January 13, 2025

City of Aurora
Energy & Environment Division
Attn: Maria Alvarez, Senior Oil and Gas Planner
15151 E. Alameda Parkway, Suite 5900
Aurora, CO 80012

Re: Denver Expansion Project - Scott City to DIA Pipeline
Magellan Midstream Partners, L.P. – Letter of Introduction
LOCATED IN SECTIONS 01, 12, 13, 14, 23, 26 AND 35 OF T3S, R65W, SECTION 36 OF T2S, R65W AND SECTIONS 18, 19, 30 AND 31 OF T2S R64W OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA AND COUNTY OF ADAMS, STATE OF COLORADO

Ref: Application No. 1831577

To Whom It May Concern:

Magellan Pipeline Company, L.P. (Applicant), a subsidiary of ONEOK, Inc., presents this introductory letter addressing the purpose and intent, general pipeline information, and best management practices. Checklist and responses to the Pre-Meeting Review Comments held September 19, 2024, for new gas pipeline installation, are attached.

PROJECT DESCRIPTION

The proposed Denver Expansion Project (Project) involves the installation of approximately 235 miles of new buried pipeline of varying diameter (i.e., 10-inch and 16-inch) that will be utilized to transport various transportation fuels, including aviation and sustainable aviation fuel from Scott City, Kansas to the Denver International Airport in Colorado. Of the 235 miles of pipeline, approximately 12 miles of 10-inch-diameter pipeline traverse Adams County. The Project also involves the installation of several aboveground rupture mitigation valves (RMVs) and trap facilities along the new pipeline. No RMVs are designated within City of Aurora limits.

Construction of the Project is estimated to impact a total of 89.07 acres within Adams County. Following construction, a 30-foot-wide permanent easement centered on the new pipeline will be retained in Adams County. Operational impacts on land use will be limited to those areas associated with small aboveground facilities (e.g., RMVs) and the occasional mowing of the permanent pipeline right-of-way (ROW). There will be no proposed change in the existing zoning (Denver International Airport, City of Aurora, and Agricultural-3).

The Applicant intends to begin construction of the Project in August 2025 in order to complete the Project by mid-2026. Construction of the overall Project is anticipated to take 8 to 9 months to complete, while Project construction activities within Adams County are anticipated to take 3 to 4 months to complete. Based on this Project schedule, construction within Adams County is anticipated to begin between late 2025 and early 2026.

PURPOSE AND NEED

The purpose of the Project is to provide additional pipeline capacity needed to support increasing demand for various transportation fuels in the Denver market, including increasing

demand from the Denver International Airport for aviation and sustainable aviation fuel to support future contemplated airport expansions. Total system capacity will increase by 35,000 barrels per day and will have additional expansion capabilities. This new pipeline infrastructure will not only provide much needed capacity, but it will also connect the Denver market to fuel supplies from multiple refineries outside the State of Colorado.

The Project is expected to create benefits by providing an underground system to transport transportation fuels, including aviation and sustainable aviation fuel, in a safe, reliable, quiet, and largely unseen method. The pipeline will be designed and constructed to meet the American Society of Mechanical Engineers (ASME) B31.4 – Pipeline Transportation Systems for Liquid Hydrocarbons and Other Liquids Codes and Standards.

The pipeline will be designed and constructed in accordance with federal pipeline safety regulations set forth in 49 Code of Federal Regulations (CFR) 195 and the Colorado Oil and Gas Pipeline Safety Regulations (Series 1100), and other rules and regulations as applicable.

PROPOSED ROUTE DESCRIPTION

The proposed pipeline will be primarily co-located with and constructed within Magellan's existing permanent easement associated with the existing Chase Colorado 10-inch-diameter pipeline from its origin in Scott City, Kansas to Arapahoe County. Starting near milepost (MP) 447.73 to its terminus at the Denver International Airport, the proposed pipeline will require a new permanent easement. Easement negotiations with landowners are ongoing. The easement agreements will provide for a permanent 30-foot-wide pipeline easement as well as a combined 30 feet of temporary use areas on either side of the proposed centerline for operation and construction of the Project, respectively. Additional temporary workspace (ATWS) has been identified and will be secured to facilitate specialized construction techniques (e.g., horizontal directional drill [HDD] and bores).

DESCRIPTION OF THE CONSERVATION TECHNIQUES TO BE USED IN THE CONSTRUCTION AND OPERATION WITHIN CITY OF AURORA LIMITS

Conventional open-cut pipeline construction techniques will be used for the majority of the Project. Construction of the Project will require one construction spread (crew) in Adams County and will consist of phased construction conducted in a sequential manner. To minimize any potential erosion, construction will be coordinated in such a manner as to minimize the total time a tract of land is disturbed.

