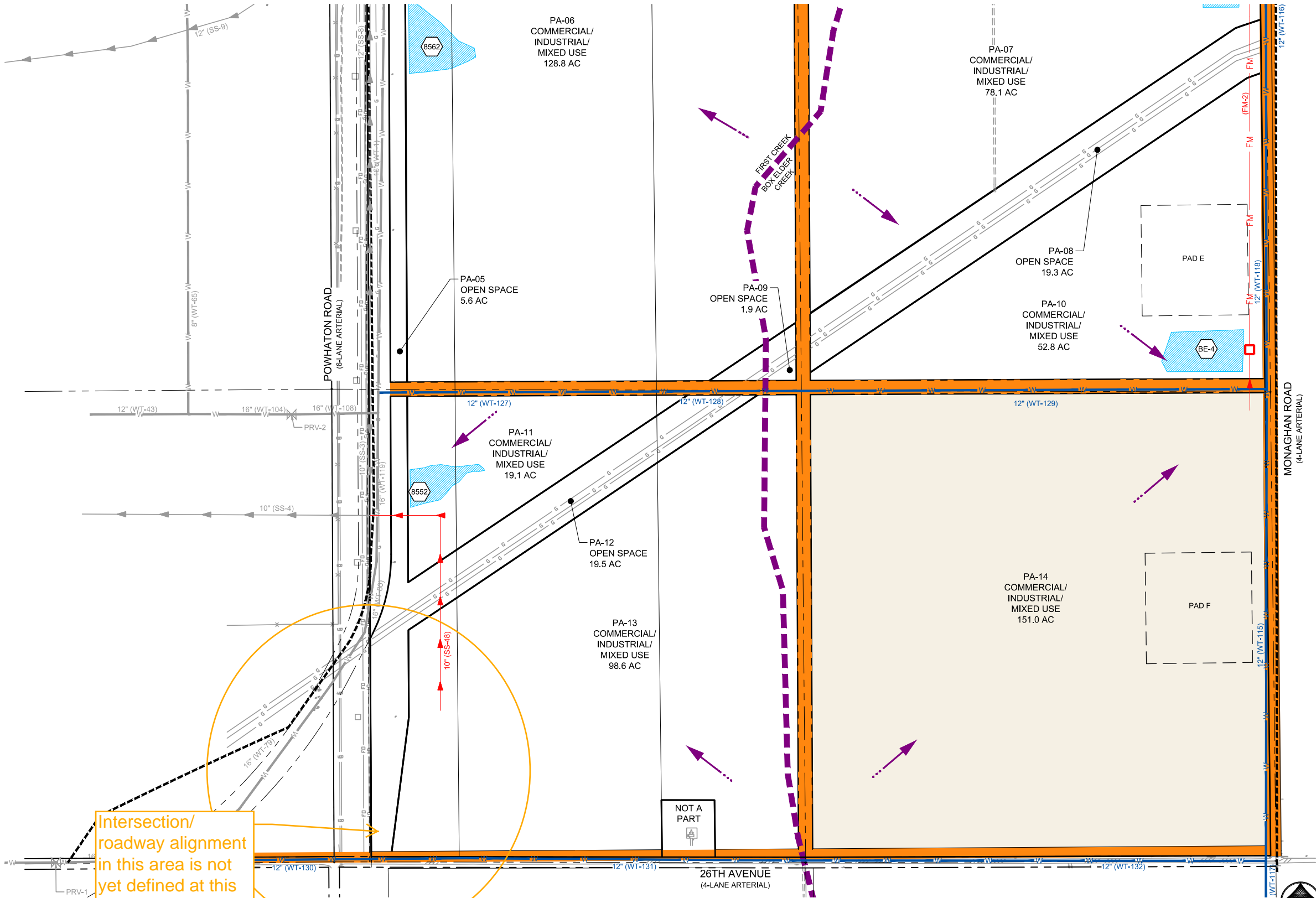


HR GREEN Xrefs: xgt-1dh01; DET PONDS; 05-LAND-USE: 05-XC-JTIL; XC-KM-OVERALL; 05-XC-BASINS; 05-XC-ROW-(38th-East&Cent.); 05-XV-SURVEY



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



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- 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

