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Denver, CO 80202

Submitted via email: [ODA@auroragov.org](mailto:ODA@auroragov.org)

April 15, 2024

Ms. Brit Vigil  
City of Aurora Planning & Development Services  
15151 E. Alameda Parkway  
Suite 2300  
Aurora, CO 80012

Subject: Kestrel 230-kV Interconnection  
City of Aurora Development Application – Conditional Use Approval and Site Plan for a Minor Utility Use/Letter of Introduction

Dear Ms. Vigil:

Public Service Company of Colorado, a Colorado corporation conducting business as Xcel Energy (Xcel Energy or Applicant), hereby submits this Letter of Introduction with the attached application for Conditional Use Approval and a Site Plan for a Minor Utility use along with the required documents for the portion of the proposed Kestrel 230-kV Interconnection (Project) in the City of Aurora.

A pre-application meeting was held between representatives from the City of Aurora and Xcel Energy on May 4, 2023. Following the meeting on May 18, 2023, City of Aurora staff provided formal staff comments and key issues to be addressed during the development review process. An additional meeting was held between representatives from the City of Aurora and Xcel Energy on July 21, 2023, where it was determined by City of Aurora staff that an amendment to the Aurora Crossroads Master Plan would not be required for the Project. Per this correspondence, the request for Conditional Use Approval and a Site Plan for a Minor Utility Use must include a Letter of Introduction detailing:

- Operations of the Project
- Compatibility of the Project with the approval criteria as defined in Section 146-5.4.3. A of the City of Aurora Unified Development Ordinance (UDO).
- Responses to each of the comments received from City of Aurora staff.

This is the requested Letter of Introduction with the required information included in the attached development application. Should you have questions about this Application, please contact me at 303-285-6533 or via email at [jennifer.l.chester@xcelenergy.com](mailto:jennifer.l.chester@xcelenergy.com) or Senior Siting and Land Rights Agent Cory Miller at 303-571-7759 or via email at [cory.r.miller@xcelenergy.com](mailto:cory.r.miller@xcelenergy.com). Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jennifer L. Chester'.

Jennifer Chester  
Manager, Siting and Land Rights



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# KESTREL 230-KV INTERCONNECTION

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**Development Application Attached to Letter of Introduction for the  
City of Aurora**

**Conditional Use Approval and a Site Plan for a Minor Utility Use  
April 2024**

*SUBMITTED TO:* **CITY OF AURORA PLANNING AND DEVELOPMENT SERVICES**  
15151 E. ALAMEDA PARKWAY  
SUITE 2300  
AURORA, CO 80012

*SUBMITTED BY:* **PUBLIC SERVICE COMPANY OF COLORADO, A COLORADO CORPORATION**  
**CONDUCTING BUSINESS AS XCEL ENERGY**  
1800 LARIMER STREET  
SUITE 400  
DENVER, CO 80202



*PREPARED BY:* **POWER ENGINEERS, INC.**  
3900 SOUTH WADSWORTH BOULEVARD  
SUITE 700  
LAKEWOOD, CO 80235





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TABLE OF CONTENTS

1.0 OPERATIONS PLAN/PROJECT OVERVIEW ..... 1

1.1 Project Purpose and Need ..... 1

1.2 Project Location and Overview..... 1

1.3 Description of the Type of Land Use Proposed for the Project ..... 1

1.3.1 Transmission Line Access ..... 5

1.3.2 Temporary Construction Areas ..... 5

1.3.3 Staging/Laydown Areas ..... 5

1.3.4 Conductor Stringing Areas ..... 6

1.3.5 Areas for Other Construction Activities..... 8

1.3.6 Construction Process..... 8

1.3.6.1 Construction Phases ..... 8

1.3.6.2 Transmission Line Construction ..... 8

1.3.6.3 Construction Staffing, Vehicles, and Equipment..... 9

2.0 COMMUNITY OUTREACH AND ENGAGEMENT .....10

2.1 Summary of Community Outreach .....10

2.2 Public Open House .....10

3.0 TRANSMISSION LINE ROUTING STUDY.....12

3.1 Routing Process .....12

4.0 APPROVAL CRITERIA.....17

5.0 SITE PLAN CRITERIA FOR APPROVAL (146-5.4.3.B.2.C.I, (A)-(F)) .....24

6.0 ADDITIONAL ACCOMPANYING DOCUMENTS .....26

6.1 Proof of Ownership .....26

6.2 Building Material Samples.....26

6.3 Colored Elevations.....26

6.4 Response to Pre-Application Comments.....26

6.5 Abutting Property Owners .....26

6.6 GIS/CAD Instructions for Addressing .....26

7.0 RESPONSE TO COMMENTS RECEIVED FROM CITY OF AURORA .....27

8.0 REFERENCES.....46

TABLES:

TABLE 1 TYPICAL 230-KV TRANSMISSION LINE CHARACTERISTICS ..... 4

TABLE 2 ROUTE LINKS AND END-TO-END-ROUTE ALTERNATIVES ..... 14

FIGURES:

FIGURE 1 PROPOSED TRANSMISSION LINE ROUTE ..... 3

FIGURE 2 PROPOSED TRANSMISSION POLE ..... 4

FIGURE 3 TEMPORARY CONSTRUCTION AREAS ..... 7

FIGURE 4 PROJECT STUDY AREA ..... 13

FIGURE 5 ROUTE LINKS AND ALTERNATIVES ..... 16



## **APPENDICES:**

APPENDIX A	TRANSMISSION LINE ROUTING STUDY
APPENDIX B	PUBLIC OPEN HOUSE MATERIALS
APPENDIX C	ENVIRONMENTAL PROTECTION MEASURES AND BEST MANAGEMENT PRACTICES
APPENDIX D	SITE PLAN
APPENDIX E	COLORED ELEVATION
APPENDIX F	ABUTTING PROPERTY OWNERS
APPENDIX G	RESPONSE PROCEDURES FOR UTILITY EMERGENCIES
APPENDIX H	PRELIMINARY DRAINAGE LETTER



## ACRONYMS AND ABBREVIATIONS

Applicant or Xcel Energy	Public Service Company of Colorado
BMP	Best Management Practices
CDOT	Colorado Department of Transportation
City	City of Aurora
FONSI	Finding of No Significant Impact
HOA	Homeowner Association
I-70	Interstate 70
kV	kilovolt
MU-R	Mixed-Use Regional Activity Center District
NRHP	National Register of Historic Places
Plan	<i>Aurora Places</i> , the Comprehensive Plan for the City of Aurora
Project	Kestrel 230-kV Interconnection Project
Proposed Route	proposed transmission line route
QTS	Quality Technology Services, LLC
ROW	right-of-way
TCA	Temporary Construction Areas
UDO	Unified Development Ordinance
UPRR	Union Pacific Railroad



## Kestrel 230-kV Interconnection

### City of Aurora – Conditional Use Permit Application and Site Plan for a Minor Utility – Submittal Requirements

Information	Location in this Permit Application	Site Plan Manual Requirement	City of Aurora Unified Development Code Citation
<b>Conditional Use Permit Application and Site Plan for a Minor Utility</b>			
Letter of Introduction	Section 1 – 3	Site Plan Manual, Section 2, 1: Letter of Introduction	
Conditional Use Criteria for Approval	Section 4		146-5.4.3.A Conditional Use
Site Plan	Attachment D	Site Plan Manual, Section 1: The Site Plan	146-5.3.3 Application Materials
Site Plan Criteria for Approval	Section 5		146-5.4.3.B, Site Plans
Response to Pre-Application Comments	Section 7.0	Site Plan Manual, Section 2, 5: Response to Pre-Application Comments	
Accompanying Documents	Section 6	Site Plan Manual, Section 2	
Proof of Ownership	Section 6.1	Site Plan Manual, Section 2, 2: Proof of Ownership	
Building Material Samples	Section 6.2,	Site Plan Manual, Section 2, 3: Building Material Samples	
Colored Elevations	Section 6.3, Attachment E	Site Plan Manual, Section 2, 4: Colored Elevations	
Abutting Property Owners	Section 6.5, Attachment F	Site Plan Manual, Section 2, 6: Abutting Property Owners	
GIS/CAD Instructions for Addressing	Section 6.6	Site Plan Manual, Section 2, 7: GIS/CAD Instructions for Addressing	



## 1.0 OPERATIONS PLAN/PROJECT OVERVIEW

### 1.1 Project Purpose and Need

The purpose of the Kestrel 230-kilovolt (kV) Interconnection (Project) is to extend an existing Xcel Energy-owned 230-kV transmission line to the proposed Kestrel Substation that will provide power to a new data center campus. The Project comes as a direct request of a private business customer, Quality Technology Services (QTS). QTS will construct, own, and operate the proposed data center and the Project will enable QTS to locate its first facility in Colorado, supporting economic and environmental benefits that include the creation of approximately 70-85 full-time, high-paying jobs and an estimated \$1.1 billion in capital investment. QTS has agreed to reimburse Xcel Energy for the entire cost of the Project, which eliminates financial risk or cost recovery from Xcel Energy's Colorado customers.

### 1.2 Project Location and Overview

The Project is located in northeast Aurora and is generally bounded by Gun Club Road and E-470 on the west (approximately 0.5 miles), Powhaton Road on the east (approximately 1.5 miles), Smith Road and the Union Pacific Railroad (UPRR) on the north (approximately 1.0 mile) and Sixth Avenue on the south (approximately 0.5 miles). The proposed transmission line route is shown in **Figure 1**. The preferred route for the Project transmission line extension, from an interconnection point with an existing Xcel Energy-owned 230-kV transmission line to the new Kestrel Substation that will provide electricity to QTS' data center campus, was determined through the completion of a routing study and input from community members and local government jurisdictions. The routing study for the Project is included as **Appendix A**.

Jurisdictions and relevant agencies in the Project Study Area include the counties of Adams and Arapahoe and the City of Aurora (City), as well as the Colorado Department of Transportation (CDOT). An Areas and Activities of State Interest (1041) Permit Application will be submitted for the portion of the Project in unincorporated Adams County. A small portion of the Project which spans the I-70 ROW (approximately 150 feet) will cross unincorporated Arapahoe County (see **Figure 1**). Xcel Energy has coordinated with the Arapahoe County Planning and Land Development Department to determine the level of permitting for the Project, which may be a Finding of No Significant Impact (FONSI). Temporary distribution service to the data center campus was put in place in the fall of 2022 to enable construction and commissioning of the first data center building. Xcel Energy anticipates construction of the Project transmission line to begin in late 2024 and anticipates a scheduled in-service date for the Project transmission line of early 2025.

### 1.3 Description of the Type of Land Use Proposed for the Project

Xcel Energy proposes the Project to build an interconnection between an existing Xcel Energy-owned 230-kV transmission line located north of the Union Pacific Railroad and Smith Road and the proposed Kestrel Substation to provide service to a new data center campus on 80 acres of developing property in northeast Aurora. QTS, who will own and operate the data center, will require up to 200 megawatts of power to serve its planned data center operation. In response to the customer's request, Xcel Energy proposes to construct, operate, and maintain a 230-kV overhead, steel, single-pole, double-circuit transmission line extension from the interconnection



point to Xcel Energy's proposed Kestrel Substation in the City of Aurora. The proposed Kestrel Substation is currently being permitted through Aurora by QTS, through a separate site plan approval process and will be located adjacent to the data center.

The Project transmission line extension will be approximately 1.3 miles long, of which approximately 0.8 miles will be in the City of Aurora. The proposed right-of-way (ROW) for the new 230-kV transmission line will be approximately 100 feet wide, with 50 feet on either side of the centerline. Xcel Energy is working with landowners to acquire easements for the ROW along the Proposed Route. The typical design for the 230-kV, overhead, steel, single-pole, double-circuit transmission line proposed for the Project, is the same design as the existing 230-kV transmission lines located along Smith and Powhatan Roads. The diameter of the transmission poles will range from 48 to 96 inches at the base. Transmission pole heights will range from 80 to 130 feet above ground level depending on engineering design requirements. The span between transmission poles will be approximately 800 to 1,200 feet. A graphic of the typical proposed transmission line pole is included as **Figure 2**.





## KESTREL 230-KV INTERCONNECTION

Figure 1 Proposed  
Transmission Line Route

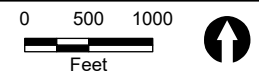
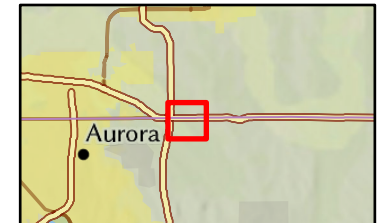
### Project Features

- Proposed Kestrel Substation Location
- Proposed Transmission Line Route
- Proposed ROW
- Customer Parcel

### General Reference Features

- Interstate
- Major Roads
- Union Pacific Railroad
- Existing 230 kV Transmission Line
- County Boundary
- Municipal Boundary

### Project Location



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Date: 12/8/2023





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FIGURE 2      PROPOSED TRANSMISSION POLE

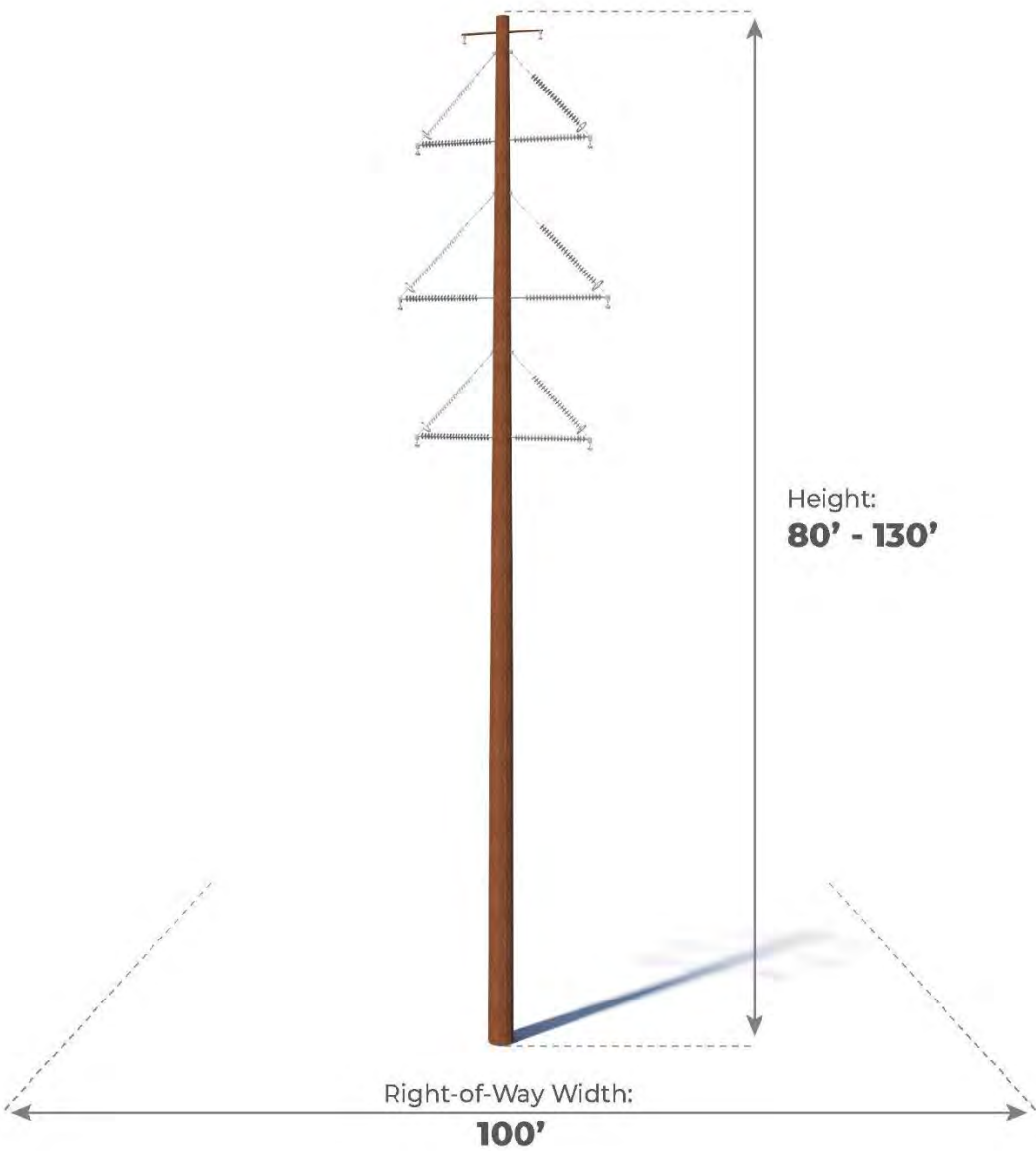


TABLE 1      TYPICAL 230-KV TRANSMISSION LINE CHARACTERISTICS

CHARACTERISTIC	ANTICIPATED DESIGN
Typical Height	80-130 feet
Right-of-way	100 feet in total width, 50 feet on either side of the centerline
Span Length	Typically 800-1200 feet between transmission poles
Material/color	Weathering steel, brown or rust color
Clearance	Maintain all clearances as required by National Electric Safety Code



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### 1.3.1 Transmission Line Access

Construction access roads will allow construction crews and vehicles to access transmission pole locations and Temporary Construction Areas (TCAs). Construction access roads are identified on **Figure 3**. Traffic controls may be required near TCAs during construction to ensure the safety of crews and the traveling public.

Where practicable, existing public roads will be utilized during the construction, maintenance, and operation of the transmission line. Some new access roads will need to be constructed to accommodate construction equipment and long-term maintenance of the transmission line.

Where road improvements are needed, Xcel Energy will acquire any necessary grading, stormwater, and erosion control permits and comply with all permit requirements. Xcel Energy will acquire access easements where routes traverse private property. Some access routes may remain post-construction to maintain access to transmission lines for future operation and maintenance activities.

### 1.3.2 Temporary Construction Areas

Temporary construction areas (TCAs) are discussed below and will be used during construction to stage construction equipment and materials including construction trailers, cranes, and transmission poles. Some TCAs may require grading to level the area prior to equipment placement and materials storage. TCAs are also necessary when stringing the conductor wire. Permits will be obtained for TCAs as required by Chapter 146 Section 3.3.6.Q. Xcel Energy is assuming that approval of the CUP Application will also include approval of accessory/ancillary uses for TCAs including conductor stringing areas. The use of onsite concrete batch plants will be determined prior to construction, they are not currently anticipated at this time. If required additional permits will be obtained in accordance with the requirements listed in Chapter 146 Section 3.3.6.Q of the City of Aurora Unified Development Ordinance. Following construction, all equipment will be removed from the TCAs. No proposed improvements at the TCAs will be permanent, and TCAs will be restored in a manner reasonably similar to pre-construction conditions.