Clearing and Grading

Prior to commencement of ground disturbing activities, a standard survey and stakeout will be conducted to identify ROW and workspace boundaries and to locate existing foreign utility lines within the construction ROW. The Applicant will also require its contractor to make notifications to foreign utility line operators through the "One Call" locate services to assist in locating and marking of all belowground utility lines. Following the completion of the surveys, the construction ROW will be cleared of vegetation and debris. Clearing and grading is a process necessary for the establishment of the ROW. Vegetation will only be cleared where necessary and will be reseeded once construction is complete. Cleared vegetation and debris will be disposed of in accordance with federal, state, and local regulations. Where necessary, to contain disturbed soils during clearing and grading in upland areas, and to minimize potential

erosion and sedimentation of waterbodies, temporary erosion control devices (ECDs) will be installed prior to initial ground disturbance and will be maintained throughout construction in accordance with a county-approved Erosion and Sediment Control (ESC) Plan. Adherence to the ESC Plan will minimize erosion, and in turn conserve land in the Project area.

Trenching

Trenching involves excavation of a ditch for pipeline placement and is accomplished through the use of a trenching machine, backhoe, or similar equipment. Trench spoil will be deposited adjacent to the trench within the construction work areas with topsoil segregation utilized where necessary to prevent the mixing of topsoil with subsoil. In standard conditions, the trench will be excavated to a depth sufficient to ensure the minimum necessary feet of cover over the pipe. Typically, the bottom of the trench will be cut at least 12 inches wider than the width of the pipe. The width at the top of the trench will vary to allow the side slopes to be adapted to local conditions at the time of construction.

Conventional Bore

The conventional bore method will be used for crossing waterbodies, and roads crossed by the Project. To complete a conventional bore, a pit on either side of the road will be excavated to provide a working area for the equipment. A boring machine will be used to create a horizontal hole with a diameter slightly larger than the diameter of the pipe at the depth of pipeline installation. The pipeline section will then be pushed through the bore to the opposite pit. If additional pipeline sections are required to span the length of the bore, they will be welded to the first section of the pipeline in the bore pit prior to being pushed through. ATWS will be required on both sides of the waterbody/road in order to complete the bore at crossings.

Pipe Stringing, Bending and Welding

Following preparation of the trench, the new pipe will be strung and distributed along the ROW parallel to the trench. Depending on the available workspace, some pipe may be fabricated off-site and transported to the ROW in differing lengths or configurations. Pipe will be bent by hydraulic bending machines, as necessary, to conform the pipe to the trench. Once in place on temporary supports along the ROW, pipe lengths will be aligned, bends fabricated, and joints welded together. Welding will be performed in accordance with the American Petroleum Institute Standard Number 1104 and company welding specifications. All welds will be coated for corrosion protection and visually and radiographically inspected to ensure there are no defects. Additionally, the entire pipeline will be visually inspected prior to lowering the pipeline into the trench.

Pipeline Installation and Trench Backfilling

Completed sections of pipe will be lifted off the temporary supports by side boom tractors or similar equipment and placed into the trench. Prior to lowering-in, the trench will be visually inspected to ensure that it is free of rock and other debris that could damage the pipe or the coating. Additionally, the pipe and the trench will be inspected to ensure that the configurations are compatible. Tie-in welding and pipeline coating will occur within the trench to join the newly lowered-in section with the previously lowered sections of pipe. Following this activity, the trench will be backfilled and crowned to approximately 6 inches above its original elevation to compensate for subsequent settling. Typical pipeline construction involves laying the pipe directly in the trench and backfilling it with native soil excavated from the trench, with subsoil

returned to the trench followed by top soil. If excessive rocks are encountered during excavation of the trench, additional measures may be taken to protect the pipe coating. The most common approach is to mechanically screen the native soil on site, to limit the amount of rock that comes into contact with the pipe. The need to screen the backfill soil will be determined in the field at the time of construction. In the unlikely event that additional soil is required due to excessive rocks or settling greater than 6 inches, the Applicant will purchase additional soil from a nearby landowner or yard.

The pipeline will be protected by a fusion bonded epoxy coating, and abrasion resistant overlay for pipe that is installed by HDD and bores, to limit corrosion. A cathodic protection system (induced current on the pipe) will also be installed to ensure pipeline integrity for the life of the Project.

Hydrostatic Testing

Following backfilling of the trench, the pipeline will be hydrostatically tested to ensure that the system is free from leaks and is capable of safely operating at the design pressure. Hydrostatic testing will be conducted in accordance with the requirements of Applicant testing specifications and the applicable state hydrostatic discharge permit (General Permit No. COG60400).

Environmental impacts from discharge of test water will be minimized through the application of measures outlined below:

- Locating hydrostatic test manifolds outside of wetlands or waterbodies;
- Complying with all appropriate permit requirements;
- Anchoring the discharge pipe for safety;
- Discharging test water through an energy dissipating and/or filtration device to minimize flooding and erosion, as well as reduce velocities, spread water flow, and promote ground penetrations; and
- Discharging test water only in well vegetated upland areas.

During testing, the water in the pipe will be pressurized above the maximum operating pressure and held for a minimum of 8 hours. Any loss of pressure that cannot be attributed to other factors, such as temperature changes, will be investigated. In the event that a loss of pressure is detected, the pipeline will be repaired, and the segment retested.

Restoration and Clean-up

Following pipeline installation and backfilling of the trench, disturbed areas will be restored to pre-construction contours as closely as practicable. Construction debris and organic refuse unsuitable for distribution over the ROW will be disposed of at appropriate facilities in compliance with applicable regulations. Permanent erosion and sediment control measures will be installed as appropriate, and all temporarily disturbed areas within the Project area, except cropland, will be revegetated using a pre-selected seed mix developed in consultation with state and local agencies and the requirements of landowner agreements. Scrap materials remaining after construction will be recycled or reused, where possible.