Intersection/  
roadway alignment  
in this area is not  
yet defined at this  
time (add note)

Note added to Overall  
Infrastructure Plan

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ATEC  
AURORA, COLORADO

PUBLIC IMPROVEMENT PLANS  
PLANNING AREA 14 - INFRASTRUCTURE

SHEET  
PA14  
10



## ATEC Master Utility Report

August 2020  
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: Kristine House, PE  
[khouse@hrgreen.com](mailto:khouse@hrgreen.com)  
720-602-4938

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



## 2. Proposed Development

- ATEC is a mixed use planned development consisting of a variety of proposed land uses that include: neighborhood commercial, oil and gas operations, and industrial uses. The predominant land use will be industrial.
- Please see the Land Use Map included in Appendix A.

## B. Domestic Water

### 1. Existing Water Infrastructure

- ATEC will be served by the City of Aurora (COA) water system with the proposed development integrating into Pressure Zone 3 and Zone 4.
- Water transmission to the proposed development area is planned to be conveyed by means of two (2) 24" lines, one from the northwest and one from the west and one (1) 16" waterline from the southwest. The three lines from the west are to be constructed in conjunction with The Aurora Highlands development and will serve Zone 3. Zone 4 will be served by 2 connections south of the site. One connection point will be to a 16" line at the intersection of Powhaton Road and East 26<sup>th</sup> Ave; the second to a 16" line that will be at the intersection of Monaghan Road and East 26<sup>th</sup> avenue. Current major transmission lines in the area are discussed below:

#### The Aurora Highlands

The City of Aurora has installed the eastern utility extension zone 4 waterline along 26th Avenue.

of the system will be provided via The Aurora Highlands development. Connections through that development and to the east to ATEC are illustrated in detail with *Master Utility Report - Amendment 1* (EDN# 219272MD1).

#### Pressure Zones:

- The Zone 3 hydraulic grade line (HGL) of the N Picadilly Road transmission line at E 26<sup>th</sup> Avenue is estimated at approximately 5,720'. Pressures generally increase towards the northwest boundary and reduce towards the southeast boundary of the proposed project area. Existing grades range from 5,660' to 5,420'.
- The City of Aurora's Capital Improvement Plan (CIP project numbers 233 and 219) shows future connections from the south to serve the Zone 4 portion of the site. Currently the Zone 4 connection is modeled at two locations, one near Powhaton and E 26<sup>th</sup> Avenue and one near Monaghan Road and E 26<sup>th</sup> Avenue at an HGL of 5,850'.
- Existing zone 4 infrastructure is approximately 1.5 miles south of the proposed tie-in locations, on the south border of the Foxridge Farm.
- The City of Aurora will need to extend Zone 4 infrastructure to the intersection of 26<sup>th</sup> and Monaghan.

### 2. Water System Design Criteria

- The proposed water system to serve ATEC development is designed in accordance with Section 5.00 – Utility Design Criteria and Construction Plans of the *City of Aurora Water, Sanitary Sewer and Storm Drainage Infrastructure Standards and Specifications (COA Standards and Specifications)*.
  - DIP or PVC pipe shall be used exclusively.

- Zone 4 is planned to have two connections to the south of the site to provide service to this area, however these connections do not currently exist.
- It was requested that Zone 4 be analyzed to see if it could be served temporarily by Zone 3 by opening the PRV's into the site. The results showed that this was not feasible for fire flow demand but that non fire flow demand may be possible albeit with lower pressures throughout the system. Should the developer want to develop portions within Zone 4, additional analysis would be required to see if certain planning areas are able to come online with water supply from Zone 3. A booster pump would still likely be required but may provide the site temporary water until such time a connection to Aurora's system could be made.
- See appendix for location of existing Zone 4 facilities nearest the ATEC site.