### 1.3.3 Staging/Laydown Areas

TCAs will be used for staging/laydown areas. The existing High Point Substation FLG1 Laydown Yard will be used for the Project. This site previously served as a material laydown yard during the construction of the Highpoint Substation and transmission line project. The laydown yard is approximately 9 acres in size and is located within the City of Aurora on Parcel Number 0181900000047 in the Medium-Density Residential (R-2) Zone District. The laydown yard is located at the intersection of Powhaton Road and 38<sup>th</sup> Parkway and is owned by Xcel Energy (see **Figure 3**). Stormwater Quality Discharge Permits with the City of Aurora (SQDP # 22-2211388/Approved Plan #222219) and the State of Colorado are still active for the High Point Substation FLG1 Laydown Yard. Xcel Energy will work with both entities to extend these permits prior to Project construction activities taking place at the High Point Substation FLG1 Laydown Yard. The laydown yard is currently undergoing restoration that includes grading and the addition of aggregate, as well as the installation of stormwater control measures. Xcel



Energy has coordinated with the City of Aurora and has determined that a temporary use permit will not be required for the yard.

#### **1.3.4 Conductor Stringing Areas**

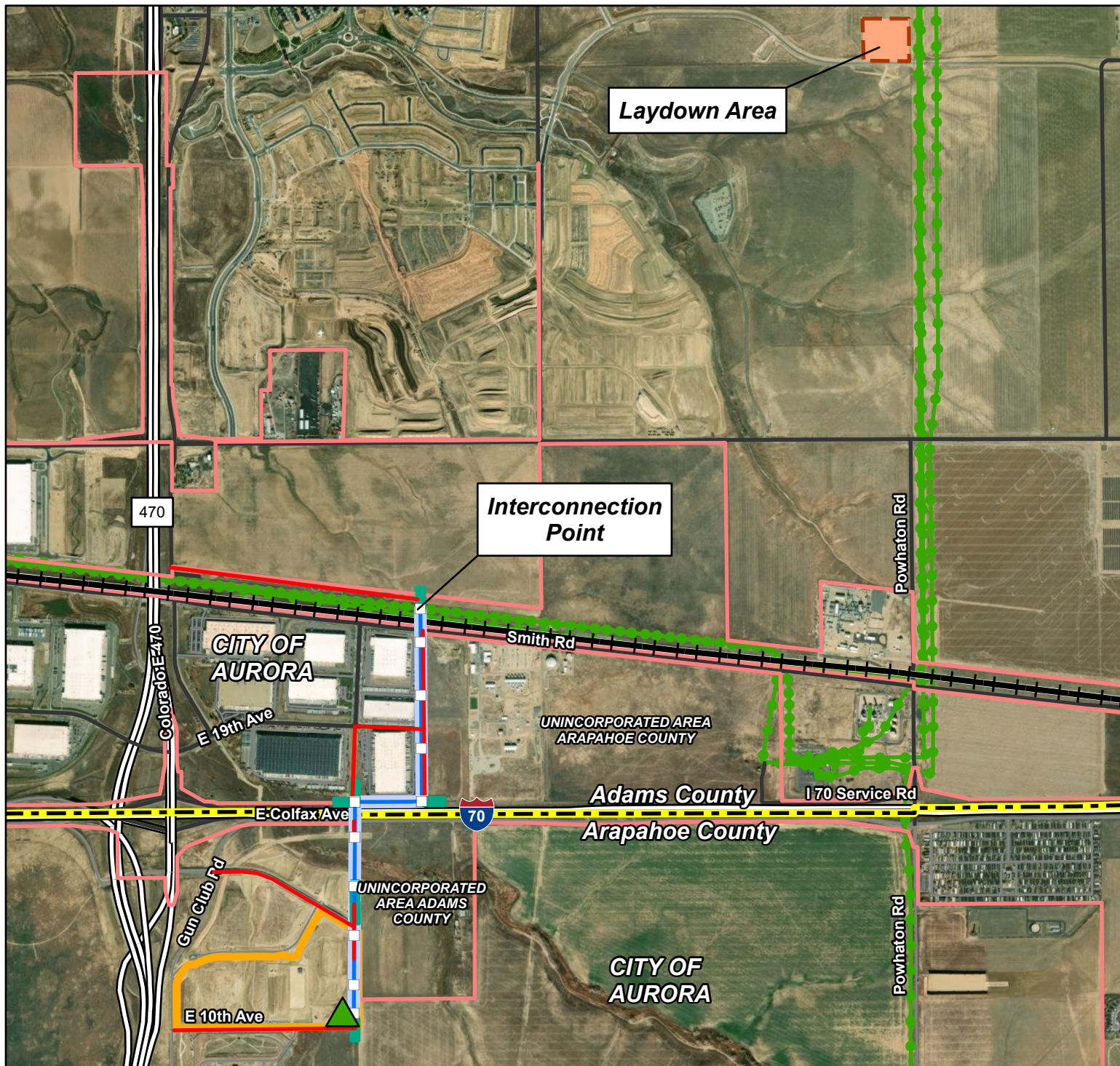
TCAs will be used for stringing the conductor wire. These TCAs are also referred to as “pulling and tensioning sites” and are identified on **Figure 3**. The locations and use of TCAs for this function are required at specific angles to ensure the conductor wire is pulled in line with the transmission poles, thereby limiting the strain on the poles. In addition, TCAs may be used adjacent to public roadways for temporary guarding/protecting of the roadway during stringing of the new transmission line. The TCAs will be restored in a manner reasonably similar to pre-construction conditions following construction as described above.



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## KESTREL 230-KV INTERCONNECTION PROJECT

Figure 3 Temporary  
Construction Areas

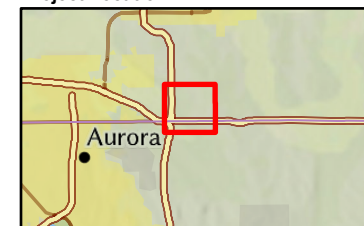
### Project Features

-  Proposed Kestrel Substation Location
-  Structure Location
-  Proposed Access Road
-  Proposed Transmission Line Route
-  Pulling & Tensioning Sites
-  Proposed ROW
-  Laydown Area
-  Customer Parcel

### General Reference Features

-  Interstate
-  Major Roads
-  Union Pacific Railroad
-  Existing 230 kV Transmission Line
-  County Boundary
-  Municipal Boundary

### Project Location



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Date: 12/20/2023

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### **1.3.5 Areas for Other Construction Activities**

Construction contractors may utilize temporary concrete batch plants during construction to produce concrete needed for transmission pole foundations. A concrete batch plant consists of the various equipment and materials needed to make concrete. Concrete batch plant equipment typically includes mixers, batchers, conveyors, stackers, bins, heaters, chillers, silos, controls, and dust collectors. Concrete batch plants can be either stationary or mobile. The numbers, locations, and types of concrete batch plants will be determined by the construction contractor and will be permitted separately by the construction contractor if necessary. The construction contractor will obtain and meet the requirements related to a Concrete Batch Plant APEN with the Colorado Department of Public Health and Environment if necessary.

Construction contractors also will use TCAs to store water trucks, traffic control items, and Best Management Practices (BMPs) materials. Water will be used in concrete production, dust suppression, and compaction activities. Traffic control will be implemented where required for the safety of the crews and the traveling public. BMPs will be installed to meet stormwater, grading, and erosion control requirements. Construction contractors will work with the appropriate jurisdictions to obtain and follow all related construction permits.

### **1.3.6 Construction Process**

#### **1.3.6.1 Construction Phases**

Construction of the transmission line is expected to occur after easement acquisition in phases that generally include the following: construction access and vegetation clearing, installation of BMPs, equipment mobilization and material delivery, foundation construction, transmission pole placement and installation, conductor wire stringing and electrical equipment installation, and land restoration. The construction process is expected to take approximately six months beginning in late 2024 with a scheduled in-service date of early 2025.

Construction access road improvements, grading, and setup of TCAs, along with vegetation work, will be conducted prior to construction of the transmission line. Proposed access roads will allow construction crews and vehicles to access transmission pole locations and TCAs.

Vegetation management within the ROW will be required prior to, or in conjunction with, construction.

#### **1.3.6.2 Transmission Line Construction**

Once the pre-construction preparation work has been completed, work on the transmission lines will begin. The new transmission pole foundations will consist of concrete reinforced with steel that can range in diameter and depth based upon the subsurface conditions. Construction crews will begin by drilling for transmission pole foundations. Reinforced concrete drilled pier foundations typically range from 6 to 9 feet in diameter and are drilled 20 to 40 feet deep. Once construction crews have drilled the hole for the new transmission pole, the foundation is installed, and the hole is backfilled.

Transmission poles will be placed using cranes. Crane installation will involve first hauling the transmission pole pieces to the TCA. The transmission poles will then be transported by truck in segments to installation locations where they will be assembled and installed in place with a



crane. Once all the transmission poles have been put in place, the conductor wire and optical ground wire are strung using a temporary pulley system attached to the insulators. The conductor is pulled from one transmission pole to the next through a pulley system temporarily placed on the transmission pole. After a section of conductor is pulled through a series of transmission poles, the conductor is attached to insulators, which are attached to the transmission pole, and the pulleys are removed. Trucks and heavy equipment are used in this process.

Other equipment including bird diverters, spacers, and anti-galloping devices are also installed as needed to reduce hazards to both birds and transmission lines and to prevent the galloping (spectacular vertical motion) of transmission lines, as the result of wind action and the buildup of ice or wet snow on conductors. TCAs will be located at specific angles to ensure the conductor wire is pulled in line with the transmission poles so that the poles remain in alignment.

### **1.3.6.3 Construction Staffing, Vehicles, and Equipment**

The first workers, vehicles, and equipment to mobilize for the Project will conduct investigative fieldwork and prepare work areas for construction. Prior to construction and during the Project planning and design stages, soil borings are taken to understand the sub-surface conditions where Project facilities will be built. Geotechnical borings are taken using bore drill rigs. Vegetation clearing may be conducted to meet requirements for conductor clearances, minimize potential ignition sources, and to provide access within the ROW. Tree clearing and other vegetation removal is completed with both manual and mechanized equipment and will take place on the identified access route and the area within the easement. Matting is utilized as needed in wet or soft areas to prevent compaction, minimize soil disturbance, and improve site safety.

It is anticipated that one 12-hour shift per day (Monday through Saturday) will be worked during transmission line construction, but additional hours may be required. This will be during daylight hours, early morning to early evening. If additional hours are anticipated for shift work, a 24-hour work permit will be obtained from the City of Aurora. The maximum number of construction workers on-site at any one time at any work area will be approximately 15 for the new transmission line when all phases are active. No permanent on-site employees will be required. Upon completion, the Project will be operated and monitored remotely 24 hours, 7 days a week, 365 days a year to provide safe and reliable electric service. The transmission line will be inspected regularly (at least annually) to look for the following:

- » Non-compatible vegetation and hazards within the ROW.
- » Equipment needing repair or replacement.
- » ROW encroachments, which can be hazardous to safety and reliable operations.
- » Anything that might jeopardize safe, reliable operation of the power line.
- » Operations and maintenance staff must visit the ROW for these inspections, but visits typically are minimal, and landowners will be contacted prior to on-site inspections or maintenance. However, in cases of emergency, advanced contact may not be possible.

It is anticipated that an average of 10 to 12 vehicles per day will be utilized during the construction of the transmission line for crews, spotting materials, framing poles, and erecting poles. Concrete truck deliveries will be made daily when the foundations and piers are being constructed. Multiple deliveries of cement (up to 20 to 30 per day) will be required daily at



certain stages of construction. Materials will be delivered to the High Point Substation FLG1 Laydown Yard at the onset of construction. An additional 10 to 15 trucks will be needed to deliver steel poles, conductor, anchor bolts, and foundation materials daily to work areas. The impact to local public roads will vary day-by-day as the construction moves along the route.

A crane, drill rig, concrete truck, boom trucks, trailers, transmission poles, steel casing, and rebar cages are equipment and materials that will be moved into the site for construction. The transmission poles are delivered by truck and assembled at the foundation site and set in place with the use of cranes and other heavy equipment. Trucks and heavy equipment are used to install conductor wire after all transmission poles are erected in an area.

To mitigate any potential impacts to the City of Aurora roads, Traffic Control Plans will be prepared and followed during construction.

## **2.0 COMMUNITY OUTREACH AND ENGAGEMENT**

### **2.1 Summary of Community Outreach**

Recognizing the importance of and committed to interaction with the public in the vicinity of the Project, Xcel Energy developed and implemented a Public Outreach and Engagement Plan as described below with the intent of informing potentially affected owners and other stakeholders (e.g., local officials, adjacent communities) about the Project. The Public Outreach and Engagement Plan included several methods for ensuring that stakeholders could be heard through various means of communication as follows:

- » Established a Project-dedicated telephone line to leave messages at 303-571-7177
- » Established a Project-dedicated email account: [kestrel230kvinterconnection@xcelenergy.com](mailto:kestrel230kvinterconnection@xcelenergy.com)
- » Established a Project-dedicated Webpage: [https://transmission.xcelenergy.com/Kestrel 230-kV Interconnection](https://transmission.xcelenergy.com/Kestrel%20230-kV%20Interconnection).
- » Prepared a fact sheet explaining the purpose of and need for the Project, describing the Project, and providing Project contact information.
- » Once preliminary transmission line route alternatives were identified and evaluated, Xcel Energy hosted a public open house “meet and greet” to provide the opportunity to discuss the Project with attendees one-on-one.

### **2.2 Public Open House**

The intent of the public open house meeting was to introduce the Project and solicit comments that would help the Project team to address the stakeholders’ questions, concerns, and issues. Information acquired from the meeting also supported refinement of the transmission line route alternatives and selection of the Preferred Route that is being carried forward into the permitting phase of the Project.

Xcel Energy hosted the two-hour-long meeting on Tuesday, October 25, 2022, at Vista Peak Exploratory School located just outside of the Project study area at 24551 East 1st Avenue, Aurora. Notifications of the open house were sent to:

- » Landowners whose parcels are crossed by or adjacent to the route alternatives and the proposed Kestrel Substation site.



- » Registered Homeowner Associations (HOAs) and neighborhood organizations within one mile of the Project Study Area boundary.
- » The owner and management of the RV Park located on the east side of Powhaton Road and across from an area that was looked at as a potential point of transmission line interconnection.
- » Representatives from the three local jurisdictions within the Project Study Area (City of Aurora, Arapahoe County, and Adams County).

The mailing list, open house notification sent to stakeholders, and materials presented at the public open house “meet and greet” (i.e., fact sheet, display boards, comment form, sign-in sheet [s]) are provided in **Appendix B**.

The open house was staffed by Project team members and attended by nine stakeholders. Attendees included property owners and representatives of real estate development companies with plans for future commercial development north of Interstate 70 (I-70) and future residential development on a large block of land south of I-70 in the southeast corner of the Project Study Area. Another attendee included a representative from a water bottling plant with current operations located in the industrial area north of I-70 and adjacent to the Smith Road West Route Alternative. A representative from the Arapahoe County Planning Department also attended the open house and provided information regarding the county’s requirements for permitting the proposed transmission line route in the portion of unincorporated Arapahoe County that has been designated as an Area and Activity of State Interest.

Generally, attendees expressed that the main purpose of their participation in the open house meeting was to learn about the Project and ask questions. Common questions received focused on the potential for accessing power from the new transmission line extension, potential effects on future development plans, and potential for interference with existing operations. Questions also were related to potential effects of the Project on utility rates, effects on access to existing businesses during project construction, and effects from the transmission line on sensitive instruments and equipment that control industrial operations.

The specific questions that the Project team members received from attendees at the open house are listed below:

- » How can developers in the study area access power from Xcel Energy’s transmission system for their future development?
- » Will construction activities of the proposed line affect access to businesses and/or properties in the Project Study Area?
- » Will an easement across privately owned property be acquired?
- » How would the proposed line affect sensitive equipment and instruments inside the Niagara Bottling plant?
- » Will this project increase or reduce the current rates we pay?

In response to the above questions, attendees were informed that the proposed transmission line for the Kestrel 230-kV Interconnection is dedicated to the customer, QTS, who is requesting the service. The proposed transmission line will not serve other customers at this time. Prior to construction Xcel Energy will work with local businesses to plan construction activities in consideration of the accessibility to their operations. During the construction process, Xcel Energy will minimize the area of construction activities and construction timeframes to the extent feasible and will coordinate with affected businesses to keep them informed about construction



plans. As the route alternatives identified and evaluated all cross privately owned lands Xcel Energy will contact and negotiate an easement purchase with the property owners along the proposed route.

Regarding the proposed transmission lines effect on sensitive instruments and equipment in association with industrial activities in proximity to the proposed transmission line attendees were informed that electric and magnetic fields emitted by a transmission line are strongest surrounding the source and weaken with distance. The Colorado Public Utilities Commission has determined that magnetic fields for new power lines of 150 milligauss or less are reasonable at the edge of the right-of-way. The fields would have no effect on equipment and instruments inside of buildings. It was also stated that the project will be funded entirely by the customer, QTS, eliminating the need for cost recovery from Colorado customers. Bringing new large-load customers onto Xcel Energy's electric system helps keep all customer bills low across the board, as it spreads out infrastructure and maintenance costs required to manage the grid.

### **3.0 TRANSMISSION LINE ROUTING STUDY**

Xcel Energy retained POWER Engineers, Inc. to conduct a routing study to identify reasonable transmission line route alternatives to analyze and evaluate for the Project, assist with public outreach and engagement, and support the permitting effort with the applicable local governments. The purpose of the routing study report was to document Xcel Energy's approach and analysis of reasonable transmission line route alternatives based on available environmental resource data, local government master plans or comprehensive plans for future land use planning, land and realty concerns, and public input. The routing study did not discuss acquiring ROWs for the transmission line route. Rather, these activities will occur in subsequent phases of the Project if approval is received from the applicable local governments.