Conservation Techniques

During construction of the Project, the Applicant will implement control measures (CMs) in accordance with a state-approved Stormwater Management Plan (SWMP) and county-approved

ESC Plan to manage stormwater and minimize erosion and sedimentation during construction of the Project. The following guidelines will be used in the selection, design, and implementation of CMs:

- The construction-phase CMs will be designed to prevent sediment from being conveyed beyond the construction site to the extent practicable, and to ensure that no significant changes occur in the volume or characteristics of stormwater runoff to receiving waters.
- All CMs will be properly selected, installed, and maintained in accordance with the manufacturer's specifications and good engineering practices.
- If sediment is conveyed beyond the construction site, controls will be used to minimize off-site impact.
- Litter, construction debris, and construction chemicals exposed to stormwater will be prevented from becoming a pollutant source.

CMs that will be implemented include the following:

- Inlet protection;
- Riprap;
- Trash racks;
- Check dams;
- Sediment control logs; and
- Erosion control blankets.

To minimize impacts from land disturbance and storage of soils, the CMs listed above will be installed immediately following land disturbance where needed.

To minimize impacts from vehicle tracking, road surfaces will be periodically inspected and, if necessary, cleaned of any soil and other debris, in addition to implementation of the CMs listed above.

All loading and unloading operations will be conducted within the approved Project workspace. CMs as described herein will be utilized to ensure that all impacts are contained within the workspace and sediment does not leave the Project site.

Erosion and sediment controls that will be implemented will include the following protections:

- **Erosion Controls** (primary protection)
    1. Minimize disturbed areas and protect natural features
    2. Phase construction activities to limit exposure period
    3. Control stormwater flowing onto and through the Project area
    4. Stabilize soils promptly with seed, mulch, etc.
    5. Protect slopes to prevent gullying
- **Sediment Controls** (secondary protection)
    1. Protect storm drain inlets
    2. Establish perimeter controls
    3. Retain sediment on-site and control dewatering practices
    4. Establish stabilized construction exits
    5. Inspect and maintain controls

Peripheral or border CM's to control runoff from disturbed areas will be installed or marked for preservation before general site clearing is started. Note that this requirement does not apply to earth disturbances related to initial site clearing and entry establishment, exit and access of the site, which may require that CMs be installed immediately after the earth disturbance. Storm water discharges from disturbed areas which leave the site will pass through an appropriate impediment to sediment movement, prior to leaving the land disturbance site.

All erosion control measures identified in this application and the ESC Plan will be maintained in effective operating condition. Routine inspections will be performed to confirm that the CMs are effective, to identify problems with existing CMs, and to identify the need for changes in CMs.

Properly operating CMs will be maintained to ensure continued effectiveness. When CMs are not operating properly, maintenance will be performed as soon as reasonably practicable, and where possible before the next storm event, as necessary to maintain the continued effectiveness of stormwater controls.

DESCRIPTION OF THE WATER TO BE USED BY THE PROJECT

The Applicant will use water to perform hydrostatic testing of the new pipeline prior to placing the Project facilities into service to ensure pipeline integrity, and to control fugitive dust emissions where necessary. Although the source has not been finally determined, the Applicant anticipates water utilized during the hydrostatic tests and for dust control will be obtained from a source near the Project area. Where possible, water will be delivered to the Project via pipe, and where not possible water will be trucked. The Applicant estimates 252,000 gallons of water will be necessary for hydrostatic testing the 12-mile portion of the Project situated in Adams County.

Following testing, each test section will be depressurized, and the water will pass through an energy-dissipation and/or filtration device before being discharged into a well-vegetated, upland area. This will allow dual-action dissipation, one from the dissipation device itself and the other from the vegetated area. This method will minimize the potential for erosion and will be performed in compliance with applicable federal and state regulations. The pipe will be new, externally coated, and clean, and hydrostatic test water will not come into contact with hydrocarbons; therefore, discharge of hydrostatic test water into upland areas will not introduce any pollutants to the existing environment. Additionally, the Applicant will follow all federal, state, and local permit requirements with regard to water discharge.

IMPACTS AND NET EFFECT OF THE PROJECT ON THE DEMAND FOR LOCAL GOVERNMENT SERVICES

The Applicant will establish and maintain a liaison with local fire, police, and other appropriate governmental officials to determine the availability of emergency response resources in the event of an accident or emergency involving the pipelines and to establish an effective means of communicating with local emergency response officials. The Project is located within the service area of the Brighton Fire Rescue District (BFRD) and the Bennett Fire Protection District (BFPD). BWFD and BFPD will respond to calls on the properties crossed by the Project. During construction, the Applicant will implement the emergency response procedures identified in Magellan's Emergency Response Plan, a copy of which is attached. Information in the plan includes specific steps for controlling potential releases of hazardous liquids by means of

shutting down the pipeline segments, evacuation plans, notifying local officials of incidents, and coordinating preplanned and actual responses necessary in the case of an emergency.

