Re: TransPort Colorado FDP Amendment #1 (#1283749)
TAB #6: FDP Narrative (FORM B)

1st Submittal: April 26, 2019
2nd Submittal: November 22, 2019
3rd Submittal: February 14, 2020

1. General Description of the FDP Amendment

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

RE: TransPort has the opportunity to provide a wide range of services, employment, and education within the City of Aurora for existing and future residents. The primary uses on the site are all non-residential and primarily Industrial and Commercial in nature. As an employment center for the City of Aurora, the intent is to provide for a wide range of permitted uses currently identified in this FDP. Anticipated uses are as follows:

Sub-Area	Acreage	Dominant Land Use
Sub-Area 1	1,153.5	I-2
Sub-Area 2	1,299.5	I-2
Sub-Area 3	1,019.3	I-2
Sub-Area 4	307.9	I-2
Sub-Area 5	544.1	AD
Sub-Area 6	1,090.1	I-2

• Airport Industrial/Corporate Aviation: Air-related uses that may include aircraft manufacturing, air cargo and freight services, aircraft maintenance, and other uses such as corporate hangers and other facilities to accommodate corporate clients that may rely on direct runway access. These uses would require direct access to airport property and will be accomplished with Through-The-Fence agreements which are in place with Adams County and the Front Range Airport.

• TransPort Opportunity Center and Educational Facility: It is anticipated that this facility would provide a location for job training skills and continuing education for TransPort and the surrounding area. Educational courses may focus on flight training and simulation, railroad services and skills development, and other elements critical to keeping employees trained and educating new ones in current technology.

• Airport District: Office campuses, retail, and light industrial developments all characterize the potential uses in the Mixed Commercial areas. However, the mix may vary depending on the location of the Planning Areas and transition to Medium and Heavy Industrial areas. The uses in this category may be accommodated within a single building or co-located within a building.

- Industrial: Warehouse, distribution, manufacturing, outdoor storage, and other industrial users may characterize areas within this designation. This roadway circulation allows warehouse and distribution users to have access to both DIA and the Front Range Airport permitting flexible space wherever the demand is present for storage. Access to E-470 is also provided via 56th Avenue and Interstate 70 is close, by way of the Watkins interchange making it also attractive to non-aviation users.
    - Heavy Industrial: This area would allow warehousing and manufacturing uses but with more controls to ensure better compatibility and will likely contain uses dependent upon the Upon Pacific Intermodal Facility.

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- Rail Service/Heavy Industrial: Proposed Planning Area 16 is an approximately 171-acre area of land adjacent to the existing Union Pacific Railroad line, Colfax Avenue and Manila Road (and future 32nd Street). The site is intended to accommodate the possible relocation of Union Pacific from Denver and provide rail-serviced industrial sites for approximately half of the site with the remainder to be general heavy industrial uses with the possibility of rail service in the future if demand is present.

Specific to Union Pacific Railroad, the following uses may be included within Planning Area 16:

• Passing Tracks:
  - A Passing Track (siding) may be located entirely within the existing Union Pacific right-of-way and may extend from approximately Imboden Road at the west to beyond unimproved Schumacher Road at the east.
  - A Passing Track is used to allow a train on the mainline to pass another train on the mainline, usually from opposite directions; though sometimes a more time-sensitive train will pass another in the same direction.

• Receiving and Departure Tracks:
  - Receiving and Departure Tracks may be located entirely within the existing Union Pacific right-of-way, extending from approximately Quail Run as relocated at the west to Manila Road at the east.
  - Receiving and Departure Tracks are used to stage a ready train for departure or to receive and land an arriving train off the mainline and into the facilities. They essentially perform a logistical function and act to improve the efficiency of a facility by allowing ready-to-depart trains and just-arriving trains to be clear of any working areas.

• Classification Yard:
  - The Classification Yard (sometimes known as a manifest or switching yard) could have a capacity of up to 129,000 track-feet, though the railroad may choose to use shorter tracks. The classification yard would be located east of Quail Run and west of Manila Road, north of the receiving and departure tracks and south of the support tracks. A portion of the classification yard would be located on the existing Union Pacific right-of-way, with approximately 171 acres located within TransPort. The yard would consist mainly of railroad tracks on stone ballast, with some asphalt paved access roadways and lighting (by a combination of high-mast and pole lighting). An office and yard tower may be included within this area for administration of the yard.
  - A Classification Yard is where general in-bound and out-bound freight cars are assembled into the trains that either deliver regionally or to another destination on the railroad's system. That is, freight-cars that are generated regionally from various producers are received, classified as to destination, and then assembled together into a train with other cars going to the same destination. Conversely, a train arriving from, say, Chicago with freight bound for the Denver region will arrive, have its cars broken down, classified, and re-assembled into trains for regional delivery.