#### **3.1 Routing Process**

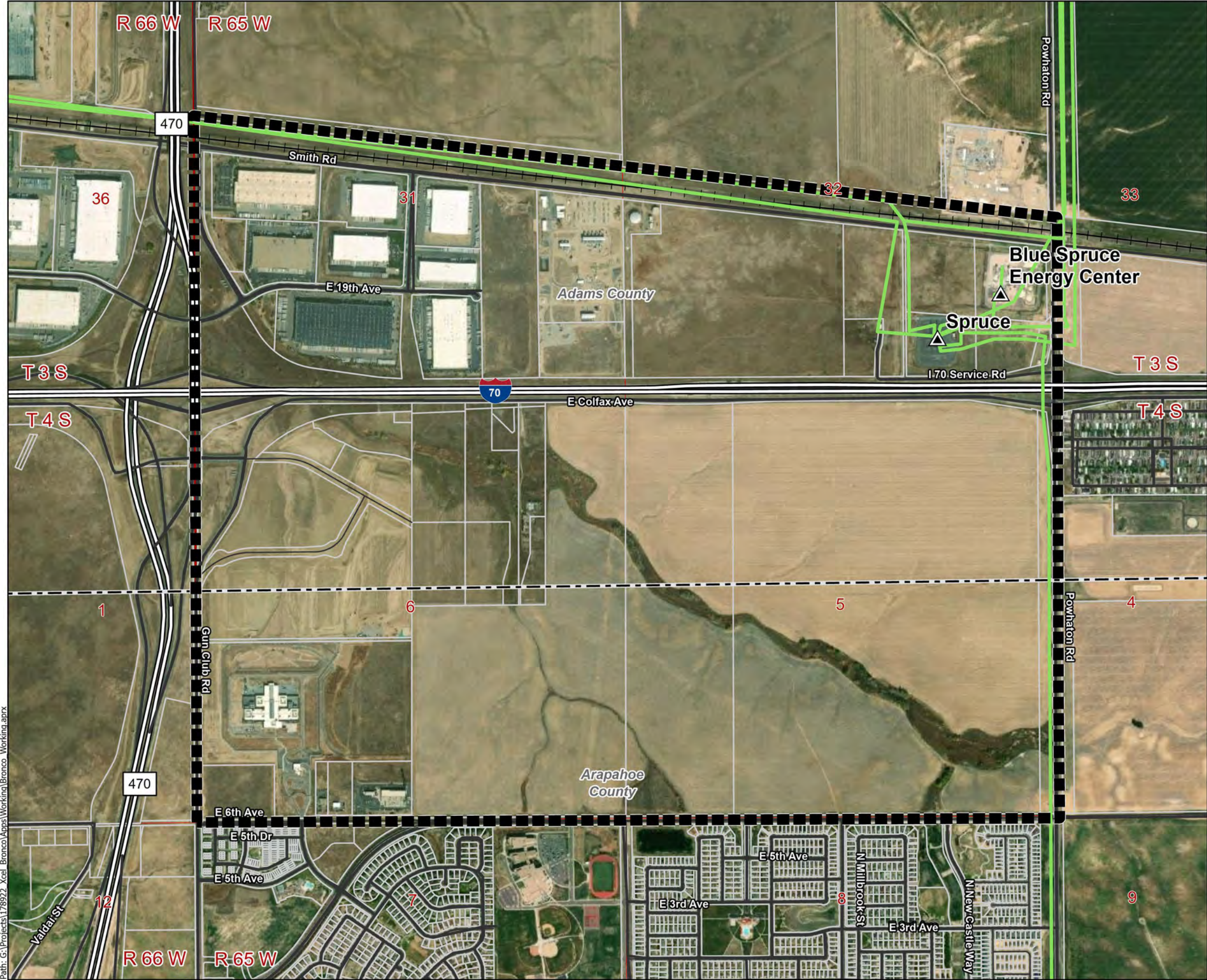
Xcel Energy used a comprehensive evaluation process for identifying, analyzing, and selecting the proposed transmission line route (Proposed Route) for the Project. During this routing study, approximately 7.5 miles of route alternatives were analyzed in an approximate three-square-mile Project Study Area (see **Figure 4**). The routing process included: (1) collecting land use and environmental resource data; (2) identifying opportunities for and constraints to routing the transmission line; (3) identifying reasonable route alternatives; (4) screening and comparing the route alternatives, and (5) identifying the Preferred Route for permitting with applicable local governments. As a result of the routing process, Xcel Energy believes the Proposed Route, the 1.3-mile Smith Road East Route Alternative best meets the Project need while minimizing impact on land uses and environmental resources and maximizing opportunities to avoid conflicts with current and future land uses (see **Figure 5**). The route begins at the Xcel Energy-owned 230-kV transmission line that parallels Smith Road, crosses the Union Pacific Railroad (UPRR) south of the 230-kV transmission line, and proceeds south for 0.5 miles, where it turns west and parallels along the north side of I-70 for 0.2 miles. The route then turns south for 0.6 miles, crossing I-70 and Colfax Avenue, and terminates at the Kestrel Substation site. The Proposed Route avoids areas zoned for future residential, avoids impacts on existing commercial and industrial operations in the area, and minimizes impacts on public ROWs.



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KESTREL 230-KV INTERCONNECTION

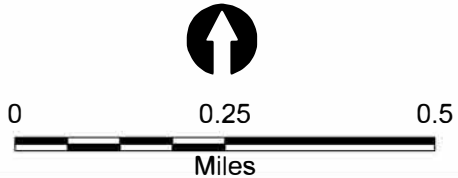
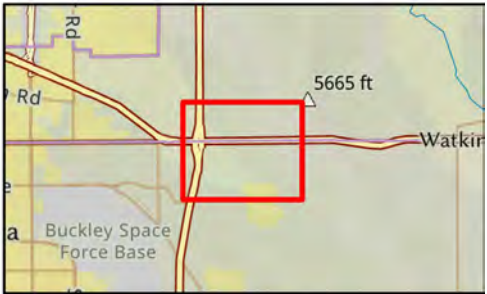
Figure 4 Project Study Area

Project Features

Study Area

General Reference Features

- Existing 230 kV Transmission Line
- Existing Substation
- Township & Range Boundary
- Section Boundary
- County Boundary
- Parcel Boundary
- Highway
- Major Roads
- Railroads



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Using a combination of Google Earth aerial photo imagery, land use and environmental resource data, and a field reconnaissance visit, route alternatives were developed to connect the existing Xcel Energy-owned 230-kV transmission line with the proposed Kestrel Substation site. Route alternatives were developed using smaller components called “links” to allow for tracking of data. These links were combined to form end-to-end route alternatives. **Figure 5** details the links and route alternatives that were developed for evaluation and analysis. The routing study is included as **Appendix A**.

**Table 2** presents the number of end-to-end alternative routes that were identified through the combination of route links.

TABLE 2 ROUTE LINKS AND END-TO-END-ROUTE ALTERNATIVES

ROUTE LINKS	END-TO-END ROUTE ALTERNATIVES
10, 15, 50, 60	Smith Road East Route Alternative
30, 50, 60	Smith Road West Route Alternative
5, 15, 50, 60	Colfax Avenue Route Alternative North
20, 60	Colfax Avenue Route Alternative South
40	Gun Club Road Route Alternative

A description of each end-to-end route alternative that was developed follows:

- » **Smith Road East** (1.3 miles) begins at the 230-kV transmission line owned by Xcel Energy that parallels Smith Road, crosses a historic segment of the UPRR south of the 230-kV transmission line, and proceeds south along Link 10 (0.5 miles), the route then turns west along Link 15 and parallels the north side of Colfax Avenue and I-70 for 0.2 miles. The route then turns south crossing Colfax Avenue and I-70 (Link 50, < 0.1 miles) and continues south along the west side of an unincorporated area of Arapahoe County to the substation site (Link 60, 0.4 miles). This route is the second-shortest route alternative and avoids crossing through the commercial area along Link 10 and the area planned for future residential development along Link 20. Potential challenges include crossing the historic segment of the UPRR, crossing I-70, and involves permitting in three jurisdictions (Adams County, Arapahoe County, and City of Aurora).
- » **Smith Road West** (1.0 mile) also begins at the Xcel Energy-owned 230-kV transmission line that parallels Smith Road, crosses a historic segment of the UPRR south of the 230-kV transmission line, crosses through the commercial area north of I-70 (Link 30, 0.5 miles), crosses Colfax Avenue and I-70 (Link 50, < 0.1 miles), and continues south to the substation site (Link 60, 0.4 miles). While this is the shortest of the route alternatives and avoids areas planned for future residential development, potential challenges include crossing the UPRR, crossing through commercial and industrial areas with limited space for the construction of a new transmission line, crossing I-70, and would involve permitting in two jurisdictions (Adams County and City of Aurora). Members of the public voiced some concerns about this route during the public information meeting. Concerns were related to potential impacts from construction activities on access to businesses and/or properties. Potential effects to sensitive equipment and instruments inside the Niagara Bottling Plant that is located in proximity to the route were also mentioned.
- » **Colfax Avenue North** (1.8 miles) begins at Line 5185 at the Blue Spruce Energy Center, proceeds south to I-70, and parallels I-70 along Links 5 and 15 for 1.2 miles, then turns south,



crosses I-70 and the Colfax Avenue frontage road (Link 50, < 0.1 miles) and continues south (Link 60, 0.4 miles) to the substation site. This route alternative would cross I-70 but avoids crossing the UPRR. The route alternative is also the second-longest route, and the majority of the alignment would likely be located in CDOT ROW. This route is also a less viable option as it passes through an area planned as a proposed I-70 interchange.

- » **Colfax Avenue South** (1.9 miles) begins at the 230-kV transmission line that parallels Powhatan Road on the eastern side of the Project study area and proceeds west to parallel the south side of Colfax Avenue and I-70 for 1.5 miles (Link 20). This route borders an area that is residentially zoned by the City of Aurora but has yet to be developed. Locating near residential areas is typically avoided where possible. The route then turns south along Link 60 to the substation site. This is the longest of the route alternatives. The route avoids crossing the UPRR and I-70 and would involve permitting in two jurisdictions (Adams County and City of Aurora). A potential challenge includes concerns about potential impacts due to the fact that the route alignment runs along the northern boundary of the area zoned for residential development.
- » **Gun Club Road** (1.6 miles). A route alternative along Gun Club Road was identified; however, the route alternative was eliminated from further consideration due to the potential complex challenges associated with the route that includes numerous underground and overhead utilities and crossing through the ROWs and interchange associated with highways E-470 and I-70.

After evaluating, comparing, and ranking the route alternatives, the Smith Road East Route Alternative was deemed to be the preferred route to permit for construction.

The Smith Road West Route Alternative was eliminated from further consideration due to the limited space in between the industrial buildings that could not accommodate a 230-kV transmission line, potential impacts on adjacent businesses and industrial operations during construction, and routine maintenance of the transmission line.

The Colfax Avenue North Route Alternative was eliminated from further consideration as the proposed route would pass through an area where a future I-70 interchange will be located. Future expansion of I-70 would most likely force the relocation of the transmission line and it is highly unlikely that CDOT would allow the transmission line to be situated in their ROW for this reason.

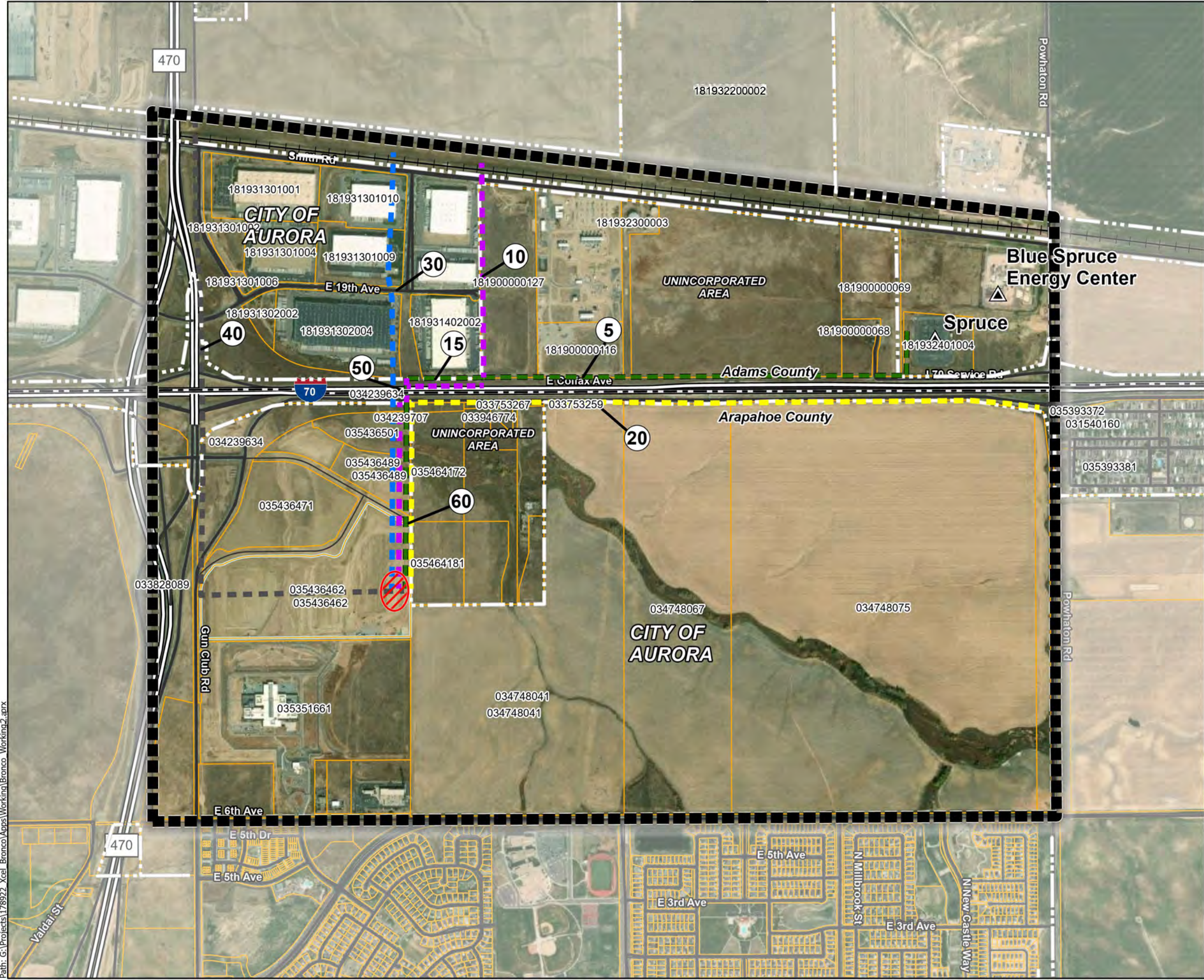
The Colfax Avenue South Route Alternative was not a viable option as it crosses through the area planned as an I-70 interchange and borders an area zoned for residential development by the City of Aurora. This route is the longest route that was being considered.

The key benefits of the Smith Road East Route Alternative include the following:

- » Highest level of technical suitability from an engineering standpoint.
- » Avoids crossing through areas planned for future residential development.
- » Transmission line poles would not be located in CDOT ROW.
- » Low impacts to existing commercial businesses and industrial operations in the area.
- » Second-shortest route at 1.3 miles.

For these reasons, Xcel Energy selected the Smith Road East Route Alternative as the Proposed Route for permitting with the local jurisdictions.





# KESTREL 230-KV INTERCONNECTION

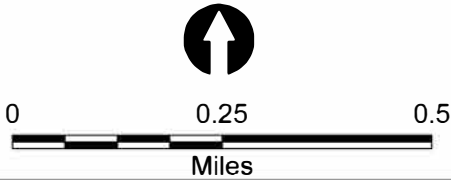
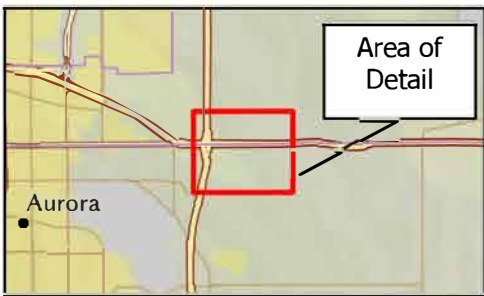
Figure 5 Route Links and Alternatives

## Project Features

- Study Area
- Colfax Avenue Alternative Route North
- Colfax Avenue Alternative Route South
- Gun Club Road Alternative Route
- Smith Road East Alternative Route
- Smith Road West Alternative Route
- Project Termination Location

## General Reference Features

- Existing Substation
- County Boundary
- City Boundary
- Parcel Boundary
- Highway
- Major Roads
- Railroads



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## 4.0 APPROVAL CRITERIA

The following Section describes how the Project will meet the criteria approval as defined in Section 146-5.4.3.A.3. of the City of Aurora UDO.

**3. Criteria for Approval. A conditional use shall be approved only if the Planning and Zoning Commission determines that:**

***a. The application complies with the applicable standards in this UDO, other adopted City regulations (including but not limited to any use-specific standards for the proposed conditional use in Section 146-3.3), any approved Master Plan that includes the property, and any conditions specifically applied to development of the property by the Planning and Zoning Commission or City Council in a prior decision affecting the property;***

**Response:** The City of Aurora UDO was reviewed for compliance with applicable standards and provisions related to the construction of the proposed Project. The subject property for the Project is located in the Mixed-Use Regional Activity Center District (MU-R). The proposed use (transmission line) is classified as a “Minor Utility” use. Minor Utility uses are allowed as a conditional use in the MU-R District. Sections 146-3.3 and 146.4 of the UDO do not detail any Use-Specific or Development Standards related to the construction of minor utilities. The Project has been reviewed for compatibility with existing and planned land uses and is in alignment with the Aurora Crossroads Master Plan. Aurora Crossroads is a Master Planned Area located on an approximately 139-acre tract of land near the southeast corner of the I-70 and E-470 interchange. The Aurora Crossroads area will contain a variety of land uses including commercial retail, lodging, a hospital, and medical offices (Westside Investments 2020). The proposed transmission line has been sited to avoid bisecting lands associated with these uses and will not impact the day-to-day operations of future land uses. The Project is located within the Buckley Air Force Base-Airport Influence Overlay zone district which includes certain height and FAA compliance requirements. Xcel Energy will coordinate with the City of Aurora staff and the Buckley Air Force Base to ensure that the Project complies with all applicable requirements. Xcel Energy will work to obtain an Avigation Easement as directed by staff.

City of Aurora staff has not advised Xcel Energy of any development conditions specific to the properties crossed by the Project that were imposed by the Planning and Zoning Commission or City Council. Additionally, in a meeting held between representatives from Xcel Energy and the City of Aurora on July 21, 2023, it was determined that an amendment to the Aurora Crossroads Master Plan is not required for the Project.

***b. The application is consistent with the Comprehensive Plan;***

**Response:** Aurora Places, the Comprehensive Plan for the City of Aurora (Plan), is a planning document that was designed to establish a community vision and principles while facilitating a strong foundation for the strategic decision-making process that is required for the management of the unprecedented growth and development that is currently taking place throughout the City. The Project is located in the Urban District. Urban Districts are a future land use area that “will be critical to the economic and fiscal health of the city because they will be the centers of employment, culture and activity” (City of Aurora 2018). Additionally, the Plan details the goal of attracting “businesses that connect Aurora to the global marketplace, with an emphasis on science, technology, research, and healthcare” (City of Aurora 2018), while simultaneously attracting skilled workers and high-paying jobs. Chapter 5 of the Plan also mentions that “cost-effective, efficient and reliable utilities are essential to all activity in Aurora” (City of Aurora



2018). As a result of constructing the proposed transmission line, power will be supplied to a large retail customer creating approximately 70-85 full-time high-paying jobs and generating an estimated \$1.1 billion in capital investment for the local economy and will aid the City in meeting the above-mentioned goals.

To further promote economic growth and development within the City the Plan identifies Strategic Development Areas that “have been identified as particularly suitable for significant investment or needing ongoing focus and intervention” (City of Aurora 2018). The proposed Project will be located along the I-70 corridor in a location that the City has identified as a Strategic Development Area.

The Project is located in the Aurora Crossroads Master Planned Development area. The Project has been sited to avoid impacts to future development. Specifically, the transmission line ROW is oriented along the edge of the Master Planned Area away from planned developable lots. Furthermore, the transmission line is sited along the edge of the municipal boundary of Aurora and will not impede future development within the City south of I-70.