Construction and operation of the Project is not anticipated to impact the demand for local government services or the capability of local governments to provide services

POTENTIAL EFFECT OF THE PROJECT ON THE EXISTING TRANSPORTATION NETWORK

The anticipated routes to be used during Project construction are Interstate 70 to Hudson Rd. The maximum anticipated traffic loading at peak construction is estimated to be 30 to 40 round trips per day for heavy haul equipment which will consist of equipment mobilization, pipe delivery, and mobilization of bore equipment. Average traffic loading during construction in Adams County is anticipated to be minimal, consisting primarily of commuting vehicles, and estimated to be approximately 5 to 10 roundtrips of heavy haul equipment over the duration of the remaining construction window in Adams County). Therefore, construction of the Project is not anticipated to impact the existing transportation network within Adams County. The Applicant will obtain the required permit(s) from the state and local agencies for heavy haul/oversize weight deliveries, as applicable.

Traffic after construction and during normal pipeline operations will not impact the current County traffic loads. Therefore, operation of the Project will not impact the existing transportation network in Adams County.

ALL APPLICATIONS/SITE PLANS/SITE PLAN AMENDMENTS/BY DEPARTMENT CHECKLIST

Responses are stated in the ***bold italicized*** text.

Energy & Environment

- Letter of Introductions – Purpose and Need – ***included with the Letter of Introduction***
- Legal Description – ***included with the Letter of Introduction and other multiple documentation.***
- Site Plan – ***included with submittal; Denver Expansion – 10in-IFR***
- Certificate of Insurance – ***included in submittal***
- Project Development Schedule – ***included with the Letter of Introduction***
- Property Owner Authorization – ***included with submittal; Landowner easements – currently in negotiations***
- Surface Use Agreement – ***included with submittal; Landowner easements – currently in negotiations***
- Pre-Application Responses to Comments – ***included with the Letter of Introduction***
- Wildlife Impact Report – ***included with submittal***
- Interim Reclamation Plan – ***included with submittal***
- Weed Control Plan - ***included with submittal – Weed Management Plan_Denver Expansion Project***
- Noise Management Plan – ***working on obtaining noise variance***
- Abutters List - ***included with submittal***

Planning

- Landscape Plan – ***included with submittal – Hudson Arterial Cross Section Exhibit***
- CAD Data Submittal – ***included with submittal***

Fire/Life/Safety

- Operations Plan – ***included in submittal – Western District_OSRP***
- PHA-HazOP – ***included in submittal – Western District_OSRP***

Aurora Water Engineering

- Stormwater Management Plan (SWMP) – ***included in submittal***
- Preliminary Drainage Checklist – ***included in submittal***
- Preliminary Drainage Letter – ***included in submittal***
- Critical Infrastructure – ***email attached from Darrell Burkhardt at TRS Corp stating Magellan is not crossing any critical infrastructure that TRS monitors.***

Traffic Engineering

- **Traffic Impact Study –** ***included in submittal***

Public Works Engineering

- Civil Plans - ***included with submittal; Denver Expansion – 10in-IFR***
- Engineering/Public Works Checklist – ***not applicable at this time***

Land Development Review

- Real Property License Agreement – ***ongoing coordinating efforts with Nathan Bennet, Director, Permitting & Compliance at Civitas Resources***

- Real Property Crossing Agreement – ***working with Grace Gray, Land Review Services / Development Services Department on obtaining license agreements for road crossings.***
- Water Delivery Plan – ***included in submittal***

RESPONSES TO PRE-APPLICATION NOTES, DATED SEPTEMBER 19, 2024
Responses are stated in the ***bold italicized*** text.

Planning and Business Development
Key Issues:

- Site Plan Review. ***Response: Alignment sheets will be provided to City for review/approval.***
- Work with Aurora Water on the Floodplain Permit and Stormwater Management Plans. ***Response: Acknowledged.***
- Work with Crestone Peak Resources and Land Development Services for all easement crossings. ***Response: Coordinating with Nathan Bennett, Director, Permitting & Compliance for Civitas Resources, to determine impact and any applicable agreements.***
- Locate the easement so as not to adversely impact the final right of way design, including sidewalks and curbside landscaping. ***Response: Acknowledged.***

1. **Zoning and Placetype – Page 6**

1A. *Zoning*

The Airport District (AD) is intended to take advantage of the nearby regional and national transportation hubs and infrastructure, to expand employment opportunities created by the strategic location of these lands near the airports operating in or near Aurora, and to ensure that development is located and designed to be consistent with the continued efficient operation of those airports.
Response: Acknowledged.

1B. *Placetype*
Industry Hub includes areas typically dedicated to manufacturing, warehousing, distribution, fulfillment centers, freight operations and renewable energy enterprises. It can generate high volumes of traffic from both its employees and associated truck traffic. Adjoining roadways should accommodate traffic without negatively impacting quieter placetypes or traffic on local streets serving residential areas. Large-scale alternative energy facilities are another use that may fit this placetype. Uses permitted only in Industry Hubs are manufacturing plants, factories, large open-air operations and heavy-equipment storage. Use Specific Standards from Section 146-3.3.]
Response: Acknowledged.