• Intermodal Yard and Support Tracks:
  - The Intermodal Yard and Support Tracks would consist of an intermodal terminal and support tracks used to support its operation as well as that of the auto facility described below.
  - The intermodal facility would likely be constructed in several phases over time to match the shipping volumes both now and into the future. The first phase of the intermodal facility would support current traffic volume (about 120,000 lifts) as well as projected near-term growth. Future phases may expand the facility to meet regional demand.
  - The first phase of the intermodal facility would likely consist of process tracks, unload lay-down bays, concrete craneways, travel lanes, parking with bogie strips, a concrete load bay for container swings with on-the-ground 10 x 53 container bays, maintenance pad, service vendor areas, a hostler maintenance building, an administration building, a check-in and check-out gate area canopy with kiosks and trucker kiosks. The perimeter of the intermodal yard would be fenced. Lighting would be a combination of 100' hi-masts and 35' entry poles. Fueling is

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anticipated to be by mobile service.

- An Intermodal Yard is where domestic and international containers and trailers are either a) delivered from regional producers by truck, then loaded onto a train for out-bound destinations, or b) received by train from out-of-region producers, and loaded off the train and onto a truck for delivery to regional users. The freight handled by intermodalism is generally manufactured end-products of high value. Intermodal shipping is the fastest-growing segment of railroad business and acts to reduce costs both for producers and consumers by reducing the transportation component of product cost. In addition, intermodalism acts to reduce the overall truck traffic in a region, reducing air pollution and relieving congestion.
- The Support Tracks would be used to support both the intermodal facility and the auto facility by providing storage for trains not yet ready to be processed.

• Automobile Facility:

- The Automobile Facility may lie north of the support tracks and may consist of approximately 115 acres. The auto facility may provide 100 railcar spots on double ended unload tracks; with up to 5700 automobile parking bays. The site would be asphalt paved, striped and numbered, except the loading road may be concrete paved. Typical UPRR auto facility entry with guardhouse would be included. An office building, maintenance garage and charging canopy may also be included. The perimeter would be fenced.
- At an Automobile Facility, automobile-carrying trains arrive from either the vehicle manufacturer or from an international port. Cars are unloaded from the train and parked in what is essentially a large parking lot until they are loaded onto car-carrier trucks for delivery to the region's various vehicle dealers.

In addition, the following uses may be expected within Planning Area 16 that is specific to Union Pacific Railroad or its support:

• For the Continuation of the Passing Track (siding) see above already described. This continuation of the passing track may all be located on existing Union Pacific right-of-way.

• Bulk Commodity Yard:

- The Bulk Commodity Yard would consist of parallel tracks at located mainly in the existing Union Pacific right-of-way south of the airport and extending east to past unimproved Schumacher Road. The tracks would be spaced at 15' and 20' centers alternating to allow asphalt paving between Tracks for inspection. A sanding tower (to provide sand to the locomotives for traction) would likely be located on Union Pacific right-of way. A small administration office and tower may be included for personnel. Lighting will likely be · by 100' hi-masts.
- The Bulk Commodity Yard would be used for readying bulk commodity trains for departure (fueling by mobile trucks, sanding, inspection, etc.) Bulk commodities may include grains, minerals, coal and the like. Access would be expected to be from the yard's north, via an access road running south of the airport and connecting to Manila Road.

• Industry Marshalling Yard and WYE Track:

- The Industry Marshalling Yard and WYE Track may consist of two marshalling tracks for storing railcars being either delivered to or picked up from other industries that may be located within TransPort. The WYE track is simply a track in the shape of a "Y" that allows locomotives to be turned around so that they can be facing the right way when relocated from one end to another of a train. The marshalling yard may run north and south and have future connections to other industries within TransPort.