***c. The size, scale, height, density, multi-modal traffic impacts, and hours of operation of the proposed use are compatible with existing and planned uses in the surrounding area;***

**Response:** The proposed Project is compatible with existing and planned uses in the surrounding area. Once operational, the Project will not be staffed and will be remotely monitored. Transmission structures proposed for the Project are of a similar design and scale as the existing 230-kV transmission structures located in proximity to the Project, along Powhaton and Smith Roads.

Transmission lines are built and maintained to meet or exceed safety standards, such as those specified by the National Electrical Safety Code (NESC) and the North American Electric Reliability Corporation. Every effort is made to ensure safety in construction, operation, and maintenance of transmission lines. Transmission lines are designed to withstand extreme weather conditions and protective devices at line terminals stop the electricity flow under abnormal operating conditions. The Project transmission poles will be equipped with shield wires above the energized line; this equipment adds to the pole height but also provides protection against lightning strikes. These standards are consistent with the surrounding existing and planned land uses and the Project has been designed to avoid conflicts and minimize impacts with existing and future uses. Aside from the transmission pole foundation footprint, land uses can continue in their current use. Consistent with similar infrastructure in the area the transmission poles will also blend with the existing landscape as they will be constructed using weathering steel that oxidizes to resemble a natural brown look and is not shiny.

Xcel Energy’s contractor will make all necessary provisions for conformance with federal, state, and local traffic safety standards and shall conduct construction operations to offer the least possible obstruction and inconvenience to public traffic. There are no significant long-term impacts on roads or traffic anticipated with the Project’s construction, operation, and maintenance activities. During construction, existing local roads will be used for access to the Project site and temporary construction staging areas. During Project construction activities, the existing circulation patterns and commuting patterns in the Project Study Area are not anticipated to change substantially. The Project’s construction activities are not anticipated to adversely impact the existing street network’s ability to accommodate traffic flows in the Project Study Area. No permanent maintenance of City roads will be required as part of the Project. Where new temporary access roads may be required, Xcel Energy will acquire temporary access easements and coordinate Project access details with the City for approval before



Project construction activities begin. The Project is not located within dedicated City ROWs. The Project is not located in proximity to City designated trails, parks, or open spaces. After construction is complete, operation and maintenance of the transmission line will be accomplished with a passenger pickup truck as needed within the transmission ROW.

Existing properties are largely vacant and undeveloped in the Project Study Area at the present time and will be developed in the future as part of the Aurora Crossroads Master Planned Area. Aurora Crossroads is an approximately 139-acre Master Planned area located in the MU-R District near the I-70 and E-470 Interchange. It will encompass a variety of land uses including commercial retail, lodging, a hospital, and medical offices (Westside Investments 2020). An amendment to this Master Plan to accommodate the proposed transmission line will not be required as confirmed by the City in a meeting with Xcel Energy on July 21, 2023. The proposed transmission line will have minimal impact in the Master Planned area as it will not bisect land uses or cause disruption to the operations of businesses or activities associated with Aurora Crossroads.

The Project has been sited to be compatible with existing and future land uses by avoiding impacts to future residential areas, and existing commercial and industrial operations. A visual resource analysis was also completed for the Project. Through that analysis, it was determined that there will be minimal visual impact from the transmission line when seen in the context of similar existing infrastructure in the Project Study Area. The Project will also have minimal impact to the existing residential area located approximately 0.5 miles south of the Project Study Area boundary.

***d. The proposed use will not change the predominant character of the surrounding area;***

**Response:** The Project is compatible with the surrounding area, which is vacant land, and where developed, consistent with the character of the surrounding industrial type uses. The Proposed Route was selected to avoid location near any planned future residential uses to avoid potential impacts. The Project is neither detrimental to the existing uses in the immediate area, nor the future development of the surrounding area for commercial and industrial uses and the health, safety, and welfare of the inhabitants of the area. The construction and presence of a new transmission line would have minimal visual effects on the existing residential area located approximately 0.5 miles south of the Project Study Area boundary as the transmission line will be similar to other existing transmission lines in the general area. The Project has been sited to be compatible with existing and planned land uses by avoiding impacts to residential areas, and commercial and industrial operations.

***e. The City's existing infrastructure and public improvements, including but not limited to its street, trail, and sidewalk systems, have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated to the degree practicable; and***

**Response:** The proposed transmission line is a passive use that will not add to the strain of the City's infrastructure or require any upgrades to existing infrastructure or public improvements. When operational, the Project will not be staffed and will be remotely monitored. The Project will be periodically visited to conduct routine maintenance activities. The Project will not require utility services and will not have an effect on local government services. The Project is not located in proximity to City designated trails, parks, or open spaces.

Please refer to above response to **criterion (c)** for Xcel Energy's contractor plan to conform with federal, state, and local traffic safety.



***f. The application demonstrates that the proposed use will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application.***

**Response:** Xcel Energy is working with adjacent landowners to secure easements for the Project transmission line. The standard easement for the Project transmission line is 100 feet wide with 50 feet on either side of the transmission line. For operational and safety reasons, no permanent structures can be built within the Project transmission line easements. However, other uses that do not involve permanent structures can continue within Xcel Energy's easement area. The Project will not create dislocations of tenants or occupants of the property subject to the Project as there are currently no residential uses established on the property. The Project will not produce losses of resources within the City. The Project's benefits in helping to provide electric power to QTS' data center campus and helping the City of Aurora realize economic development goals will outweigh the limitations on the use of land needed for the Project transmission line's ROW.

***g. The application mitigates any adverse impacts on the surrounding area to the degree practicable.***

**Response:** As part of the routing process Xcel Energy prepared a routing study to consider adverse impacts and select the most appropriate location for the Project after conducting a comprehensive review of reasonable alternatives. The Project will mitigate adverse impacts on the surrounding area. The Project will not significantly degrade the environment. Xcel Energy will comply with all federal, state, and local environmental laws, orders, and regulations. Prior to construction, all supervisory construction personnel will be instructed on the protection of ecological resources and cultural resources, if any should be discovered. Prior to construction, Xcel Energy will discuss with the contractor areas of environmental sensitivity within the Project Study Area and, in particular, those areas where a monitor must be present during construction, if any. Environmental Protection Measures and Best Management Practices will be implemented to mitigate potential impacts on the environmental resource areas as listed below. Environmental Protection Measures and Best Management Practices have also been included as **Appendix C**.

**Air quality:** During construction, the contractor will use practicable methods and devices as are reasonably available to control, prevent, and otherwise minimize atmospheric emissions or discharges of air contaminants. Possible construction-related dust disturbance will be controlled by the periodic application of water to all disturbed areas along the transmission line ROW and access roads during construction. Vehicles and equipment showing excessive emission of exhaust gases due to poor engine adjustments or other inefficient operating conditions will not be operated until corrective adjustments or repairs are made. Post-seeding mulch will be used during reclamation activities at the discretion of the landowner to help reduce wind erosion and fugitive dust generation. The mulch/stabilization on property impacted by Project construction will be performed as soon as possible after completion of Project activities to minimize potential fugitive dust generation as revegetation occurs.

Once constructed, the Project will have no emissions.

**Visual quality:** Xcel Energy conducted a visual resource analysis to determine potential visual impacts from construction of the proposed transmission line in the Project Study Area. The effects of introducing a new transmission line in the Project Study Area are generally low due to the overall sensitivity of viewers. There are no designated scenic areas, scenic highways, scenic trails, parks, recreation, or preservation areas or other visually sensitive areas where



users may be more sensitive to changes to the landscape setting. Minimal impact on visual resources and aesthetics are anticipated because the Proposed Route would be seen in the context of similar infrastructure, including transmission lines, distribution lines, and a natural gas power plant that would result in weak visual contrast. The Proposed Route is sited away from existing residential areas and areas planned for future residential uses, thus reducing the visibility and impacts of the Proposed Route's impact on these communities.

**Surface-water quality:** Dewatering work for structure foundations or earthwork operations adjacent to, or encroaching on, streams or water courses will not be performed without prior approval by Xcel Energy and appropriate state agencies. If dewatering discharges to the City of Aurora Municipal Separate Storm Sewer System (MS4) and/or ultimately to state waters are required, dewatered groundwater will be treated to remove suspended sediment and any other contaminants using one or more control measures prior to discharge, and the discharge will occur in a manner that avoids creating new areas of erosion. Excavated material or other construction materials will not be stockpiled or deposited near or on stream banks or other water course perimeters where they can be washed away by high water or storm runoff or can in any way encroach upon the water source itself. Process waters from construction operations will not enter streams, water courses, or other surface waters. Stormwater runoff will be treated with one or more control measures such as silt fence, inlet protections, and/or sediment control logs prior to discharging off-site. Allowable non-stormwater discharges as defined by the Colorado Discharge Permit System Permit COR400000 will follow the limitations defined in the permit. A Storm Water Management Plan will be developed and implemented to address all Project construction, operation, and maintenance activities. The plan will conform with all applicable federal, state, and local government regulations.

**Groundwater quality:** There will be no long-term impacts to groundwater quality as a result of operation of the Project. The Project will not impact hydrologic flow of either surface water or groundwater nor will it affect groundwater recharge.

During Project construction activities, excavations for the Project transmission line's poles may come into contact with groundwater. Xcel Energy will implement BMPs to avoid and/or minimize impacts to groundwater resources.

Xcel Energy also conducted geotechnical investigations for the Project on June 8 and 15, 2023 to determine the depth to groundwater along the transmission line's ROW and spotting pole locations to avoid areas where the water table may present obstacles for installing the poles. These efforts did not identify any surface and subsurface characteristics to prevent the transmission line to be engineered and constructed within the Proposed Route based on the findings of those investigations.

No water wells will be required for the Project's construction activities and no impacts to persons holding valid water rights are anticipated.

During Project operation and maintenance activities, no impacts to groundwater resources are anticipated.

If impacts on groundwater become a concern, Xcel Energy will coordinate with State of Colorado agencies, as necessary, to address potential impacts.

**Wetlands, flood plains, streambed meander limits, recharge areas, and riparian areas:**

The contractor will not cross wetland and riparian areas (of or relating to, or located on, the banks of a river or stream), except at locations designated by Xcel Energy and only if the



crossing has been previously permitted or is otherwise exempt from the permitting process. Currently, the only riparian area that the Project is expected to encounter is the crossing of First Creek, which is proposed south of East Colfax Avenue and east of Gun Club Road. To the extent feasible, the Project will be designed to avoid impacts within the extent of wetlands and floodplains. If Project design constraints require impacts to the wetland and/or floodplain, appropriate permitting will be obtained from the relevant federal, state, and local government agencies prior to the start of construction, and all permit constraints will be followed.

**Terrestrial and aquatic animal life:** Colorado Parks and Wildlife was consulted for Project activities and has determined that the Project will not affect state-listed wildlife species. The Project Study Area was reviewed for the potential presence of special status species of wildlife and plants in accordance with the Endangered Species Act of 1973, Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act of 1918, and the Colorado Nongame, Endangered, or Threatened Species Conservation Act. The results of this review indicate that no critical habitat for threatened or endangered species is known to exist in the Project Study Area. No special status terrestrial and aquatic wildlife species are known to occur in the Project Study Area. Thus, the Project is not anticipated to impact threatened or endangered species or critical habitat associated with such species during the Project's construction, operation, or maintenance activities.

In addition, to preclude avian electrocutions and minimize collision risk, Xcel Energy will incorporate Avian Protection Plan standards developed by the Avian Power Line Interaction Committee (Avian Power Line Interaction Committee 2012).

**Terrestrial and aquatic plant life:** The Project Study Area was reviewed for the potential presence of special status species of terrestrial and aquatic plants in accordance with the Endangered Species Act of 1973 and the Colorado Nongame, Endangered, or Threatened Species Conservation Act. Based on this review, there are no special status terrestrial or aquatic plant species known to occur in the Project Study Area and no impacts to such species are anticipated during the Project's construction, operation, or maintenance activities.

During Project construction activities, vegetation will be left intact to the maximum extent practicable. Removal of brush and trees will be limited to the Project transmission line's ROW, access roads, and construction work areas. In locations where vegetation will need to be removed, Xcel Energy will reseed and mulch the disturbed areas with approved seed mixtures. Xcel Energy may coordinate with affected landowners and the Colorado Department of Agriculture to determine the appropriate seed mixtures.

On completion of the work, all work areas, except permanent access roads, will be regraded as required, so that all surfaces drain naturally, blend with the natural terrain, and are left in a condition that will facilitate natural revegetation, provide for proper drainage, and prevent erosion.

**Paleontological, historic, or archaeological areas of importance:** Several databases and maps were consulted to assess the presence and distribution of cultural resources in the Project Study Area. These included online databases for the National Register of Historic Places (NRHP), National Historic Landmarks, National Historic Trails, the Colorado Register of Historic Properties, historic General Land Office plat maps, historic aerial photographs, and United States Geological Survey topographic maps. Additionally, a file search was completed through the Colorado Office of Archaeology and Historic Preservation as well as a review of the confidential Colorado Office of Archaeology and Historic Preservation Compass online geographic information system database. These records were reviewed for areas within one



mile of the route alternatives to assess whether previously documented cultural resources are present and to provide a preliminary assessment of whether the Project's construction activities may affect known cultural resources.

Based on these reviews, there are no National Historic Trails, National Historic Landmarks, or Native American reservations, sovereign lands, or tribal communities in the Project Study Area or immediate vicinity. The records review identified 16 previously documented cultural resource sites within one mile of the Project. This total includes two NRHP-eligible railroad segments (the Union Pacific and Kansas Pacific railways), one historic agricultural complex that has been determined not eligible for listing on the NRHP, one prehistoric campsite that has been determined not eligible for listing on the NRHP, one historical archaeology site that has been determined not eligible for listing on the NRHP, and one historic road segment (Colfax Avenue/Highway 40) that has been determined not eligible for listing on the NRHP.

The remaining 10 sites identified in the records search have not been formally evaluated for NRHP eligibility. Most of the cultural resources that remain unevaluated for NRHP eligibility are represented by isolated finds, which typically are not considered eligible for NRHP inclusion.

There do not currently appear to be any identified cultural resources that would constitute a concern for the Project. The Project is unlikely to directly or indirectly affect the NRHP-eligible railroad segments identified within the Project Study Area due to the presence of existing urban development near these sites. Thus, the Project is not anticipated to significantly degrade areas of historic or archaeological importance.

Prior to construction activities, construction personnel will receive training to help them identify and protect paleontological and cultural resources that may be present in and around Project construction work areas. Should any previously unknown historic/prehistoric sites, artifacts, or fossils be encountered during construction, all land-disturbing activities at that location will be immediately suspended and the discovery left intact until such time that appropriate measures are taken to ensure compliance with applicable laws and regulations.

**Soils and geologic conditions:** Xcel Energy researched geologic hazards in the Project Study Area but did not identify substantial hazards in the vicinity of the Proposed Route. The Project is located in a relatively flat area and there are no known hazards associated with slopes, avalanche areas, debris fans, mudflows, or rockslide areas.

In order to complete engineering design, Xcel Energy conducted geotechnical investigations for the Project on June 8 and 15, 2023. These efforts did not identify any surface and subsurface characteristics to prevent the transmission line to be engineered and constructed within the Proposed Route based on the findings of those investigations.

No construction activities will be performed during periods when the soil is too wet to adequately support equipment and vehicles. If equipment or vehicles create ruts in excess of 4.0 to 6.0 inches deep for a distance of 10 feet on native surface roads, the soil will be deemed too wet to adequately support construction equipment. If equipment or vehicles create ruts in excess of 1.0 inch deep on graveled roads, the roads will be deemed too wet to support construction equipment. Only the minimum amount of soil and vegetation necessary for the maintenance of access routes and the safe and reliable operation of the transmission line will be disturbed. If excavation is necessary, topsoil will be conserved and reused as cover on disturbed areas to facilitate re-growth of vegetation. Removed soil will be stored in a manner commensurate with the air quality measures detailed above and includes the application of water to minimize fugitive dust.



## 5.0 SITE PLAN CRITERIA FOR APPROVAL (146-5.4.3.B.2.c.i, (a)-(f))

***(a) The application complies with the applicable standards in this UDO, other adopted City regulations, any approved Master Plan that includes the property, and any conditions specifically applied to development of the property by the Planning and Zoning Commission or City Council in a prior decision affecting the property.***

**Response:** The Project is located within the municipal boundaries of Aurora for approximately 0.8 miles within the MU-R zone district. The proposed use is classified as a Minor Utility by the UDO, which includes above-ground electric transmission lines of public utilities (146-6.2.U). A Minor Utility may be permitted in the MU-R zone district through the conditional use process (Permitted Use Table, Table 3.2-1 in Section 146-3.2 of the UDO). Minor Utilities do not have use-specific standards per the Permitted Use Table, Table 3.2-1 in Section 146-3.2 of the UDO.

Existing Master Plans on the properties include the Aurora Crossroads Master Plan. Aurora Crossroads is an approximately 139-acre Master Planned area located in the MU-R District near the I-70 and E-470 Interchange area with a variety of land uses including commercial, retail, lodging, a hospital, and medical offices (Westside Investments 2020). The Project aligns with the Aurora Crossroads Site Plan Filing #2 that was previously approved by the City of Aurora. The proposed transmission line has been sited to avoid bisecting land uses and will not impact day-to-day operations of the businesses and establishments within the Aurora Crossroads Master Planned Area.

Xcel Energy is not aware of conditions of approval applied to the property by the Planning and Zoning Commission or City Council in prior decisions affecting the property. An amendment to the Aurora Crossroads Master Plan to accommodate the proposed transmission line will not be required as confirmed by the City of Aurora in a meeting with Xcel Energy on July 21, 2023.

***(b) The City's existing infrastructure and public improvements, including but not limited to its water, wastewater, street, trail, and sidewalk systems, have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated to the degree practicable.***

**Response:** The Project will not require additional infrastructure, public improvements, or local government services beyond those currently provided in the area. The Project creates no additional demand for water, wastewater, street, trail, or sidewalk systems.

***(c) Major Site Plans shall be designed to preserve and protect natural areas, ridgelines, swales, natural landforms, water quality and wildlife habitat of riparian corridors, wetlands, and floodplains affected by the proposed development and to integrate those areas into site design where practicable.***

**Response:** Not applicable. Based on the preapplication meeting that was held with the City of Aurora on May 4, 2023 it is Xcel Energy's understanding that although a Site Plan is a component of the CUP process the Site Plan requirements for the Project are more general in nature than what is required for a Major Site Plan as defined in the City of Aurora Site Plan Manual. It is also Xcel Energy's understanding that the Site Plan being submitted for the Project will not require a separate public hearing and will be processed concurrently with the Development Application. The Site Plan is included as **Appendix D**.



The Project has been designed to preserve and protect natural areas, water quality and wildlife habitat.

***(d) The application will improve or expand multi-modal connections with adjacent sites, neighborhoods, and urban centers.***

The Project is an above ground transmission line that will provide power to a larger retail customer (QTS). The Project is expected to create up to 50 full-time high paying jobs and contribute an estimated \$1.1 billion in capital investment for the local economy. The Project's proposed transmission line will help facilitate commercial development in the Urban District. The Project will not improve or expand any multi-modal connections with adjacent sites, neighborhoods, or urban centers.