1C. *Overlay Districts*

Avigation Easements
Because the property is within the Airport Influence District surrounding Colorado Air and Space Port and Denver International Airport, an avigation easement with the city and the airport shall be conveyed by the person subdividing lands or initiating construction of any structure on already subdivided lands. Such avigation easement shall be an easement for right-of-way for unobstructed passage of aircraft above the property and shall waive any right of cause of action against the city of associated airport arising from noise, vibrations, fumes, dust, fuel particles, and other effects caused by aircraft and airport operations. The avigation easement shall be in a form approved by the city and shall be recorded in the office of Clerk and Recorder for the county where the property is located before permit or plat approval is granted. The avigation

easement form can be found here. Please contact Jeffrey Moore at 303.739.7676 or jsmoore@auroragov.org with any questions you may have.
Response: Email correspondence on 10/25/24, Maria confirmed with Jeffrey Moore, the AE only applies when you are the surface owner. It is not applicable in this case. If anything changes, Maria will let us know. Email is included in submittal.

1D. *Master Plan*

The proposed pipeline will be traveling the last mile inside of the Northgate Technical Master Planned area before exiting the City of Aurora. This Master Plan was put in place in 1986.
Response: Acknowledged.

2. Land Use

2A. *Historic Land Use*
This area historically has been used as cropland or agricultural. The Northgate Technical Master Plan identifies this area as a mixed-use commercial as well as research and development with some light industrial. As part of the application, please submit a Letter of Introduction with an Operations Plan that introduces the project, processes during construction, reclamation and justifies the proposed project by specifically responding to the Criteria of Approval.
Response: Acknowledged – included with the Letter of Introduction.

2B. *Proposed Land Use*
The applicant has proposed a transmission pipeline project that will travel north along the edge of the City of Aurora along Hudon Rd and Watkins Road until it reaches Denver International Airport. The transmission pipeline will carry a mix of refined products. Please be advised that aside from the electrical transmission corridor, the proposed project will also be placed adjacent to 2-producing oil and gas facilities and will be in proximity of 2-Plugged & Abandoned (P&A), wells. For more information on these P&A wells, please see Colorado Energy and Carbon Management Commission (ECMC) COGIS - Colorado Oil and Gas Information System (state.co.us).
Response: Acknowledged – route has been moved 1,000' to avoid any P&A wells.

3. Development Standards

Industry hubs and a variety of commercial, light manufacturing, distribution uses, and research and development campuses are anticipated to be developed in this classification. In general, development is encouraged that will take advantage of the multi-modal transportation opportunities in this district. Residential uses are not permitted in this district. Other uses permitted in this district are as shown in Table 3.2-1 (Permitted Use Table). Installation of an underground facility shall be in accordance with the Roadway Design and Construction Specifications Manual, as amended and adopted. Prior to issuance of a permit, drawings prepared and signed by an authorized representative of the owner in accordance with the Roadway Design and Construction Specifications Manual, as amended and adopted, shall be submitted to the director. Additional permits may be required when installation is to take place in the right-of-way, as that term is defined in section 126-131 of this Code.

Drawings and records shall be kept by the owner of an underground facility and shall be provided to the director within 30 days of installation in accordance with the Roadway Design and Construction Specifications Manual, as amended and adopted.

Construction of an underground facility shall be accomplished in accordance with the Roadway Design and Construction Specifications Manual, as amended and adopted.
Response: Acknowledged.

3A. *Landscape, Water Conservation, Stormwater Management*

General Landscape Plan Comments.

The pre-application materials do not provide enough detailed information regarding the exact location for the proposed 10" pipeline to determine whether the future infrastructure improvements to Hudson Road will be impacted. Widening of Hudson Road in the future includes the installation of sidewalks and curbside landscaping. Street trees are a required infrastructure component, and the pipeline and associated easement should be sited so as to not preclude the installation of the future required street trees.

Street trees are located within the right-of-way and within the area defined as the space between the back of a detached walk and the face of curb. If an attached sidewalk is envisioned, then street trees are required between four and five feet from the back of walk. Street trees are required to be tall deciduous canopy trees which are never permitted within utility easements or generally within 10' of a utility, therefore the ultimate location of this utility should not prohibit these future improvements. Provide the ultimate street cross section of Hudson Road as well as the proposed location of the pipeline and associated pipeline easement relative to the future right-of-way, curbside and sidewalk improvements. See example street cross section below.
Response: Cross section drawing of Hudson Road is attached for review/approval.

4. <u>Adjustments</u>

Section 146-5.4.4 details the definitions, applicability, procedures, and criteria of approval for all adjustments to development standards. If any adjustments are requested, they must clearly be listed and justified in the Letter of Introduction. They must also be listed on the cover sheet of the Site Plan and any other sheets on which they are applicable. Approval of adjustment requests are not guaranteed. Adjustment requests should identify the reason for the adjustment, efforts to minimize the adjustment, and design elements proposed to mitigate the standards proposed for reduction. Typically, mitigation techniques should go *above and beyond* requirements from other code sections. If an adjustment does not meet the limits for administrative approval under Section 146-5.4.4.F, then the adjustment will require approval from the Planning and Zoning Commission.
Response: Acknowledged. No requests for adjustments.