• Service Area:

- The Service Area may consist of an area where locomotives and railcars could be serviced to ensure road-readiness. While the exact extent of Union Pacific's needs for servicing has yet to be established, it may consist of several buildings and associated services within which servicing of both locomotives and railcars can occur (e.g., changing out wheel-sets, providing lubrication and fueling, sanding, repairs, and the like). More specific information as to the service areas will be

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forthcoming at a future date, as it is dependent to some extent on negotiation between UPRR and various regional authorities as to separate matters affecting UPRR's operations within the Denver region.

- Transload Facility:
  - The Transload Facility may consist of bulk transload tracks (with room to double its size), asphalt paved and with lighted loading bays. In addition, the transload yard may includes a 70' scale with foundation and remote read-out, an office building and a maintenance building, as well as both truck and employee parking areas. Lighting would be by a combination of 100' hi-masts and 40' track and entry lighting poles. The perimeter would be fenced with 8' chain link, with 3 strands barbed wire. There. may in addition be stone paved lay-down areas for heavy items.
  - A Transload Facility will likely be third-party owned and operated and its final configuration is somewhat dependent on its customers. In general, a transload facility receives full-car trainloads and breaks them down for storage and delivery to regional users. The products transloaded are often heavy and odd-shaped items, like building materials, lumber, brick, steel and the like. In addition, plastic pellets are often transloaded from tank cars into trucks for delivery to manufacturers. In the industry, the various products handled by transloaders are sometimes categorized into: "dry and liquid bulk" (e.g., plastic pellets, potash, lube oils, corn syrup, etc.) which are usually directly transferred from the railcar into trucks by mechanical means; "warehouse" (e.g., beverage products, food products, etc.) which are transferred into a warehouse for further handling; and "dimensional" (e.g. lumber, roofing materials, steel products, etc.) which are usually stored on the ground until reloaded onto trucks.

- The extent to which Union Pacific relocates its operations from Denver to TransPort, as well as the timing, phasing, extent and mix of Union Pacific facilities that may be located at TransPort, depends on Union Pacific's negotiations with COOT and RTD, and on related Union Pacific operating decisions. Accordingly, any railroad or rail-related facilities described or depicted in this FDP are subject to revision prior to development of any CSP.

2. Defining Character of the FDP

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

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

TransPort will provide some pedestrian and bicycle amenities. The Open Space and Circulation Map (Tab 9) illustrates conceptual pedestrian and bicycle circulation within TransPort and provides connection to future City of Aurora and Adam's County open space and trails within the area. TransPort will establish general design standards for Urban Design, Landscaping and Architecture which will be provided with each Sub-Area Master Plan. More specific design standards will be provided with each individual CSP application. A "sense of place" will be created.

3. Zoning Conformance

Does the FDP accurately reflect adopted E-470 or Northeast Plains Zoning District Subarea boundaries?

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

4. Potential Regulatory Conflicts

Are there any existing or potential conflicts between FDP design ordinance requirements and the terms of any existing annexation agreements or agreements with other jurisdictions or interest groups? If so what are they and how you

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propose to resolve them?

RE: Not at this time.

5. Waivers

Does your current design require any ordinance waivers in order to be approved? If so, list each proposed waiver, and answer the following questions for each. (If no FDP waivers are listed and approved, we will always interpret the final FDP 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 waiver 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 waiver? Why weren't these alternatives chosen?
• What measures have been taken to reduce the severity or extent of the proposed waiver?
• What compensating increases in design standards have you proposed to mitigate the waiver's impact?

RE: At this time, one sign waiver is being requested for the TransPort Colorado FDP Amendment.

6. Required City Facilities

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

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

7. Vehicular Circulation

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

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

8. Pedestrian Circulation

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

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

9. Protection of Natural Features, Resources and Sensitive Areas.

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

• Water features, such as floodplains, streams, and arroyos.
• Adjacent parks and public open space
• Historic or archeological sites
• Significant views of the Front Range and views from public parks and I-70 and E-470 and other collector and arterial streets
• Riparian wildlife habitat
• The approximate topographic form of major ridgelines and swales

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• *Natural or geologic hazard areas, including unstable slopes and expansive soils*

Other natural features such as bluffs, ridges, steep slopes, stands of mature trees, rock outcroppings, or wetlands.

RE: Please refer to the Tree Survey (Tab 4).

10. Neighborhood Concept

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

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

11. Black Forest Ordinance

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

RE: Not applicable.

12. Steep Slope Standards

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

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

13. Consultations with Outside Jurisdictions and Agencies

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

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

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