***(e) The application is compatible with surrounding uses in terms of size, scale and building façade materials.***

The Project is sited in the MU-R District and is compatible with existing and planned uses in the surrounding area. The transmission poles will be weathering steel that oxidizes to resemble a natural brown look and is not shiny. These poles are of a similar design and scale as the existing 230-kV transmission structures located along Smith and Powhaton Roads. Aside from the transmission pole foundation footprint, land uses can continue in their current use.

***(f) The application mitigates any adverse impacts on the surrounding area to the degree practicable.***

The Project will mitigate adverse impacts on the surrounding area. The Project will not significantly degrade the environment. Xcel Energy will comply with all federal, state, and local environmental laws, orders, and regulations. Prior to construction, all supervisory construction personnel will be instructed on the protection of ecological resources and cultural resources, if any should be discovered. Prior to construction, Xcel Energy will discuss with the contractor areas of environmental sensitivity within the Project Study Area and, in particular, those areas where a monitor must be present during construction, if any. Environmental Protection Measures and Best Management Practices will be implemented to mitigate potential impacts on the environmental resource areas as listed below.

The Project has been designed to preserve and protect natural areas including water quality and wildlife habitat and to minimize impacts on existing and planned land uses. The Project is also expected to create approximately 70-85 full-time high paying jobs and contribute an estimated \$1.1 billion in capital investment for the local economy, while facilitating commercial development in the Urban District. Based on these factors Xcel Energy respectfully requests approval of the Conditional Use Permit application and Site Plan by the City of Aurora Planning and Zoning Commission.



## 6.0 ADDITIONAL ACCOMPANYING DOCUMENTS

Per the Aurora Site Plan Manual, the site plan requires the following accompanying documents. Approval of a Site Plan for a Minor Utility Use must include a Letter of Introduction detailing:

- » Operations of the Project
- » Compatibility of the Project with the approval criteria as defined in Section 146-5.4.3.A of the City of Aurora Unified Development Ordinance (UDO).
- » Responses to each of the comments received from City of Aurora staff.

These have been addressed in Sections 1.0 (Operations Plan/Project Overview), 4.0 (Approval Criteria), and 7.0 (Response to Comments Received from City of Aurora).

### 6.1 Proof of Ownership

Xcel Energy is currently in negotiations with the potentially affected landowners to secure necessary land rights along the proposed transmission line route. Negotiations include securing an option for a permanent non-exclusive easement for the 100-foot-wide ROW of the transmission line as well as permanent and temporary easements required for access and TCAs during and after construction. Once land surveying, final engineering design, and permitting have been completed, Xcel Energy will exercise the options and record the final easements. Easements required for construction will be secured and recorded prior to the start of construction for each individual parcel.

### 6.2 Building Material Samples

Transmission poles will be constructed using weathering steel that oxidizes to resemble a natural brown look and is not shiny. **Table 1** summarizes the characteristics of a double-circuit transmission line pole, and a representation of the transmission line pole is included as **Figure 2**.

### 6.3 Colored Elevations

Configurations of the typical transmission poles are included as **Appendix E**.

### 6.4 Response to Pre-Application Comments

Responses to comments received at the pre-application meeting held on May 4, 2023 are included in Section 7.0.

### 6.5 Abutting Property Owners

A list of the abutting property owners has been included as **Appendix F**.

### 6.6 GIS/CAD Instructions for Addressing

Since the transmission line is an unstaffed linear facility and will not require an address. Xcel Energy is requesting a waiver of the submittal of GIS and CAD files for addressing purposes.



## 7.0 RESPONSE TO COMMENTS RECEIVED FROM CITY OF AURORA

A pre-application meeting was held between representatives from the City of Aurora and Xcel Energy on May 4, 2023. Following the pre-application meeting, the City of Aurora provided Xcel Energy with formal Staff Comments that are required to be addressed as part of the Development Application. The comments summarize the City's land use ordinances, policies, design standards, and code requirements that apply to the Project. The following Sections correspond to the numbered comments and key issues that were received from the various Departments within the City including: Planning and Development Services; Oil and Gas Development; Parks, Recreation and Open Space; Aurora Water; Public Works; Engineering; Building Division; and Land Development Review Services. Xcel Energy has included the City's original comments in bold and italicized font and have provided our responses below each comment.

### Planning and Development Services Department

#### 1A. Zoning

***The MU-R district is intended to serve "image making" areas in Aurora such as gateways, major arterial street and highway intersections, and regional activity centers. The MU-R district allows for a mix of medium- to high-density residential and regional commercial uses, as well as other uses as shown in Table 3.2-1 (Permitted Use Table). The MU-R district intends to promote a distinctive, unified character and to ensure high quality development. More specifically, the district intends to promote:***

- 1. A larger scale of development that presents a recognizable skyline or silhouette, and a visible transition in building massing and concentration from a visible focal point;***
- 2. A safe and pleasant pedestrian and bicycle environment connected to the streets and walkways;***
- 3. Nodes for multi-modal movement, including mass transit facilities; and***
- 4. A pleasant visual environment with high-quality architectural materials, properly sized and positioned signage, and intensive landscaping with generous outdoor common areas.***

**Response:** Comment noted. As referenced in Table 3.2-1 of the UDO Minor Utilities are allowed as a conditional use within the Mixed-Use Regional Activity Center District (MU-R).

#### 1B. Overlay Districts

##### Avigation Easements

***Because the property is within the Airport Influence District surrounding Buckley Air Force Base, 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 aviation easement form can be found [here](#). Please contact Jeffrey Moore at 303. 739.7676 or [jsmoore@auroragov.org](mailto:jsmoore@auroragov.org) with any questions you may have.**

**Response:** Comment noted. Prior to construction, Xcel Energy will address with staff and the Buckley Air Force Base any applicable requirements associated with the Project being located within the Buckley Air Force Base Airport Influence Overlay zone district. Xcel Energy will secure an Aviation Easement prior to construction.

### **1C. Placetype**

***The Urban District is the city's most intensely developed area with mixed-use, entertainment, institutional, retail, restaurant and multifamily residential as defining uses. In the absence of a single "Downtown Aurora," this placetype creates a unique mix of uses in a relatively dense urban fabric, that provides a pedestrian-friendly environment and a place to live, work, shop, dine, recreate and more. It is distinguished from other placetypes by density, scale and the prioritization of multimodal transportation.***

**Response:** Comment noted. The Project's proposed transmission line will help facilitate commercial development in the Urban District, specifically a data center campus that will employ approximately 70-85 full-time workers.

### **1D. Master Plan Amendment**

***A Master Plan Amendment may be required to capture the transmission line route in each Planning Area.***

**Response:** A follow-up meeting was held on July 21, 2023, between representatives from Xcel Energy and the City of Aurora to discuss the comments that Xcel Energy received from City staff following the preapplication meeting. During the follow-up meeting it was determined that a Master Plan Amendment will not be required for the proposed Project.

## **2. Land Use**

### **2A. Conditional Use**

***The proposed use is subject to Conditional Use approval, according to Sections 146-3.2 and 146-3.3. Approval criteria can be found in Section 146-5.4.3.A, and generally involve compatibility of the proposed use with existing and planned uses, traffic generation, use of architectural and landscape features to mitigate negative impacts, and several other topics. As part of the application, please submit a Letter of Introduction with an Operations Plan that introduces the project and justifies the Conditional Use request by specifically responding to the Criteria of Approval. The Planning and Zoning Commission will consider the ability of the proposal to meet these criteria in their evaluation of the proposal.***

**Response:** Section 1 of this Letter of Introduction includes a Project Overview. Once operational, the Project will not be staffed and will be remotely monitored. Periodic site visits will be conducted to perform routine operations and maintenance activities. Section 4 of this Letter of Introduction details the compatibility of the Project with the Criteria of Approval as defined in Section 146-5.4.3.A of the City of Aurora UDO.



### **3. Development Standards**

**Development should align with the approved Aurora Crossroads Site Plan Filing #2, which is based on the MU-R-specific development standards:  
<https://aurora.municipal.codes/UDO/146-2.4.7>.**

**The Development should also be included in the Aurora Crossroads Master Plan where it currently is not reflected.**

**Response:** The Project aligns with the Aurora Crossroads Site Plan Filing #2 that was previously approved by the City of Aurora. The proposed transmission line has been sited to avoid bisecting land uses and will not impact day-to-day operations of the businesses and establishments within the Aurora Crossroads Master Planned Area.

Based on a meeting between representatives from the City of Aurora and Xcel Energy on July 21, 2023, it was determined that including the proposed transmission line in the Aurora Crossroads Master Plan will be undertaken at the City level and is not the responsibility of Xcel Energy.

#### **3A. Parking, Loading, and Stacking**

**Per <https://aurora.municipal.codes/UDO/146-4.6.3.C>, Minor Utilities do not require any off-street parking.**

**Response:** Comment Noted. Off-street parking is not required for the Project.

#### **3B. Landscape, Water Conservation, Stormwater Management**

**Landscape Reviewer, Kelly Bish will provide landscape comments once a site plan has been submitted. If you have immediate questions, please feel free to reach out to Kelly directly. Kelly's contact information is listed on page four of these notes.**

**Response:** Comment noted. A Site Plan will be submitted with the Development Application. Xcel Energy will coordinate with Kelly Bish to address any landscape comments.

#### **3C. Building Design Standards**

**Please include a cross section of the proposed pole and label the color. Should future plans include buildings, they would be subject to the UDO Building Design Standards. Section 146-4.8**

**Response:** A cross section of the proposed transmission structure has been included as **Figure 2**. The structure is the same as the existing Xcel Energy-owned transmission lines that are located in the Project Study Area along Smith and Powhatan Roads. The transmission line that is being permitted as part of this application does not include future plans for the construction of any buildings.

#### **3D. Pole Color**

**Pole color needs to blend in with the existing landscape in the area. Grey is highly discouraged as a color.**

**Response:** The color for the proposed poles is a brownish, rust-like color. The poles' material will be self-weathering steel, which over time, produces this color. The poles match the existing Xcel Energy-owned transmission structures in the Project Study Area along Smith and Powhatan Roads. The Project has been designed so that the color of the poles blends with the



existing landscape in the area and does not create a substantial visual contrast for viewers within the Project Study Area.

### **3E. Exterior Lighting**

**Standards for exterior lighting are found in Section 146-4.9. Show typical details of lighting on the plan and on building elevations.**

**Response:** Not Applicable. The Project will not require exterior lighting.

### **3F. Signs**

**Section 146-4.10 governs signage standards. Please review this section for complete details. Show the location of any monument signs on the plans and indicate the location of wall-mounted signs on the building elevations.**

**Response:** Not Applicable. The Project will not require the utilization of any monument signs or wall-mounted signs.

## **4. Adjustments**

**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:** Not applicable. Xcel Energy is not requesting adjustments for the Project as defined in Section 146-5.4.4 of the UDO.

## **5. Submittal Reminders**

### **5A. CAD Data Submittal Standards**

**The city has developed CAD Data Submittal Standards for internal and external use to streamline the process of importing AutoCAD information into the City's Enterprise GIS. A digital submission meeting the CAD Data Submittal Standards is required before final mylars can be routed for signatures or recorded for all applications. Please review these standards and ensure that files are in the correct format to avoid future delays.**

**Response:** Xcel Energy has reviewed the CAD Data Submittal Standards. The importation of any AutoCAD information associated with the Site Plan will comply with these standards.

### **5B. 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:** Xcel Energy will upload PDFs in compliance with City of Aurora requirements. All AutoCAD SHX text will be turned off. Additionally, all PDFs will be flattened.

### **5C. 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. The “Surface Development Notification Act” (Colorado Revised Statutes [CRS] 24-65.5-101 et seq.) was passed to facilitate mineral owner agreements for many types of developments. That Act specifically excludes applications associated with electric lines, CRS 24-65.5-101 and 24-65.5-102(2)(a). That is because, generally speaking, transmission lines do not impact mineral interests. To the extent there are any active oil and gas activities or facilities within Xcel Energy’s final proposed easement areas, Xcel Energy will work with the owners/operators of such facilities to ensure it addresses and mitigates their concerns.

### ***Pre-Submittal Meeting:***

***Contact the assigned Case Manager to schedule a pre-submittal meeting at least one week prior to submitting an application. At the pre-submittal meeting, staff will review the submittal requirements, discuss the review timeline, provide a fee estimate, and review the process for uploading files and inputting adjacent property owners.***

**Response:** Xcel Energy and their representatives will schedule and attend a pre-submittal meeting with the assigned Case Manager prior to submitting the Development Application.

***Please note that a separate pre-submittal meeting is required with the Land Development Review Services Division for the Subdivision Plat prior to application submittal. Please contact them directly to schedule this meeting.***

**Response:** Not applicable. The Project does not require a Subdivision Plat.

### ***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.***

### ***Community Meetings:***

- » *Currently, the city is utilizing Kerri Drumm with Purpose Aligned Consulting to facilitate these meetings. Please work with your assigned Planning Case Manager to schedule these meetings.***
- » *These community meetings allow applicants an opportunity to present their proposal to adjacent neighborhoods and any impacted citizens. The meetings also allow residents to share their questions and opinions about the proposal to both the applicant and City staff.***



- » ***All meetings with registered neighborhood organizations should also include the Planning and Development Services Department Case Manager so that questions concerning the UDO and land use procedures can be properly addressed. The applicant will be expected to take meeting notes and include any project-related commitments that are made to the community at these meetings. After the meeting, please continue to work with the organizations that express interest in your project to address comments and mitigate concerns.***
- » ***Additional information about Community Meetings can be provided by reaching out to the Planning Case Manager for the application or by visiting the Planning and Development Services page of the city website.***
- » ***You can also find adjacent neighborhood groups associated with your site via this link: Aurora Registered Neighborhood Associations - HOAs ([arcgis.com](https://arcgis.com))***

**Response:** Please refer to Section 2.0 of the Letter of Introduction for a summary of Community Outreach that was conducted for the Project. Open house meeting materials including display boards, sign-in sheets, and comment forms are included as **Appendix B**. Xcel Energy will continue to be sensitive to the concerns of the surrounding property owners as the application moves through the land use approval process.

#### **Oil and Gas Development**

***We have reviewed the area of your development. There are no known plugged and abandoned (P&A) wells within your site and no existing or planned oil and gas surface facilities on your site at this time. There may be existing underground pipelines in rights-of-way. If you have questions or concerns about this, the Oil & Gas Division can assist by providing additional information.***

***Currently, there is a horizontal well drilled underneath your site. The well is at a depth of greater than 7,000 feet below the surface. The operation of the well is not anticipated to impact your surface development.***

***The City of Aurora has no authority or control over subsurface well equipment or operations. Contact the Colorado Oil & Gas Conservation Commission (COGCC) for more information. Should you have any questions about oil and gas development, please reach out to Jeffrey S. Moore, Manager of the Oil & Gas Division.***

**Response:** A geotechnical investigation occurred on two separate locations along the Project (June 8 and June 15, 2023). The official report, issued on August 18, 2023, did not identify any surface and subsurface characteristics to prevent the transmission line to be engineered and constructed within the Proposed Route. Activities taking place during the construction and operational phases of the Project will not be impacted by the presence of the horizontal well drilled beneath the Project site.

#### **Parks, Recreation & Open Space Department**

***No comments from this division.***

#### **Aurora Water**

***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.***

#### **Key Issues:**

- » ***Close proximity to Prologis Tributary***



**Response:** The Project has been sited to avoid the placement of any transmission structures within the Prologis Tributary. Prior to the start of construction activities, a jurisdictional agreement in the form of a Memorandum of Understanding will be put in place between the City of Aurora and Adams County to address procedures for overseeing work in this area.

» ***Ensure no encroachments into any existing easements.***

**Response:** Xcel Energy has reviewed the locations of existing easements. The transmission line easement runs along the same corridor as a Denver Water easement. Xcel Energy has experience co-locating transmission lines within existing utility easements and the Project is not expected to impact Denver Water operations.

» ***Coordination will be required between applicant and ongoing nearby project owners.***

**Response:** Xcel Energy is working with landowners along the proposed transmission line route and will obtain all required property rights before initiating work on a property.

» ***A SWMP Permit is required.***

**Response:** A Storm Water Management Plan will be developed to address all construction and reconstruction activities. The plan will conform with all applicable federal, state, and local government regulations. The Storm Water Management Plan will describe best management practices and mitigation measures that Xcel Energy will implement to avoid and/or minimize impacts to waterbodies.

» ***There are multiple storm and detention pond areas within this area. Special protections to be considered.***

**Response:** The Project has been sited to avoid impacts to any storm and detention ponds along the proposed transmission line route.

***Utility Services Available:***

» ***Water service may be provided from: N/A***

**Response:** The Project does not require water facilities. Water needed for construction activities, including mixing concrete for transmission structure foundations and for dust suppression will be obtained from commercial or municipal sources holding valid water rights. The Project will not require new water rights.

» ***Sanitary sewer service may be provided from: N/A***

**Response:** The Project does not require sewage disposal facilities. Construction personnel will use nearby sanitary facilities or portable sanitary units while construction is in progress.

» ***Project is located on the following Map Pages: 04U, 05U***

**Response:** Comment noted, thank you.

***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 necessary to service your development.**
- » **All utility connections in the arterial roadway are required to be bores.**

**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).**

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

**Response:** A Site Plan is included with the Development Application that identifies utility, fiber-optic, gas line, drainage, and fire lane easements. The Project will not require new utility easements. Fire suppression lines, fire hydrants, and water meters are not required for the Project. For any fire-related emergencies, Xcel Energy will implement the procedures included in **Appendix G- Response Procedures for Utility Emergencies**. Xcel Energy will coordinate Project construction information with local emergency service providers including police, fire, and rescue personnel to ensure that these providers are aware of the construction activities and typical injuries that might occur. The Project is being built to withstand damage from fire.

During the construction and operational phases, the Project will not require utility services or utility connections in arterial roadways. The Project will not require the use or restrictions of turf and ornamental water features.

**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:** The Project does not require the recording of a Subdivision Plat or issuance of a building permit. It is Xcel Energy's understanding that Storm Drainage fees may be charged based on the amount of impervious surface created by the Project. The Project is adding approximately 400 square feet of impervious area (20 to 40 square feet per monopole foundation). The 400 square feet of impervious area is expected to generally flow to adjacent receiving pervious areas; these installations would not be expected to have significant impacts on existing drainage.

- » **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:** Not applicable. Water or sanitary sewer facilities will not be required during the construction or operational phases of the Project.



- » ***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.***

**Response:** Not applicable. Connection with utilities will not be required during the construction or operational phases of the Project.

- » ***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:** Not applicable. The Project will not require irrigation of any landscaped areas.