5. <u>Submittal Reminders</u>

5A. *PDF Requirements*
The application will be uploaded through the city's development review website as separate PDFs. Please ensure that all AutoCAD SHX text items are removed from the "Comment" section during the PDF creation process and that the sheets are flattened to reduce ability to select items.

PDFs will be rejected during pre-acceptance reviews if they do not comply with this requirement, which could result in delays.
Response: Acknowledged.

5B. *Mineral Rights Notification* Please fill out the Mineral Rights Affidavit and supply this document to your Case Manager with the application submittal.
Response: Not applicable.

Community ***Participation***

The City of Aurora promotes citizen participation in the development review process. One way to promote this participation is through a community meeting. Registered neighborhood organizations within a one-mile radius and adjacent property owners will formally be notified of the application when a submittal has been made to the Planning and Development Services Department. Occasionally, it will be necessary to hold a community meeting to discuss the application. Your Planning Case Manager can assist and inform you if a community meeting will be required.
Response: Acknowledged. Will be determined at a later date whether a meeting will be required.

Energy and Environment Division

The Colorado Energy & Carbon Management Commission (ECMC) maps indicate there are plugged and abandoned (P&A) wells within proximity of the proposed development. The applicant is responsible for locating the abandoned wells and to ensure adequate measures are taken to secure/buffer their locations during construction.
Response: Acknowledged. Route has been moved approximately 1,000' to avoid P&A wells.

Parks, Recreation & Open Space Department (PROS)

No comments from this department.

Aurora Water

Utilities

Aurora Water will receive a referral of the Site Plan and Subdivision Plat for review and comment. Please respond to all Water Department comments with your initial submittal.
Response: Acknowledged.

Key Issues*:*

- The proposed pipeline will not be allowed to parallel existing Aurora Water utilities within Aurora Water easements. Please see EDN 223144 for easement information.
  Response: Acknowledged. Magellan has received a copy of EDN 223144. Route is not parallel to any easement.
- Crossings of the existing 30" water main along 26th Ave shall require license agreements.
  - 5 ft of vertical clearance is required for these crossings
  - A Watch and Protect Standby shall be required during the crossings and during any construction within and adjacent to the water easement. Please call Jeondra Arrington (720-859-4318) to schedule the standby at least a week prior to start of construction. ***Response: Acknowledged.***
- Show Aurora Water utility crossing in the plan and profile of the Civil Plan.

Response: Acknowledged. Working on confirmation.

- Corrosion protection is required on the pipeline so that there are no corrosion impacts on the existing 30" water main. ***Response: Acknowledged. Pipeline will have CP.***
- A Stormwater Management Plan will be required for this project. ***Response: Stormwater Management Plan is included in submittal.***

Utility Service Requirements

A Site Plan is required for this project and must show existing and proposed utilities including:
- Public/Private Mains
- Service Lines
- Water Meters
- Fire Suppression Lines
- Fire Hydrants are necessary to service your development.
- All utility connections in the arterial roadway are required to be bores.

Response: Acknowledged. Alignment sheets will be provided for review/approval.

• General utility design criteria can be found in Section 5 of the Standards and Specifications Regarding Water, Sanitary Sewer and Storm Drainage Infrastructure (Utility Manual). ***Response: Acknowledged.***

• All commercial and industrial users that discharge wastewater to the City of Aurora are to meet Metro Water Recovery's Industrial Pre-Treatment Program. Applicants are encouraged to reach out to Metro Water Recovery early in the planning process to learn more about the program requirements. ***Response: Acknowledged.***

• Note that Aurora Water reserves the right to enact certain restrictions that may include curtailment of water taps or usage of non-functional turf as established by City Ordinance. ***Response: Acknowledged.***

• Please reference Ordinance No. 2022-46 pertaining to the use and restrictions of turf and ornamental water features.

Response: Acknowledged.

Utility Development Fees:

• A partial Storm Drainage Development fee is required prior to the recording of the Subdivision Plat or at the time of building permit approval if a Plat is not required. Additional Storm Drainage fees may be charged and are based on the amount of impervious surface created by this project. ***Response: Acknowledged.***

• The Water Transmission Development Fee and the Sanitary Sewer Interceptor Fee have been combined into the water connection fee and are required to be paid after issuance of building permit and prior to issuance of the Certificate of Occupancy. ***Response: Acknowledged.***

• For a full listing of Utility Fees, please see the Aurora Water Fee Schedules. Connection fees should be paid prior to December 31st which are subject to increases as approved by City Council.