## C. Sanitary Sewer

### 1. Existing Sanitary Sewer Infrastructure

- ATEC will be served by the City of Aurora (COA) sanitary sewer system. Existing sanitary infrastructure is minimal in the project area. COA has anticipated growth and development in this area and constructed the First Creek Lift Station and approximately 9,730 linear feet (LF) of 36" PVC sanitary sewer line. The lift station is located off of N Rome Street approximately 600' south of E 48th Avenue. The 36" sanitary sewer line proceeds east from the lift station in a dedicated easement and terminates on E 48th Avenue approximately 1,180' west of N Harvest Road.
- There are additional 15" sanitary gravity lines within 48th Avenue and parallel 10" and 12" force mains within Harvest Road north of the site.
- The First Creek Lift Station (FCLS) has a current capacity of 1.7 mgd. The City is currently designing improvements to increase the FCLS capacity. The capacity of the FCLS will be taken into account for phasing and layout of the proposed sanitary sewer system.
- Infrastructure within The Aurora Highlands is under construction, the ATEC system proposes to tie into The Aurora Highlands system within the First Creek Basin and the Second Creek Basin. The Aurora Highlands proposed to install sewer within Powhaton Road which ATEC will tie into or construct.

### 2. Sanitary Sewer Design Criteria

- The proposed sanitary sewer system to serve The ATEC development is designed in accordance with Section 5.00 – Utility Design Criteria and Construction Plans of the *City of Aurora Water, Sanitary Sewer and Storm Drainage Infrastructure Standards and Specifications* (COA Standards and Specifications) and is consistent with the City of Aurora Wastewater Master Plan (WWMP) currently under review.
  - Maximum and minimum peaking factors of 4 and 1.7, respectively.
  - Assume infiltration at 10% of average flow.
  - Flow velocity shall not exceed 10 fps flowing full.
  - A Manning's "n" value of 0.011 for new PVC pipe.
  - A minimum slope of 0.4% was utilized for the majority of the analysis, a lower slope may be used on a limited basis where dictated by topographic constraints. Any proposed slope less than 0.4% must be approved by the City on a case-by-case basis.
  - Depth of flow in pipes 12 inches or smaller should not exceed 75% of capacity.
  - Depth of flow in pipes larger than 12 inches should not exceed 80% of capacity.

- The following information on the City of Aurora's Wastewater Master Plan was provided by Alicia Dupree via email 8/16/2017):
  - The City of Aurora Wastewater Master Plan (currently under review) evaluates infrastructure alternatives necessary to accommodate future planned development. The alternative is consistent with Metro Wastewater Reclamation District's (MWRD) plan to construct the Second Creek Interceptor (SDI). The SDI will convey wastewater from Aurora via gravity to MWRD's Northern Treatment Plant (NTP) in Brighton.
  - In the absence of the SDI, temporary lift stations will be needed to accommodate wastewater flows from northern Aurora. The City of Aurora is currently designing and planning to construct the Second Creek Regional Lift Station (SCRLS). The SCRLS is designed to accommodate 3.5 mgd of flow from the Second Creek Basin. This lift station will be located on Avenue and will pump wastewater south to the First Creek Lift Station (FCLS) with a capacity of 1.7 mgd. The City is currently designing improvements to increase the capacity of the SCRLS.
  - Once the SDI is complete, SCRLS will be decommissioned and all wastewater flows will be conveyed to MWRD's NTP. Additionally, current plans also call for a First Creek Interceptor (FCI) to be constructed. This interceptor would convey wastewater flows from FCLS north to the Second Creek Interceptor. Once the FCI is complete, FCLS will also be decommissioned.

Per the list of total flows per basin on the next page, ATEC is taking approximately half of the total flows to be sent to the Second Creek Lift Station. Please confirm this capacity based on off site flows in the basin as well as any potential phasing of the project. See Harvest Mile MUS for further information.

- For areas tributary to First Creek Lift Station and the Second Creek Regional Lift Station, the City of Aurora will need to build master planned interceptors to the respective station. If wastewater flows are not captured at lift station capacities ahead of the SDI and First Creek Interceptor to be built by year 2030, service to the Second Creek and Box Elder watersheds within ATEC will be impacted.
  - The developer may construct the ultimate sanitary sewer outfall. Any infrastructure improvements developed by the developer(s) outside their property may be subject to reimbursement by the City per the applicable reimbursement, development or annexation agreement associated with the developer(s) property.
  - The existing lift stations may be upsized to accommodate the additional flow. The City of Aurora will not participate in interim/temporary improvements beyond what the City had planned/budgeted for to date.