### **Stormwater Management**

***Aurora Water reviews the drainage and public improvement components of your project plans. Drainage design standards can be found in the city's "Storm Drainage Design and Technical Criteria" and "Standards and Specifications Regarding Water, Sanitary Sewer and Storm Drainage Infrastructure".***

#### **Key Issues:**

- » ***Drainage references provided in these notes may not be an exhaustive list or include all potentially relevant existing or under-review documents. Please note that approved city documents before approximately the year 2000 are not available on the city website and must be requested by the design engineer from the Aurora Water Reviewer listed on the Pre-Application notes. Additionally, 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 under-review documents and coordinate designs.***

**Stormwater Conveyance - Notification of Adjacent Property Owners link: [https://cdns5-hosted.civiclive.com/UserFiles/Servers/Server\\_1881137/File/Business%20Services/Development%20Center/Water%20&%20Other%20Utilities/2023/Stormwater%20Conveyance%20-%20Notification%20of%20Adjacent%20Property%20Owners.pdf0](https://cdns5-hosted.civiclive.com/UserFiles/Servers/Server_1881137/File/Business%20Services/Development%20Center/Water%20&%20Other%20Utilities/2023/Stormwater%20Conveyance%20-%20Notification%20of%20Adjacent%20Property%20Owners.pdf0)**

#### » **References**

**EDN221360**

**EDN222291**

**EDN206217**

**EDN206154**

**Response:** Comment noted, thank you.

***A preliminary drainage letter should be submitted stating that drainage paths are in conformance with existing drainage patterns. Each of the tower sites should be discussed individually and their impact on existing and future drainage patterns. - The tower should not be located within the Prologis Tributary adjacent to EDN206217.***

**Response:** Per guidance provided by the City of Aurora during the pre-application meeting on May 4, 2023, and further guidance provided via email by Richard Ommert on August 7, 2023, Xcel Energy will submit a preliminary drainage letter in lieu of a preliminary drainage study. The letter will be signed and stamped by a Professional Engineer licensed in the State of Colorado.



The letter will be submitted to Aurora Water at the time of the Planning Department application submittal. A review fee will be paid to the City by Xcel Energy prior to acceptance of the letter. It is also Xcel Energy's understanding that the site plan will not be approved until the preliminary drainage letter is approved. The preliminary drainage letter is included as **Appendix H**.

Please refer to above response regarding the Storm Drainage Development fee for information regarding the size of impervious areas related to the Project.

The proposed transmission line has been sited to avoid the placement of structures within the Prologis Tributary adjacent to EDN206217.

***Towers should not be located on same alignment as storm sewer shown in EDN221360 and not within the low tailwater basin from EDN222291.***

**Response:** Xcel Energy has reviewed the locations of the storm sewer alignment shown in EDN221360 and the tailwater basin associated with EDN222291. Proposed transmission structures have been sited to avoid these areas.

» ***This list is not exhaustive.***

**Response:** Comment noted, thank you.

» ***No water quality or detention is required for the individual tower installation.***

**Response:** Comment noted, thank you.

» ***Please be aware of existing drainage patterns at each tower location and relocate out of existing or future drainage paths.***

**Response:** Xcel Energy has researched existing drainage patterns at each tower location and the transmission structures have been sited to avoid impacts to existing or future drainage paths.

» ***Several of the towers appear to be within the floodplain and floodway. Please note that no work is allowed in the floodplain without a floodplain development permit and no work is allowed in the floodway without a CLOMR.***

**Response:** To the extent feasible, the Project has been designed to avoid impacts within the extent of the floodplain. If Project design constraints require impacts to the floodplain, appropriate permitting will be obtained from the relevant federal, state, and local government agencies prior to the start of construction, and all permit constraints will be followed.

» ***A preliminary drainage letter may be submitted in lieu of a preliminary drainage study. It should state the approved drainage patterns will not be altered and address any changes in imperviousness from the approved drainage study covering this development. The letter shall include calculations for onsite improvements, compare peak flows to the previously approved report, and include any relevant sheets from said report. A drainage plan sized no larger than 11" x 17" shall be included, as well as a comparison of the proposed drainage plan to the previously approved plan, with the proposed area highlighted. Additional information may be requested from the reviewing engineer to ensure adequate analysis. It will need to be signed and stamped by a Professional Engineer licensed in the State of Colorado. The letter shall be submitted to Aurora Water at the time of the Planning Department application***



***submittal. A review fee shall be paid to the city prior to acceptance of the letter. The site plan will not be approved until the preliminary drainage letter is approved.***

**Response:** A preliminary drainage letter will be submitted in lieu of a preliminary drainage study and will adhere to updated requirements provided to Xcel Energy by Richard Ommert on August 7, 2023.

***The engineer is responsible for researching and determining if there has been a study by Mile High Flood District (MHFD) proposing improvements within or adjacent to said development. Any such improvements may be required to be constructed with the subject development. Coordination with MHFD and the city shall be initiated in such case at the master plan level or as soon as determined with any proposed development.***

**Response:** Prior to construction, Xcel Energy will coordinate with the Mile High Flood District to determine potential improvements within or adjacent to the proposed transmission line.

***» Under the provisions of Colorado Revised Statute 37-92-602(8), any detention or infiltration facility that becomes operational after August 5, 2015, is required to notify downstream water rights holders prior to operation. Mile High Flood District (MHFD) has created a spreadsheet form (called SDI Design Data) for determining compliance with the statute and a web portal that will send a weekly e-mail notification to downstream water rights holders, satisfying the notification requirements. The developer will be responsible for having a professional engineer, licensed in the State of Colorado, complete the SDI Design Data and uploading to the web portal. Aurora Water will verify the information matches the final drainage report. Notification must be made before Civil Plans are approved or Stormwater Permits will be issued.***

**Response:** Not applicable. The Project will not require the use of any detention or infiltration facilities.

***» Drainage references provided in these notes may not be an exhaustive list or include all potentially relevant existing or under-review documents. Please note that approved city documents before approximately the year 2000 are not available on the city website and must be requested by the design engineer from the Aurora Water Reviewer listed on the Pre-Application notes. Additionally, 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 under-review documents and coordinate designs.***

**Response:** Comment noted, thank you.

#### **Public Works Department**

***Traffic Engineering will receive a referral of the Site Plan, Subdivision Plat, and Civils for review and comment.***

**Response:** Comment noted, thank you.

#### **Key Issues:**

***» Based on the type of facility this is, no traffic study or letter will be required.***

**Response:** Comment noted, thank you.



» ***Provide all access locations and construction vehicle haul routes for planned construction activities.***

**Response:** Access locations and construction vehicle haul routes will be provided in the Site Plan for the proposed Project.

» ***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.***

**Response:** Not applicable. There will be no permanent access points as part of the Project. Operation of the Project will not impact traffic patterns or impede vision within any sight triangles that would block drivers' view of conflicting vehicles or pedestrians. During construction the contractor will utilize a Traffic Control Plan and make all necessary provisions for conformance with federal, state, and local traffic safety standards and shall conduct construction operations so as to offer the least possible obstruction and inconvenience to public traffic. There are no significant long-term impacts on roads or traffic anticipated with the Project's construction, operation, and maintenance activities.

***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:** Not applicable. A landscaping plan is not proposed as part of the Project. Xcel Energy will regularly manage vegetation around the transmission poles and beneath the conductor wires to maintain public safety and to ensure the ROW is clear from anything that could cause a power outage or prevent safe access to equipment by work crews.

» ***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 note 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:** Not applicable. The Project will not impact public streets or traffic patterns. The Project will not require new stop signs, street name signs, or striping of any public streets. Traffic control will be utilized during construction activities. As previously discussed, the contractor will make all necessary provisions for conformance with federal, state, and local traffic safety standards and shall conduct construction operations so as to offer the least possible obstruction and inconvenience to public traffic. There are no significant long-term impacts on roads or traffic anticipated with the Project's construction, operation, and maintenance activities.

**ROW/Plat:**

» ***Designate Access Easement***

**Response:** Comment noted, thank you.



- » ***Document that public/private roads and signalized intersections will not be impacted by service feed transmission.***

**Response:** Public/private roads and signalized intersections will not be impacted by service feed transmission. The Project will be constructed in accordance with necessary clearance requirements for transmission lines in proximity to traffic signals.

***Traffic Impact Study:***

- » ***Pending something unforeseen, such as public comment, Traffic Engineering will not require a Traffic Study at this time.***

**Response:** Comment noted, thank you.

**Engineering Division**

***The Engineering reviews the roadway and public improvement components of your project plans. Engineering reviews referrals of the Site Plan and Subdivision Plat from the Planning Department.***

**Response:** Comment noted, thank you.

***Key Issues:***

- » ***Ensure the proposed easement for the future transmission line will not preclude future street improvements from crossing the easement. All structures shall be outside of the existing or future right of way.***

**Response:** All transmission structures have been sited to be located outside of any existing or future ROWs that are defined at the time of this Application.

- » ***Cross-sections showing Rights of Way, sidewalks, approximate power line location, etc. shall be provided along the transmission alignment.***

**Response:** Cross-sections showing existing ROWs and approximate power line location within the proposed transmission line ROW will be included on the Site Plan. The Project will not require sidewalks.

- » ***Ensure consideration is taken with planned crossings and tower placements adjacent to Colfax. Ensure sufficient clearance from I-70 is provided. Coordination with CDOT and UPRR.***

**Response:** Comment noted. Xcel Energy will coordinate with CDOT for planned crossings of I-70 and Colfax Avenue, and for the placement of any transmission structures adjacent to Colfax Avenue. A crossing agreement with UPRR will be obtained prior to the start of construction and provided to the City of Aurora.

- » ***The updated Roadway Manual has been adopted as of February 1, 2023. The link to the updated Roadway Manual can be found below.***

**Response:** Comment noted, thank you.

- » ***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:** Comment noted, thank you.



**Improvements:**

**Sections and details referenced in the Improvements section refer to the city's Roadway Design and Construction Specifications (Roadway Manual).**

**Response:** Comment noted, thank you.

» ***Pedestrian Bicycle Railings will be required at and continuous along vertical separations of 30 inches, or greater, or on slopes greater than or equal to 3:1 adjacent to pedestrian areas. See Standard Detail S18.***

**Response:** Not Applicable. The Project will not require the installation of pedestrian bicycle railings.

» ***Retaining walls shown on plans shall indicate material type and a height range or indicate a maximum height. Where appropriate, guard or handrails may be required. Structural calculations are required with the first civil plan submittal for all cast in place walls and walls greater than four feet in height. Please refer to Section 4.02 of the Roadway Manual for additional retaining wall requirements.***

**Response:** Not applicable. The Project will not require the construction of retaining walls.

» ***If gates are incorporated into the design of the development, they are required to be setback from the street flow line a minimum of 35-feet or one truck length, whichever is greater.***

**Response:** Not Applicable. The Project will not require the construction of any gates.

**ROW/Easements/Plat:**

***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. - Sidewalk easements may be required for new sidewalk installed.***

**Response:** Not Applicable. The Project does not require preparation of a plat or sidewalk easements.

» ***A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way.***

**Response:** Not Applicable. The Project will not require any detention or water quality facilities.

» ***Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way.***

**Response:** Not Applicable. The Project will not require utility services during construction or operation.

» ***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:** Not Applicable. The Project will not require any public access or fire lane easements.

**Fire/Life Safety Comments- Building Division**

» ***The Building Division will receive a referral of the Site Plan and Subdivision Plat for review and comment. They will review these documents for Life Safety (Fire Code) and Building Code issues.***



**Response:** Comment noted, thank you.

**Addressing Requirements:**

» ***All buildings or structures, except accessory buildings, shall display the proper building number in the manner provided in this article. It shall be the responsibility of the owner, occupant or any person obtaining a building permit to place such a number in the manner provided in the Aurora City Code of Ordinance, Chapter 126 - Article VII - Numbering of Buildings.***

**Response:** Not applicable. The Project will not include the construction of any building or structures that require numbering in accordance with *Aurora City Code of Ordinance, Chapter 126 – Article VII- Numbering of Buildings*.

**Adopted Codes by the City of Aurora – Setbacks**

» ***The site plan and civil plans must reflect the setback requirements of the 2015/2021 International Building and Fire Code for placement of the structure(s) in relation to adjacent buildings, property lines, public ways, accessible walkways, etc. To view the 2015/2021 International Codes please utilize the following hyperlink: ICC Codes Online.***

**Response:** Not applicable. Per Section 105.2.2 of the International Building and Fire Code, utility facilities are exempt from International Building Code standards requirements.

***The Aurora Building Division currently utilizes the adopted 2021 International Codes Series except for the 2020 NEC.***

**Response:** Comment noted, thank you.

**Civil Plans:**

**Based on the discussion within the pre-application meeting the following information must be reflected within the Civil Plan package submitted to the Public Works Department.**

» Sign Package

**Response:** Not applicable. The Project will not require the use of signs.

**Fire Department Access:**

***Based on the information presented so far, the type(s) of fire apparatus access road(s) needed for this particular site is:***

***Designated Fire Lane***

***Fire Hydrants***

***Fire Sprinkled Structures:***

***The requirements for the installation of a fire sprinkler system are provided within Chapter 9 of the 2015/2021 IFC and IBC.***

**Response:** Not applicable. No long-term fire protection services are anticipated to be needed. In the event of a loss of power or other failure of the Project transmission line and/or associated substations, Xcel Energy will implement the procedures included in **Appendix G- Response Procedures for Utility Emergencies**. Xcel Energy will coordinate Project construction information with local emergency service providers including police, fire, and rescue personnel



to ensure that these providers are aware of the construction activities and typical injuries that might occur. The Project is being built to withstand damage from fire.

**Petroleum and Gas Line Easements:**

***Please review either 49 CFR part 195, Transportation of Hazardous Liquids by Pipeline criteria or 49 CFR part 192, Transportation of Natural and Other Gas by Pipeline criteria to determine minimum distance criteria of a pipeline proximity of any private dwelling, industrial building, or place of public assembly in which persons work, congregate, or assemble. You can also gain assistance by obtaining a letter from the petroleum or gas line easement owner indicating the minimum distance they would allow the buried gas line and easement line to the proposed exterior wall. Submit this letter with your site plan amendment planning documents for recordation.***

**Response:** Not applicable. The Project does not require the use of a pipeline to transport gases or hazardous liquids.

**Phasing Plans:**

***A phasing plan must be provided with the Planning Departments Site Plan and the Public Works Departments Civil Plans submittals.***

**Response:** Comment noted, thank you.

**Site Plan, Civil Plan, Framework and General Development Plan, and Plat Notes:**

***The notes being provided below must be included on the cover sheet of the indicated submittal type.***

**» (Plat Note) If Plat does not contain a Dedicated Fire Lane Easement**

**Response:** Not applicable. The Project does not require a Plat.

**» (Plat Note) If Plat Contains Fire Lane Easement**

**Response:** Not applicable. The Project does not require a Plat.

**» (Site Plan Note) Addressing**

**Response:** Not applicable. The Project does not require addressing.

**» (Site Plan Note) Alternative Fire Lane Surfacing Materials.**

**Response:** Not applicable. See above response to comments relating to Fire Department Access. No long-term fire protection services are anticipated to be needed for the Project.

**(Site Plan Note) Americans with Disabilities Act**

**Response:** Not applicable. The Project is not subject to regulations defined under the Americans with Disabilities Act.

**» (Site Plan Note) Emergency Ingress and Egress**

**Response:** Emergency ingress and egress will not be needed during the operational phase of the Project. During construction, contractors will follow directions for emergency ingress and egress as noted in the Project Health & Safety Plan.

**» (Site Plan Note) Fire Lane Easements**

**Response:** Not applicable. See above response to comments relating to Fire Department Access. **(Site Plan Note) Fire Lane Signs**



**Response:** Not applicable. See above response to comments relating to Fire Department Access.

#### **Site Plan Data Block**

» ***The site plan must include a “Data Block” on the cover sheet that reflects all items indicated within the “link” that apply to your project.***

**Response:** Comment noted, thank you.

#### **Special Design Considerations:**

***Based on the information presented in the pre-application meeting, these additional Life Safety criteria must be shown on the site plan, plat and civil plans.***

» ***Abutting Fire Lane or Public Access Easement to Property***

**Response:** Not applicable. See above response to comments relating to Fire Department Access. If necessary, fire department personnel will be able to access the Project via nearby public ROW.

» ***If an existing fire lane or public street has to be removed or relocated for any reason, the roadway must be replaced using the current specifications of the Public Works Department.***

**Response:** Not applicable. The proposed Project will not require the removal or relocation of any existing fire lanes or public streets.

» ***Combined Fire Lane, Public Access and Utility Easements***

**Response:** See above response to comments relating to Fire Department Access.

Xcel Energy will work with property owners to permit Powerline Trails within the transmission line ROW but no new separate public ROWs will be required. The Project will not require new utility easements.

#### ***Encroachment into Emergency Access or Fire Lane Easements are Prohibited***

**Response:** The Project has been sited to avoid encroachment into emergency access or fire lane ROWs.

» ***Grade***

**Response:** Grading for the Project will be included on the civil plans.

» ***Labeling of Easements on the Site Plan, Plat and Civil Plans***

**Response:** All existing and known future easements will be labeled on the Site Plan and civil plans.

» ***License Agreement***

**Response:** Not applicable. A license agreement is not needed for the proposed Project.

» ***No Parking is allowed within a Fire Lane Easement***

**Response:** Not applicable. The Project will not require parking facilities.

» ***Pocket Utility Easements for Fire Hydrants***

**Response:** Not applicable. See above response to comments relating to Fire Department Access.



## Land Development Review Services Division

***The Land Development Review Services Division reviews the Site Plan and processes Subdivision Plats, Easements, and License Agreements that may be necessary for development of property.***

**Response:** Comment noted, thank you.

### **Key Issues:**

» ***Submittal of permits/grants/easements from landowners along the path will be asked for with the Site Plan or Civil Plan***

**Response:** Xcel Energy is working with landowners along the route of the proposed transmission line. Easements will be provided with the Site Plan.

» ***Dedicate easement for 100' area within Aurora City limits***

**Response:** The proposed ROW for the Project will not exceed 100 feet wide along the entirety of the Project length.

» ***Coordinate with completion of substation***

**Response:** Comment noted. Kestrel Substation is being permitted with the City of Aurora through a separate Site Plan process and will be coordinated with approval of the proposed transmission line. Coordination with this application process is closely monitored.

### **Subdivision Plats:**

» A subdivision plat is not required at this time.

**Response:** Comment noted, thank you.

### **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:** Applicable items included in the Land Development Review Services Subdivision Plat Checklist will be included in the Site Plan.

### **Separate Documents:**

» ***A separate document refers to a process to describe and record an encumbrance (easement, license etc.) or release of such on property when a subdivision plat already exists. 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.***

**Response:** Comment noted, thank you.

» ***The developer may need to dedicate new easements and/or street right-of-way on the site. Since a new subdivision plat is not required, these dedications must be done by separate legal document. These legal documents must be prepared using Land Development Review Services specifications which are found in the Dedications Packet. Once complete and accurate easement dedication information is submitted to Land Development Review Services, it takes about 8-10 weeks to complete the process. They must be complete and ready to record before Land Development Review Services will record the Plat and/or Site Plan.***



**Response:** Comment noted, thank you.

» ***You may have items that encroach into city-owned property or easements (i.e., retaining walls, medians, stairs, etc.). 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:** Not applicable. The Project will not involve items that encroach into city-owned property or easements.