• Commercial users with meters one and one-half inches and smaller with landscaped areas not served by a separate irrigation system shall be charged an outdoor fee based upon the total landscaped area. ***Response: Acknowledged.***

Stormwater Management

Key Issues:

- A Preliminary Drainage Letter shall be submitted with the site plan. Note that a Final Drainage Letter shall be submitted with the Civil Plans. The Preliminary Drainage Letter shall be submitted at the time of Planning Department application submittal. Refer to Sections 2.4.5 for submittal requirements. A review fee shall be paid to the city prior to acceptance of the Preliminary Drainage Letter. ***Response: Acknowledged and part of document submittal.***
- Based on the current site plan, Detention and Water Quality measures will not be required. Refer to Tables 10-1 and 11-1 in the SDDTC to verify. ***Response: Acknowledged.***
- A Drainage Report Review Checklist should be completed and signed by a professional engineer and uploaded with the Letter for the first review. The Checklist can be located at the following link: Design Standards and Checklists. ***Response: Acknowledged and part of document submittal.***
- Note that preliminary drainage letter (PDL) review fees will be limited to the first three reviews. If additional reviews are required, fourth and greater, then new fees will be required. ***Response: Acknowledged.***
- The City of Aurora has an updated Drainage Criteria Manual (August 2024) which should be used for this and all future submittals. You are highly encouraged to read section 1.5 SIGNIFICANT UPDATES BY CHAPTER and Section 1.6 REVISIONS for a summary of the changes in the City's Criteria. The Manual can be downloaded at the following link: Aurora Water Design Standards ***Response: Acknowledged.***

• Important reference materials can be accessed via the City's GIS tools.

• Drainage references provided in these notes may not be an exhaustive list or include all potentially relevant existing or under-review documents. Approved reports and plans can be found via the City's Property Map. Please note that approved city documents before approximately the year 2000 are generally not available on the city's website and must be requested by the Design Engineer from Aurora Water. The city can only provide copies of approved Master Drainage, Preliminary Drainage, Final Drainage, and Civil Plan documents. In cases where city review of these documents is on-going and they may have some impact on the project, it is the Design Engineer's responsibility to contact the Designers of the documents under-review and coordinate designs. ***Response: Acknowledged.***

• Refer to Electronic Drawing Numbers (EDNs) 209006, 209006MD for supporting information related to your site.

• Stormwater Conveyance - Notification of Adjacent Property Owners link: Stormwater Conveyance - Notification of Adjacent Property Owners.

• No work is allowed in the Floodplain without a Floodplain Development Permit (FPDP), no work is allowed within the Floodway without a CLOMR or a No Rise analysis included within the FPDP.

Response: Acknowledged. Coordinating efforts with Criag Perl will commence.

Public Works Department

Key Issues:

- The city requires a document that identifies vehicular traffic routing. The document will also need a rough timeline of construction and confirmation that the routes will be maintained by the project. ***Response: Acknowledged and part of document submittal.***
- A turning template is required along the route. The design must be the length of the longest vehicle. ***Response: Acknowledged and part of document submittal.***
- The pipeline should avoid possible impact with future signalization, which is planned at the corner of each quarter section. ***Response: Acknowledged.***

• I-70 and Colfax are state highways; therefore approval and access permits will need to be obtained from the Colorado Department of Transportation (CDOT). Please contact *Steve Loeffler* at CDOT, phone number 303.757.9891. Developers/applicants are encouraged to contact CDOT early in the review process to determine the feasibility of the proposed access and any specific CDOT requirements. To ensure CDOT will allow access as shown, provide a letter from CDOT indicating they have reviewed the proposed access(es). This letter must be received 10 days prior to the Planning Commission hearing.

- Construction should only occur after obtaining the State Highway Access permits and the Notice to Proceed from CDOT. State Highway Access permitting is a two-step process. First obtaining the access permit and then obtaining the Notice to Proceed with the construction documents, Certificate of Insurance, and Traffic Control Plan. Having approval from Aurora for construction of the store did not mean you had approval for construction of the accesses in the State Highway right-of-way.

Response: Acknowledged. Coordination efforts have started and all applicable permits to cross CDOT roads will be obtained.

• Objects and structures shall not impede vision within the sight triangles. Show sight triangles on the site plan and landscaping plan at all access points in accordance with City of Aurora Standard Traffic Detail TE-13. In addition, street trees shall be set back from Stop signs and other Regulatory signs as detailed in City of Aurora Standard Traffic Detail TE-13.3.
Add the following note landscape plans: ‘All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10'

Response: Acknowledged. Not applicable.

• Show existing stop signs and street name signs or the installation of new stop signs and street name signs by developer at the site access points onto public streets. Add the following not to the Site Plan: - The developer is responsible for signing and striping all public streets. The developer is required to place traffic control, street name, and guide signs on all public streets and private streets approaching an intersection with a public street. Signs shall be furnished and installed per the most current editions of The Manual on Uniform Traffic Control Devices (MUTCD) and City Standards and shown on the signing and striping plan for the development.

Response: Acknowledged. Not applicable.

Engineering Division

Key Issues:

- The pipeline shall be kept outside of the ultimate ROW as determined by NEATS where possible. In areas where the pipeline is within the ROW, it shall be kept outside of the future ultimate street improvements in order to not preclude future streetlights and street trees to be placed in the future. The site plan shall show the location of the pipeline in reference to future street improvements. ***Response: Acknowledged. Cross reference of Hudson Road is included with submittal.***
- The pipeline shall comply with the gas manual for the minimum depths of crossings. ***Response: Acknowledged.***
- Civil plans are required for the pipeline. ***Response: Acknowledged. Alignment sheets are included with submittal.***
- The 2023 Roadway Manual has been adopted as of February 1, 2023. The link to the updated Roadway Manual can be found below. Should your civil plans be submitted after January 1, 2025, they must meet the criteria of the 2025 Roadway Manual, which will be adopted on January 1, 2025. ***Response: Acknowledged.***
- The City has updated its civil plan submittal intake process which became effective June 26, 2023. A civil plan pre-submittal is no longer required. Please review the new submittal instructions here. ***Response: Acknowledged.***
- Previously approved plans and reports can be found on the City's website. Instructions can be found here: Getting to Engineering Documents Online. Older documents can be provided upon request. ***Response: Acknowledged.***

ROW/Easements/Plat:

• ROW dedication is required for public streets.