Narrative has been updated based on more up to date information surrounding lift station capacities since the last issue of this report

- Aurora Water and Metro Wastewater Reclamation District are working collaboratively on a feasibility study to develop a regional approach for development in the Box Elder Basin. The study will evaluate the anticipated water supply demands within the Basin, anticipated timing of future water supply demands, the resulting wastewater flows, and the engineering infrastructure options to meet demands/flows with the intent of developing a solution such as a reuse facility to keep wastewater flows within the Box Elder Basin.
- If the Box Elder watershed does not have an available outfall, an interim lift station may be constructed on the eastern edge at the center of Section 28 to lift to a second lift station in the northeast corner of Section 21 along with a forcemain to convey flows to the Second Creek Watershed.
- The capacity of the First Creek Lift Station will be evaluated for phasing and layout of the proposed sanitary sewer system.

Narrative has been updated based on more up to date information surrounding lift station capacities since the last issue of this report

Is information available to expand on this phasing of wastewater flows to the Lift Station?



Expand on the capacity of the Second Creek Lift Station with regard to the total flows shown here. See Harvest Mile MUS.

Narrative has been updated based on more up to date information surrounding lift station capacities since the last issue of this report

This number is larger than the First Creek LS capacity as stated on Sheet 8. Please expand on the phasing of the site as well as any off site flows being sent to the First Creek Lift Station to ensure capacity is available prior to the interceptor construction.

Sanitary flows generated by ATEC calculated with the following:

- First Creek Watershed: 1.85 mgd
- Second Creek Watershed: 1.79 mgd
- Box Elder Watershed: 2.82 mgd

## D. Conclusions

### 1. Recommendations and Phasing

- The water system will utilize pressures from Zone 3 and Zone 2 to adjacent transmission lines.
- Waterline alignments and sizes are subject to change depending on the timing of construction of specific phases. Additional looping may be required.
  - At all times two points of connection (a looped system) will be required as consecutive planning areas come on-line.
  - Initial development is expected surrounding the 38th Avenue and Powhatan. Connections into lines within The Aurora Highlands Development will be made as that development proceeds.
- Sanitary sewer lines and any proposed temporary lift stations are subject to change depending on when specific areas are developed.
  - Interim wastewater improvements will move outwards (north and south) from 38th Avenue/The Aurora Highlands Parkway.
- Any proposed layout and sizing changes are required to meet the intent of the infrastructure shown in this Master Utility Report and must remain in compliance with the City's Master Plans.

### 2. Summary of Concept

- This Master Utility Report is in compliance with the City of Aurora design criteria.
- The following conclusions are drawn based on this study:
  - A potable water system comprised of 12", 16", 24" and 36" lines is proposed to tie into the existing network and will satisfy the requirements for the Max Day plus Fire Flow scenario.
  - Proposed 8" local sanitary sewer lines will tie into larger 10", 12", 15" and 18" proposed and existing sanitary trunk lines out-falling to the First Creek Lift Station, the planned Second Creek Regional Lift Station and the Box Elder watershed.
- The sanitary alignment can maintain minimum slopes and acceptable design depths for the proposed development within the majority of the project area.

2007000052063 is  
not represented in  
this description

Response: Legal  
Description has  
been revised.

## LEGAL DESCRIPTION

check these

Response:  
Updated.

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 IN BOOK 4030, AT PAGE 894, IN SAID OFFICIAL RECORDS;

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;

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 PARCELS OF LAND, MORE OR LESS, BEING THE SEVERAL PERSONAL REPRESENTATIVES' DEED RECORDED IN THE PUBLIC RECORDS OF THE COUNTY OF ARIZONA, TO-WIT:

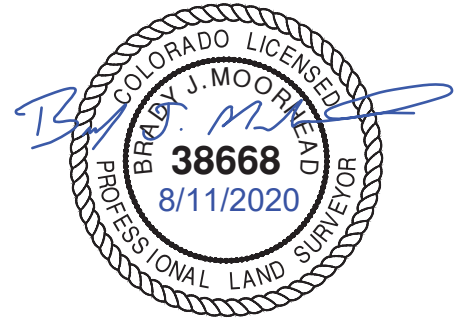
CONTAINING AN AREA OF 0.083 ACRES, (3,600 SQUARE FEET), MORE OR LESS.