» ***Land Development Review Services may require a Monumented Field Survey, but we are unable to determine that until we make our first review.***

**Response:** Comment noted, thank you.

» ***If a requirement for new street lighting is identified during the review process, this may be an opportunity to partner with cell carrier providers. New technology allows these providers to incorporate their technology with street lighting. These carriers are willing to take on the cost of purchasing and installing a light with qualifying projects. Please contact Leslie Gaylord at 303.739.7901 for additional details and contact information.***

**Response:** Not applicable. The Project will not require street lighting.



## 8.0 REFERENCES

Avian Power Line Interaction Committee. 2012. Reducing Avian Collisions with Power Lines.  
[https://www.aplic.org/uploads/files/15518/Reducing\\_Avian\\_Collisions\\_2012watermarkLR.pdf](https://www.aplic.org/uploads/files/15518/Reducing_Avian_Collisions_2012watermarkLR.pdf). Accessed August 2023

City of Aurora. 2018. Aurora Places. Comprehensive Plan for the City of Aurora Accessed online at:  
[https://www.auroragov.org/business\\_services/planning/projects\\_\\_plans\\_\\_\\_studies/comprehensive\\_plan](https://www.auroragov.org/business_services/planning/projects__plans___studies/comprehensive_plan).

Westside Investments. 2020. Aurora Crossroads Master Plan.



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## **APPENDIX A    TRANSMISSION LINE ROUTING STUDY**



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November 30, 2022

# **XCEL ENERGY**

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## **Kestrel 230-kV Interconnection**

### *Transmission Line Routing Study*

**PROJECT NUMBER:**  
178922

**PROJECT CONTACT:**  
Cindy Smith  
**EMAIL:**  
cindy.smith@powereng.com  
**PHONE:**  
385-218-6347





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## EXECUTIVE SUMMARY

Xcel Energy completed a routing study to identify, evaluate, and select a preferred route for the Kestrel 230-kilovolt (kV) Interconnection (Project). The proposed action is to tap into and extend an existing Xcel Energy 230-kV transmission line to provide service to a new, large retail customer (QTS), for its planned data center campus on 80 acres, owned by QTS, in an industrial area in the City of Aurora, Colorado. The Project study area is located in the eastern portion of the Denver metropolitan area in Arapahoe and Adams Counties, and the City of Aurora. The following discussions summarize the Project's purpose and need, the scope of this routing study, routing process, and public outreach and engagement.

The Project includes construction of the transmission line extension and a new substation, the Kestrel Substation, at the customer's facility. The Kestrel Substation will be owned and operated by Xcel Energy. In addition, the customer will own and operate a separate, but adjacent substation located on the data center campus. Land use in the study area is largely commercial/industrial and a large block of land is zoned as future residential.

The study area is bounded by Gun Club Road and E-470 on the west, Powhaton Road on the east, Smith Road and the Union Pacific Railroad on the north, and Sixth Avenue on the south. A viable route for the transmission line extension, from an interconnection point with an existing Xcel Energy-owned 230-kV transmission line to the new data center campus, was determined through the routing study and input from the local public and jurisdictions.

Jurisdictions in the study area include Adams County, Arapahoe County, and the City of Aurora as well as the Colorado Department of Transportation (CDOT). Depending on the route selected for the transmission-line extension, permits may be needed from each of these jurisdictions. Temporary distribution service to the data center campus is in place as of fall 2022 to enable construction and commissioning of the first data center building. Xcel Energy anticipates beginning permitting processes for the interconnection in late 2022, with construction of the Kestrel 230-kV Interconnection in 2023-2024, the Project has a planned in-service date of 2024.

The customer intends to finance the entire Project (eliminating financial risk or cost recovery from Xcel Energy customers). The Project will enable a large customer to locate its first facility in Colorado, supporting economic and environmental benefits that include creating at least 50 full-time, high-paying jobs and an estimated \$1.1 billion in capital investment.

## Scope of Routing Study

The scope of this routing study includes identifying, analyzing, and evaluating route alternatives for the new transmission line to connect a new substation at the customer's facility to a point of interconnection with a nearby existing Xcel Energy-owned 230-kV transmission line. The length of the transmission line will be approximately 1.3 miles. This routing study does not discuss designing, engineering, or acquiring rights-of-way for the transmission line. Rather, these activities will occur in subsequent phases of the Project if approval is received from the applicable local governments.



## **Routing Process**

Xcel Energy used a comprehensive evaluation process for identifying, analyzing, and selecting the preferred transmission-line route (Preferred Route) for the Project. During this routing study, approximately 7.5 miles of route alternatives were analyzed in an approximately 3.25-square-mile Project study area. Section 4.0 describes the routing process, which includes: (1) collecting land use and environmental resource data; (2) identifying opportunities for and constraints to routing the transmission line; (3) identifying route alternatives; (4) screening and comparing the route alternatives, and (5) identifying the Preferred Route for permitting with applicable local governments.

## **Community Outreach and Engagement**

Once preliminary route alternatives were identified and evaluated, Xcel Energy committed to soliciting input from landowners in the study area and other stakeholders (e.g., local officials, communities in the vicinity of the Project) before selecting a preferred route for the transmission line extension. Xcel Energy prepared for and hosted a public open house meeting on October 25, 2022, to share Project information with the landowners and other stakeholders and solicit questions and comments. Xcel Energy developed a mailing list of 41 stakeholders, including property owners crossed by and adjacent to the route alternatives and registered Homeowner Associations and neighborhood organizations within one mile of the route alternatives and Kestrel Substation site. Notifications were mailed to those on the mailing list 15 days in advance of the meeting. Email notices were sent to city and county representatives.

Nine people attended the open house and provided seven comments. Questions and comments received during the public open house meeting focused on the potential to access electricity from the new transmission-line extension and potential effects on future plans for residential development and on existing industrial/commercial operations. Xcel Energy considered the comments in completing this routing study.

## **Conclusion**

Xcel Energy believes the Preferred Route, the 1.3-miles Smith Road East Route Alternative, best meets the Project's need while minimizing impact on land uses and environmental resources. The route begins at the 230-kV transmission line owned by Xcel Energy that parallels Smith Road, crosses a historic segment of the Union Pacific Railroad (UPRR) south of the 230-kV transmission line, and proceeds south (0.5 mile). The route then turns west and parallels the north side of Colfax Avenue and Interstate 70 (I-70) for 0.2 mile. The route then turns south crossing Colfax Avenue and I-70 (0.05 mile) and continues south along the west side of an unincorporated area of Arapahoe County to the substation site (0.4 mile). The Preferred Route avoids areas zoned for future residential, avoids impacts on existing commercial and industrial operations in the area, and minimizes impacts on public rights-of-way.



## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>i</b>
Scope of Routing Study .....	i
Routing Process .....	ii
Community Outreach and Engagement .....	ii
Conclusion .....	ii
<b>1.0 INTRODUCTION .....</b>	<b>1</b>
1.1 Project Purpose and Need .....	1
1.2 Project Location and Overview .....	1
1.3 Regulatory Framework .....	2
<b>2.0 PROJECT DESCRIPTION .....</b>	<b>4</b>
<b>3.0 PUBLIC OUTREACH AND ENGAGEMENT .....</b>	<b>6</b>
3.1 Public Open House Meet and Greet .....	6
<b>4.0 ROUTING STUDY PROCESS .....</b>	<b>8</b>
4.1 Step 1 – Land Use and Environmental Resource Data Inventory and Mapping .....	8
4.2 Step 2 – Identify Routing Opportunities and Constraints .....	9
4.2.1 Opportunities and Constraints .....	9
4.2.2 Engineering Constraints .....	11
4.3 Step 3 – Identify Transmission Line Route Alternatives .....	11
4.4 Step 4 – Transmission Line Route Alternatives Comparison .....	12
4.4.1 Introduction .....	12
4.4.2 Route Alternatives Comparison and Evaluation .....	14
4.4.3 Preferred Route .....	14
4.5 Step 5 – Permitting Evaluation .....	15
<b>5.0 LAND USE AND ENVIRONMENTAL RESOURCE ANALYSIS .....</b>	<b>20</b>
5.1 Introduction .....	20
5.2 Land Use .....	20
5.2.1 Regulatory Framework .....	20
5.2.2 Existing Conditions .....	20
5.3 Biological Resources .....	21
5.3.1 Regulatory Framework .....	21
5.3.2 Existing Conditions .....	22
5.4 Water Resources .....	22
5.4.1 Regulatory Framework .....	22
5.5 Visual Resources and Aesthetics .....	22
5.5.1 Regulatory Framework .....	22
5.6 Cultural Resources .....	23
5.6.1 Regulatory Framework .....	23
5.6.2 Cultural Resources Records Search .....	23
<b>6.0 REFERENCES CITED .....</b>	<b>25</b>



## TABLES:

TABLE 1	ROUTE ALTERNATIVES .....	11
TABLE 2	ROUTE ALTERNATIVE FEASIBILITY RANKING.....	14
TABLE 3	PERMITS AND AUTHORIZATIONS .....	18

## FIGURES:

FIGURE 1	PROJECT STUDY AREA .....	3
FIGURE 2	230-KV TRANSMISSION STRUCTURE .....	5
FIGURE 3	ROUTING PROCESS.....	10
FIGURE 4	ROUTE LINKS AND ALTERNATIVES.....	13
FIGURE 5	ROUTE ALTERNATIVES AND CONSTRAINTS.....	16
FIGURE 6	PREFERRED ROUTE .....	17

## APPENDICES:

APPENDIX A	PUBLIC NOTIFICATION
APPENDIX A1	PUBLIC OUTREACH MAILING AREA
APPENDIX A2	OPEN HOUSE NOTIFICATION LETTER
APPENDIX A3	MAILING LIST – PROPERTY OWNERS
APPENDIX A4	MAILING LIST – REGISTERED HOMEOWNER ASSOCIATIONS AND NEIGHBORHOOD ORGANIZATIONS
APPENDIX B	PUBLIC OPEN HOUSE MATERIALS
APPENDIX B1	PROJECT FACT SHEET
APPENDIX B2	OPEN HOUSE DISPLAY BOARDS
APPENDIX B3	COMMENT FORM
APPENDIX B4	OPEN HOUSE SIGN-IN SHEET
APPENDIX C	ROUTE ALTERNATIVES COMPARISON TABLE



## ACRONYMS AND ABBREVIATIONS

CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CO	Colorado
CPW	Colorado Parks and Wildlife
ESA	Endangered Species Act of 1973
FAA	Federal Aviation Administration
GIS	geographic information system
I-70	Interstate 70
kV	kilovolt
NRHP	National Register of Historic Places
OAHP	Office of Archaeology and Historic Preservation
Project	Kestrel 230-kV Interconnection Project
USFWS	United States Fish and Wildlife Service



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## **1.0 INTRODUCTION**

Xcel Energy is responding to a customer's request for an interconnection with Xcel Energy's transmission system to serve a new data center operation, planned by QTS, in an existing industrial area in the City of Aurora, Colorado.

Xcel Energy is proposing to tap into and extend an existing 230-kilovolt (kV) transmission line to serve the new, large retail customer. Referred to as the Kestrel 230-kV Interconnection (Project), the Project includes construction of an extension of an Xcel Energy-owned 230-kV transmission line and a new substation, the Kestrel Substation, at the customer's facility. The Kestrel Substation will be owned and operated by Xcel Energy. In addition, the customer will own and operate a separate, but adjacent substation located on the data center campus. Land use in the study area is largely commercial and industrial, with a large block of land zoned as future residential.

Xcel Energy retained POWER Engineers, Inc. to conduct a routing study to identify transmission line route alternatives to analyze and evaluate for the Project, assist with public outreach and engagement, and support the permitting effort with the applicable local governments. The purpose of this routing study report is to document Xcel Energy's approach and analysis of transmission line route alternatives based on available environmental resource data, Xcel Energy's engineering requirements and associated costs, local government permitting requirements, land and realty concerns, and public input. The routing study does not discuss designing, engineering, or acquiring rights-of-way for the transmission-line route. Rather, these activities will occur in subsequent phases of the Project if approval is received from the applicable local governments.

### **1.1 Project Purpose and Need**

The purpose of the Project is to respond to a customer's request to tap into and extend an existing Xcel Energy-owned 230-kV transmission line to provide power to a new data center. The Project will enable a large customer to locate its first facility in Colorado, supporting economic and environmental benefits that include creating at least 50 full-time, high-paying jobs and an estimated \$1.1 billion in capital investment. The customer intends to finance the entire Project (eliminating financial risk or cost recovery from Xcel Energy's Colorado customers).

### **1.2 Project Location and Overview**

The Project study area (Figure 1) is bounded by Gun Club Road and E-470 on the west, Powhatan Road on the east, Smith Road and the Union Pacific Railroad on the north, and Sixth Avenue on the south. A viable route for the transmission line extension, from an interconnection point with an existing Xcel Energy-owned 230-kV transmission line to the new data center campus, was determined through the routing study and input from the local public and jurisdictions.

Jurisdictions in the study area include the counties of Adams and Arapahoe and the City of Aurora, as well as the Colorado Department of Transportation (CDOT). Depending on the route selected for the transmission-line extension, permits may be needed from each of these jurisdictions. Temporary distribution service to the data center campus will be in place this fall to enable construction and commissioning of the first data center building. Xcel Energy anticipates beginning permitting processes for the interconnection in late 2023, construction of the Project in late 2024, and a scheduled in-service date of early 2025.



## 1.3 Regulatory Framework

Federal, state, and local government agencies' regulatory requirements were reviewed for applicability to the Project. As determined by the location of the Preferred Route described in Section 4.4.3 and avoidance of sensitive environmental resources, Xcel Energy will not be required to coordinate with the federal agencies outlined below:

- » United States Army Corps of Engineers – Project avoids impacts on waters of the United States.
- » United States Fish and Wildlife Service (USFWS) – Project avoids impacts on federally listed plant and wildlife species.
- » Federal Highway Administration – a permit for the transmission line crossing of I-70 will be obtained from CDOT.

Xcel Energy will be required to consult with the Federal Aviation Administration (FAA) for the construction of transmission structures near public airports or ground based navigational aids. Xcel Energy will work with the FAA to meet any permitting requirements.

Xcel Energy will coordinate with state of Colorado agencies as necessary, including the Colorado Department of Public Health and Environment (CDPHE) to obtain stormwater permit coverage for construction activities. Colorado Parks and Wildlife (CPW) was consulted for Project activities and determined the Project will not affect state-listed wildlife species. A crossing permit will be obtained from the CDOT for Project activities crossing federal highway right-of-way associated with I-70. An application will be submitted to obtain permission from Union Pacific Railroad for a wireline crossing of the Union Pacific Railroad. Xcel Energy also may need to obtain a permit to be on Railroad Property for Nonintrusive Civil Engineering Survey Work if any survey work will be performed on or about the tracks, and/or property of the Union Pacific Railroad Company.

Xcel Energy will file a Section 1041 Permit Application for Site Selection and Construction of a Major Facility of a Public Utility with Adams County and a Conditional Use Permit application with the City of Aurora for the portions of the Preferred Route in each jurisdiction. Based on communications with Arapahoe County, it was determined that due to the small segment of the Project (less than 0.1 mile) within their jurisdiction, the Project may qualify for a Finding of No Significant Impact (FONSI), and permitting would not be required. Xcel Energy is currently working with Arapahoe County to determine permitting requirements. were reviewed including:

- » Adams County Development Standards and Regulations (Adams County 2020).
- » Adams County Comprehensive Plan (Adams County 2012).
- » Arapahoe County, Colorado Land Development Code (Arapahoe County 2019).
- » Regulations Governing Areas and Activities of State Interest in Arapahoe County (1041 Regulations) (Arapahoe County 2006).
- » 2018 Arapahoe County Comprehensive Plan (Arapahoe County 2018).
- » Aurora Unified Development Ordinance (City of Aurora 2019).

These codes provide the legal framework for guiding and permitting land use and development in each county. The comprehensive plans provide goals and policies to support development while protecting land uses and cultural and natural resources, including floodplains, wetlands, riparian corridors, wooded and natural areas, wildlife habitat, and prime farmland.







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## 2.0 PROJECT DESCRIPTION

In response to the customer's request, Xcel Energy proposes to develop and construct the 230-kV overhead, single-pole, double-circuit transmission-line extension from the tap of an existing Xcel Energy 230-kV transmission line to Xcel Energy's proposed Kestrel Substation. The transmission line extension will be approximately 1.3 miles long. The new customer, QTS, has requested an interconnection with Xcel Energy's transmission system for up to 200 megawatts (MW) of power to serve its planned data center operation.

The proposed right-of-way for the new 230-kV transmission line will be approximately 100 feet wide, with 50 feet on either side of the centerline. Figure 2 shows the typical design for the double-circuit 230-kV, steel, single-pole structures proposed for the Project, which is the same design as the existing 230-kV transmission lines in the study area. The diameter of the pole structures will range from 48 to 96 inches at the base. Transmission structure heights will range from 80 to 130 feet above ground level depending on engineering design requirements. The span between structures will be approximately 800 to 1,200 feet.