• Please coordinate with the Real Property Division of Public Works for the dedication of any required easements. If a plat will be prepared for this development, the plat can cover the required easements. ***Response: Acknowledged.***

- Sidewalk easements may be required for new sidewalk installed.

- A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way. Please coordinate with Aurora Water for their alignment. ***Response: Acknowledged. Not applicable.***

- Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way. Please coordinate with Aurora Water for their alignment. ***Response: Acknowledged. Not applicable.***

- Public access/fire lane easement shall be required for fire lanes outside of public right-of-way. Please coordinate with Life Safety for their alignment. ***Response: Acknowledged. Not applicable.***

Fire/Life Safety Comments - Building Division

Key Issue:

- The Aurora Building Division currently utilizes the adopted 2021 International Codes Series except for the 2023 NEC. This includes the International Existing Building Code (IEBC). ***Response: Acknowledged.***

Land Development Review Services Division

Key Issues:

- Please be aware that no crossings through the Aurora Acre parcel will be allowed.
- Please identify all above ground appurtenances such as shut off valves along the route on the Site Plan and Civil Plans.

Response: Acknowledged. Route does not cross Aurora Acre parcel. No above ground appurtenances are located within City of Aurora limits.

Site Plans:

A Site Plan will be required by the Planning Department. Land Development Review Services has items that need to appear on that site plan above and beyond what other departments may require. These items are listed on the Land Development Review Services Subdivision Plat Checklist.

Response: Per note provided by City of Aurora, subdivision plats are not required at this time. Alignments sheets will be provided for City's review/approval.

Separate Documents:

- A separate document refers to a process to describe and record an encumbrance (license etc.) The document usually consists of a legal description and drawing. Each are reviewed and approved by the city, signed by the property owner as well as the appropriate city officials and recorded with the county. Please be aware that no crossings through the Aurora Acre parcel will be allowed. ***Response: Acknowledged. Route does not cross Aurora Acre parcel.***
- During the pre-application meeting it was determined during the review of your actual Site Plan will require a License Agreement for all Road crossings. Please contact Tom Clark at tclark@auroragov.org for critical water crossings, Tom has a different license packet. Following are the links to additional information if needed later in your formal review process:
  License Agreement Packet

Response: Originally reached out to Tom Clark on 11/11/24 to inquire more information about the water critical infrastructure crossing/license agreement. 11/13/24, Darrell Burkhardt, TRS ROW Agent, reached out and provided information regarding the process, copy of license and map. After reviewing the map, it appears we are not crossing any water infrastructure. Darrell confirmed we do not cross any critical infrastructure they monitor. 11/15/24 Email was forwarded to Grace Grey. Grace stated if Magellan is not crossing any critical water infrastructure, then a Master License would need to be done for any encroachments in City ROW. Email is included in submittal.

- You may have items that encroach into city-owned property or easements (i.e. the pipeline) If allowed, these types of encroachments require a License Agreement. Requirements can be found in the License Agreement Packet. It takes 8-10 weeks to complete the process after submittal. The License Agreement must be completed before the Site Plan is recorded.

Response: Acknowledged. Coordination with Grace Grey will commence to obtain license agreements for road crossings the proposed pipe will be crossing.

- Land Development Review Services may require a Monumented Field Survey but are unable to determine that until the 1st review is completed. ***Response: Acknowledged.***

NEXT STEPS TO FOLLOW:

STEP II – CONSTRUCTION DOCUMENT PHASE

Civil Engineering Plans: This generally includes grading, storm drainage, stormwater management plan, public utilities, and street construction plans. All Civil Plans are submitted electronically.

- A Preliminary Drainage Letter is a part of the site plan submittal (Step I above). Final drainage plans are included in the civil engineering plans package.
- Civil Plans are submitted through a pre-acceptance process. Once the Civil Plans have been accepted, then the formal review begins. This review is separate from the Planning Phase review above and requires a per-sheet review fee.

Building Plans: (construction plans for structures)

- Typically reviewed after Planning decision is made.

STEP III – CONSTRUCTION PHASE

Building/Civil Permits:

- **Stormwater Quality Discharge** permits must be issued prior to any site work (Aurora Water).
- **Public Improvement permits** can be issued after Civil Plan approval.
- **Building permits** are issued only after Steps I & II are complete (Site Plan/Civil Plan), and building plans are approved.

Inspections: Certificate of Occupancy (CO) is granted once all work and inspections are complete.

ONEOK

Magellan Pipeline Company, L.P., is a subsidiary of ONEOK

Adams County Overview Map
Denver Expansion Project
Magellan Pipeline Company, L.P.
Adams County, Colorado

Page 1 of 1	Scale: 1:95,000
NAD83 BLM Zone 13N	Date: October, 2024