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

add the area of the description

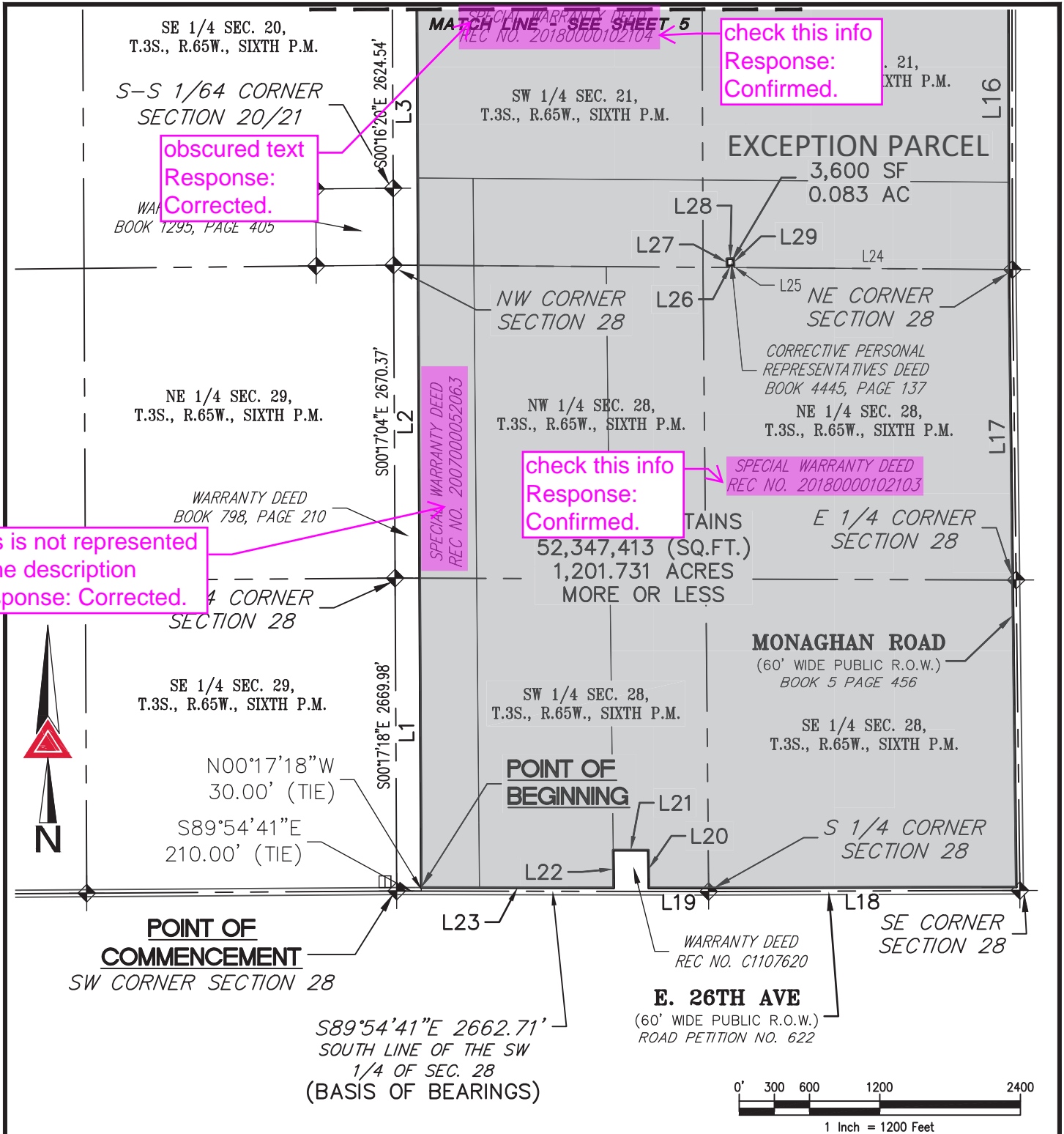
Response: Legal description  
has been updated.

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: 8/11/2020  
 SCALE: 1" = 1,200'



**AZTEC**  
CONSULTANTS, INC.

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

# EXHIBIT

SEC. 21, & 28, T3S, R65W, 6TH P.M.  
CITY OF AURORA, ADAMS COUNTY, COLORADO

JOB NUMBER 136618-02

4 OF 6 SHEETS