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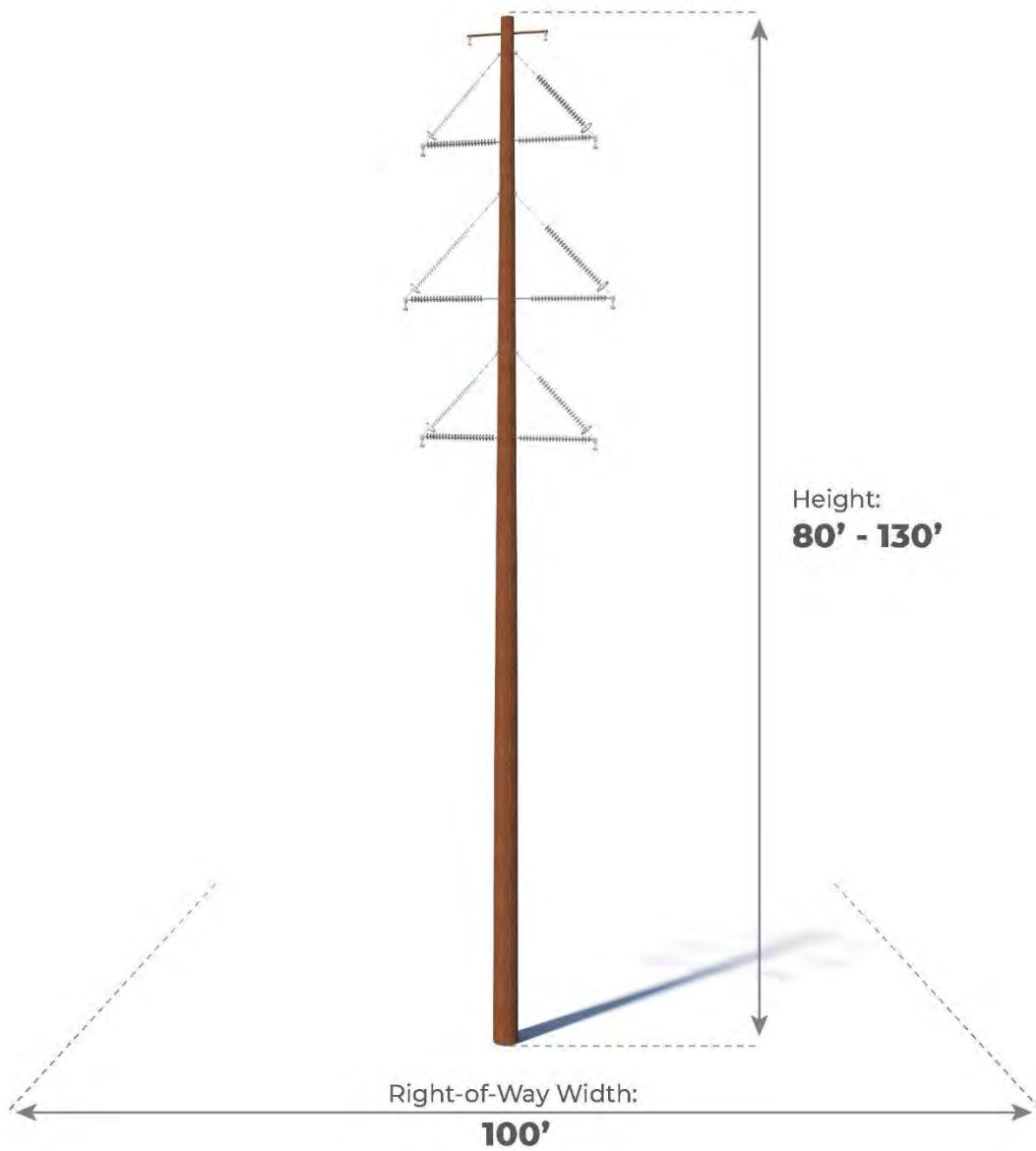


FIGURE 2      230-KV TRANSMISSION STRUCTURE



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## 3.0 PUBLIC OUTREACH AND ENGAGEMENT

Recognizing the importance of and committed to interaction with the public in the vicinity of the Project, Xcel Energy developed a Public Outreach and Engagement Plan with the intent of informing potentially affected landowners and other stakeholders (e.g., local officials, adjacent communities) about the Project. The Public Outreach and Engagement Plan included several methods for ensuring that stakeholders could be heard through various means of communication as follows:

- » Established a Project-dedicated telephone line to leave messages at 303-571-7177.
- » Established a Project -dedicated email account:  
[kestrel230kvinterconnection@xcelenergy.com](mailto:kestrel230kvinterconnection@xcelenergy.com).
- » Established a Project-dedicate Webpage: [https://transmission.xcelenergy.com/Kestrel 230-kV Interconnection](https://transmission.xcelenergy.com/Kestrel%20230-kV%20Interconnection).
  - Prepared a fact sheet explaining the purpose of and need for the Project, describing the Project, and providing Project contact information.
  - Once preliminary route alternatives were identified and evaluated, Xcel Energy hosted a public open house “meet and greet” to provide the opportunity to discuss the Project with attendees one-on-one.

### 3.1 Public Open House Meet and Greet

The intent of the public open house meeting was to introduce the Project and solicit comments that would help the Project team to address the stakeholders’ questions, concerns, and issues. Information acquired from the meeting also supported refinement of the route alternatives and selection of a preferred route that will be carried forward into the next phase of Project permitting.

Xcel Energy hosted the two-hour-long meeting on Tuesday, October 25, 2022, at Vista Peak Exploratory School located just outside of the Project study area at 24551 East 1st Avenue, Aurora. Notifications of the open house were sent to:

1. Landowners whose parcels are crossed or adjacent to the route alternatives and the proposed Kestrel Substation site.
2. Registered Homeowner Associations (HOA) and neighborhood organizations within one mile of the study area boundary.
3. The owner and management of the RV Park located on the east side of Powhaton Road and across from a potential point of transmission-line interconnection).
4. Representatives from the three local jurisdictions within the study area ( City of Aurora, Arapahoe County, and Adams County).

The mailing list, map showing the area covered by the mailing list, and the open house notification sent to stakeholders are provided in Appendix A (Sample of Mailings Sent to Landowners). Materials presented at the public open house meet and greet (i.e., fact sheet, display boards, comment form, sign-in sheet) are provided in Appendix B (Public Open House Meeting Materials).



The open house was staffed by Project team members, and attended by nine stakeholders. Attendees included property owners and representatives of real-estate development companies with plans for future commercial development north of I-70 and future residential development on a large block of land south of I-70 in the southeast corner of the study area. Also, a representative from a water-bottling plant with current operations located in the industrial area north of I-70 and adjacent to the Smith Road West Route Alternative. A representative from the Arapahoe County Planning Department also attended the open house and provided information regarding the County's requirements for permitting the preferred transmission line route in the portion of unincorporated Arapahoe County that has been designated as an Area and Activity of State Interest.

Generally, attendees expressed that the main purpose of their participation in the open house meeting was to learn about the Project and ask questions. Common questions received focused on the potential for accessing power from the new transmission-line extension, potential effects on future development plans, and potential for interference with existing operations. Questions also were related to potential effects of the Project on utility rates, effects on access to existing businesses during Project construction, and effects from the transmission line on sensitive instruments and equipment that control industrial operations.

The specific questions that the Project team members received from attendees at the Open House are listed below:

- » How can developers in the study area access power from Xcel Energy's transmission system for their future development?
- » Will construction activities of the proposed line affect access to businesses and/or properties in the study area?
- » Will an easement across privately owned property be acquired?
- » How would the proposed line affect sensitive equipment and instruments inside our plant?
- » Will this project increase or reduce the current rates we pay?



## 4.0 ROUTING STUDY PROCESS

The routing study process is organized in five steps, as follows:

- » Step 1: Collect data to characterize the land uses and environmental resources in the Project study area.
- » Step 2: Identify opportunities for and constraints to routing the transmission line extension.
- » Step 3: Identify route alternatives for the transmission line extension.
- » Step 4: Screen, compare, and rank the route alternatives and identify a preferred route to carry forward into permitting.
- » Step 5: Prepare and submit applications to address local government permitting requirements.

Figure 3 details the process that was used for the transmission line routing study.

### 4.1 Step 1 – Land Use and Environmental Resource Data Inventory and Mapping

Available secondary data from federal, state, and local government agencies were gathered and compiled for the study area. A general list of the data considered in the routing study is outlined below.

- » Biological Resources
  - Plants/Vegetation communities.
  - Wildlife habitat.
  - Sensitive, threatened, and endangered species (wildlife and plants).
- » Land Use Resources
  - Jurisdiction and land ownership.
  - Existing and planned land use, and zoning.
  - Transportation facilities, including roads, railroads, and airports/airstrips.
  - Parks, recreation, and preservation areas, and conservation easements.
  - Schools and places of worship.
  - Utilities, including electric transmission lines, oil/gas pipelines and wells, and water wells.
- » Surface Water Resources
- » Cultural Resources
- » Visual Resources
  - Existing setting and visual conditions.
  - Sensitive viewers.

Documentation of the inventoried data included a combination of mapped and written elements. Mapped information was organized using a geographic information system (GIS) database. The



GIS data were used to depict resources in the study area, assess resource sensitivity, identify opportunities for and constraints to routing, and identify, compare, and evaluate route alternatives for the transmission line.

## 4.2 Step 2 – Identify Routing Opportunities and Constraints

### 4.2.1 Opportunities and Constraints

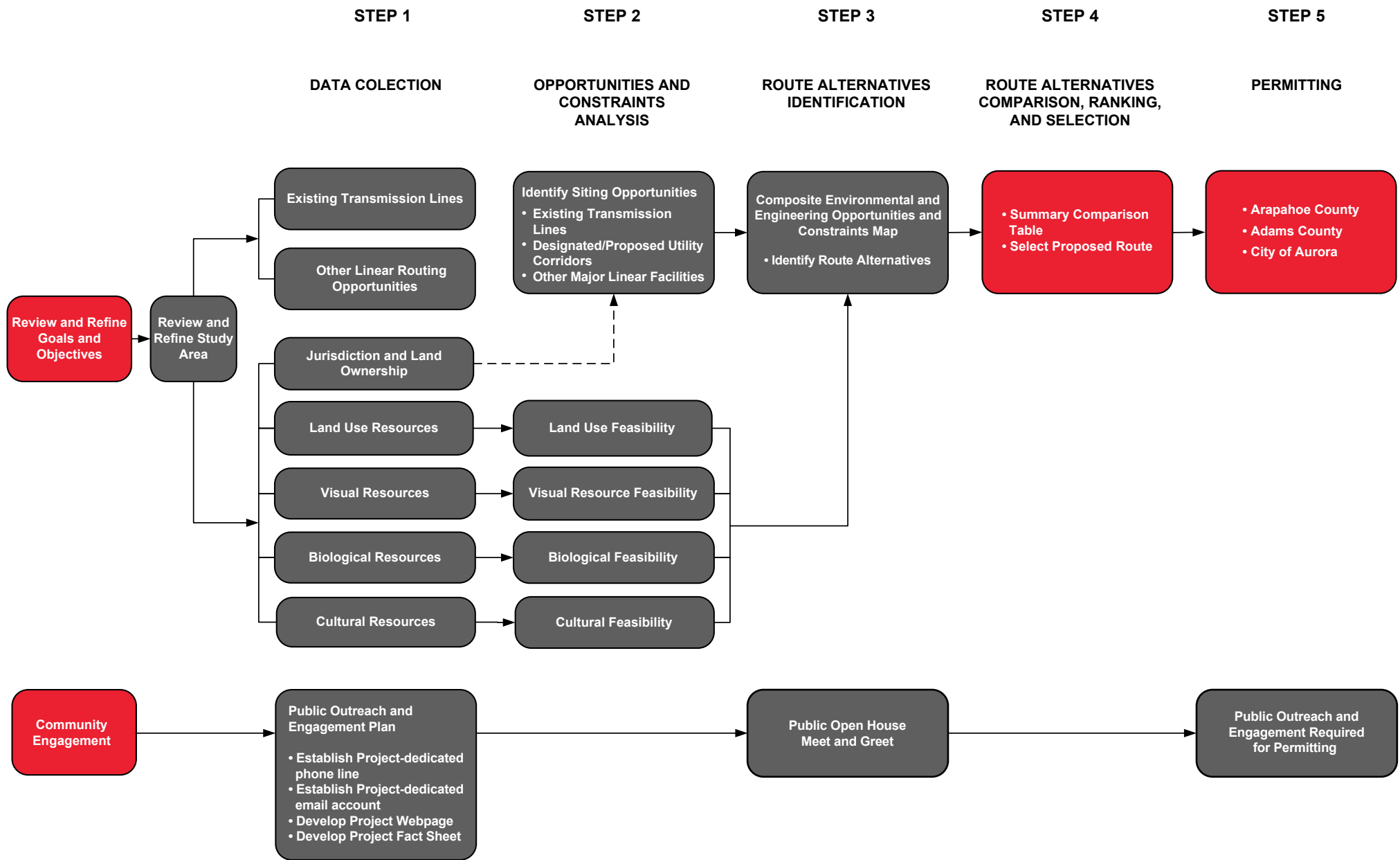
Routing opportunities and constraints were based on a measure of the probable adverse response to direct and indirect effects associated with construction, operation, and maintenance of the new transmission line. In determining the sensitivity of a resource to the Project, the following factors were qualitatively considered:

- » **Resource Value:** A measure of rarity, high intrinsic worth, singularity, or diversity of a resource in the Project study area.
- » **Protective Status:** a measure of the formal concern expressed for a resource, either through legal protection or by designation of special status or by law or ordinance.
- » **Present and Future Uses:** A measure of the level of conflict based on policies of land management and/or use, community values, and political opinion.
- » **Hazards:** A measure of the degree to which a resource represents a significant hazard to the Project's construction, operation, or maintenance.

Considering the criteria described above, the land use and environmental data were evaluated and assigned a feasibility level of low, moderate, or high as defined below. The higher the feasibility of a resource, the more compatible it would be for routing a transmission line in a given area.

- » **Low Feasibility:** Areas where resource conflicts identified through the routing study process are high. These areas of low feasibility are considered to be of maximum constraint, or low opportunity, for routing a transmission line. For the purpose of this routing study, examples of low feasibility areas include areas located in the right-of-ways for Highway E-470 and I-70, areas zoned for future residential development, and areas with minimal space for the construction of a 230-kV transmission line.
- » **Medium Feasibility:** Areas of potential environmental effects due to impacts on important or valued resources, resources assigned protective status, or some conflict with use. Locations of moderate feasibility are considered to be moderate constraint areas and less desirable than high feasibility areas for routing a transmission line. For the purpose of this routing study, examples of moderate sensitivity areas include areas with numerous underground and/or overhead utilities, limited access, and a need for high levels of traffic control during construction and routine maintenance of the transmission line.
- » **High Feasibility:** Areas determined to be the most suitable for construction and operation of the transmission line. Locations of high feasibility are considered to be low constraint or most desirable for routing a transmission line. For the purpose of this routing study, examples of high feasibility areas include locations with the least amount of impact on commercial and industrial operations, areas that avoid constructing in CDOT right-of-way, and avoidance of areas zoned for future residential development.





**Figure 3 - Routing Process**  
Kestrel 230 kV Interconnection Project



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## 4.2.2 Engineering Constraints

In the study area, the primary engineering constraints included multiple underground and/or overhead utility lines, limited space for construction of a 230-kV transmission line near industrial/commercial buildings, and the presence of CDOT right-of-way.

Other engineering constraints included limited access and a high level of traffic control needed for both initial construction and during routine maintenance of the transmission line. Xcel Energy conducted a site visit to identify solutions to these engineering constraints.

Opportunities for routing the proposed transmission line were based on an analysis of the feasibility of introducing and the presence of the transmission line in study area. Opportunities for routing the Project's facilities include locations that:

- » Use existing compatible linear rights-of-way, including transmission lines, railroads, highways, and pipelines.
- » Parallel property lines, section lines, or half-section lines.
- » Minimize impacts on industrial and commercial uses.
- » Minimize impacts on future planned land uses.
- » Maximize the use of existing access and minimize new access road construction.
- » Facilitate efficient and cost-effective transmission line design and construction.

## 4.3 Step 3 – Identify Transmission Line Route Alternatives

Using a combination of Google Earth aerial photo imagery, land use and environmental resource data, and a field reconnaissance visit, route alternatives were developed to connect an existing Xcel Energy 230-kV transmission line with the proposed Kestrel Substation site. Route alternatives included smaller components called "links" to allow for tracking of data. These links were combined to form route alternatives. Figure 4 shows the links and route alternatives developed for evaluation and analysis.

Table 1 presents the number of end-to-end alternative routes that were identified through the combination of route links.

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TABLE 1 ROUTE ALTERNATIVES

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ROUTE LINKS	END-TO-END ROUTE ALTERNATIVES
10, 15, 50, 60	Smith Road East Route Alternative
30, 50, 60	Smith Road West Route Alternative
5, 15, 50, 60	Colfax Avenue Route Alternative North
20, 60	Colfax Avenue Route Alternative South
40	Gun Club Road Route Alternative Route



A description of each end-to-end route alternative that were developed follows.

- » **Smith Road East** (1.3 miles) begins at the 230-kV transmission line owned by Xcel Energy that parallels Smith Road, crosses historic segment of the Union Pacific Railroad (UPRR) south of the 230-kV transmission line, and proceeds south along Link 10 (0.5 mile), the route then turns west along Link 15 and parallels the north side of Colfax Avenue and I-70 for 0.2 mile. The route then turns south crossing Colfax Avenue and I-70 (Link 50, 0.05 mile) and continues south along the west side of an unincorporated area of Arapahoe County to the substation site (Link 60, 0.4 mile). This route is the second shortest route alternative and avoids crossing through the commercial area along Link 10 and the area planned for future residential development along Link 20. Potential challenges include crossing the historic segment of the UPRR, crossing I-70, and involves permitting in three jurisdictions (Adams and Arapahoe Counties and City of Aurora).
- » **Smith Road West** (1.0 mile) also begins at the Xcel Energy-owned 230-kV transmission line that parallels Smith Road, crosses historic segment of the UPRR south of the 230-kV transmission line, crosses through the commercial area north of I-70 (Link 30, 0.5 mile), crosses Colfax Avenue and I-70 (Link 50, 0.05 mile), and continues south to the substation site (Link 60, 0.4 mile). While this is the shortest of the route alternatives and avoids areas planned for future residential development, potential challenges include crossing the UPRR, crossing through commercial and industrial areas with limited space for the construction of a new transmission line, crossing I-70, and would involve permitting in three jurisdictions (Adams and Arapahoe counties and City of Aurora).
- » **Colfax Avenue South** (1.9 miles) begins at the 230-kV transmission line that parallels Powhatan Road on the eastern side of the Project study area, proceeds west paralleling the south side of Colfax Avenue and I-70 for 1.5 miles (Link 20). This route also borders the area that is zoned for residential by the City of Aurora. The route then turns south along Link 60 to the substation site. This is the longest of the route alternatives, the route avoids crossing the UPRR, and I-70, and would only involve permitting in two jurisdictions, but potential challenges include objection by the City of Aurora to the route alignment along the northern boundary of the area zoned for residential.
- » **Colfax Avenue North** (1.8 miles) begins at Line 5185 at the Xcel Energy Blue Spruce Energy Center, proceeds south to I-70 and parallels I-70 along Links 5 and 15 for 1.2 miles, then turns south, crosses I-70 and the Colfax Avenue frontage road (Link 50, 0.05 mile) and continues south (Link 60, 0.4 mile) to the substation site. This route alternative would cross I-70 but avoids crossing the UPRR. The route alternative is also the second longest route, and the majority of the alignment would likely be located in CDOT right-of-way.
- » **Gun Club Road** (1.6 miles). A route alternative along Gun Club Road was identified originally; however, the route alternative was eliminated from further consideration due to the potential complex challenges associated with the route that includes numerous underground and overhead utilities and crossing through the rights-of-way and interchange associated with highways E-470 and I-70.

## 4.4 Step 4 – Transmission Line Route Alternatives Comparison

### 4.4.1 Introduction








The following discussions describe how Xcel Energy narrowed the four remaining end-to-end route alternatives to identify the Preferred Route.










# KESTREL 230-KV INTERCONNECTION

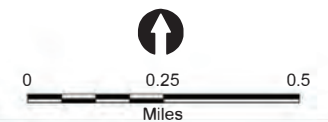
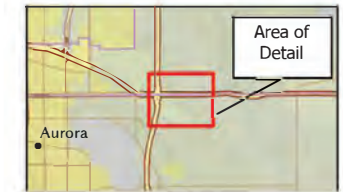
Figure 4 Route Links and Alternatives

## Project Features

-  Study Area
-  Colfax Avenue Alternative Route North
-  Colfax Avenue Alternative Route South
-  Gun Club Road Alternative Route
-  Smith Road East Alternative Route
-  Smith Road West Alternative Route
-  Project Termination Location

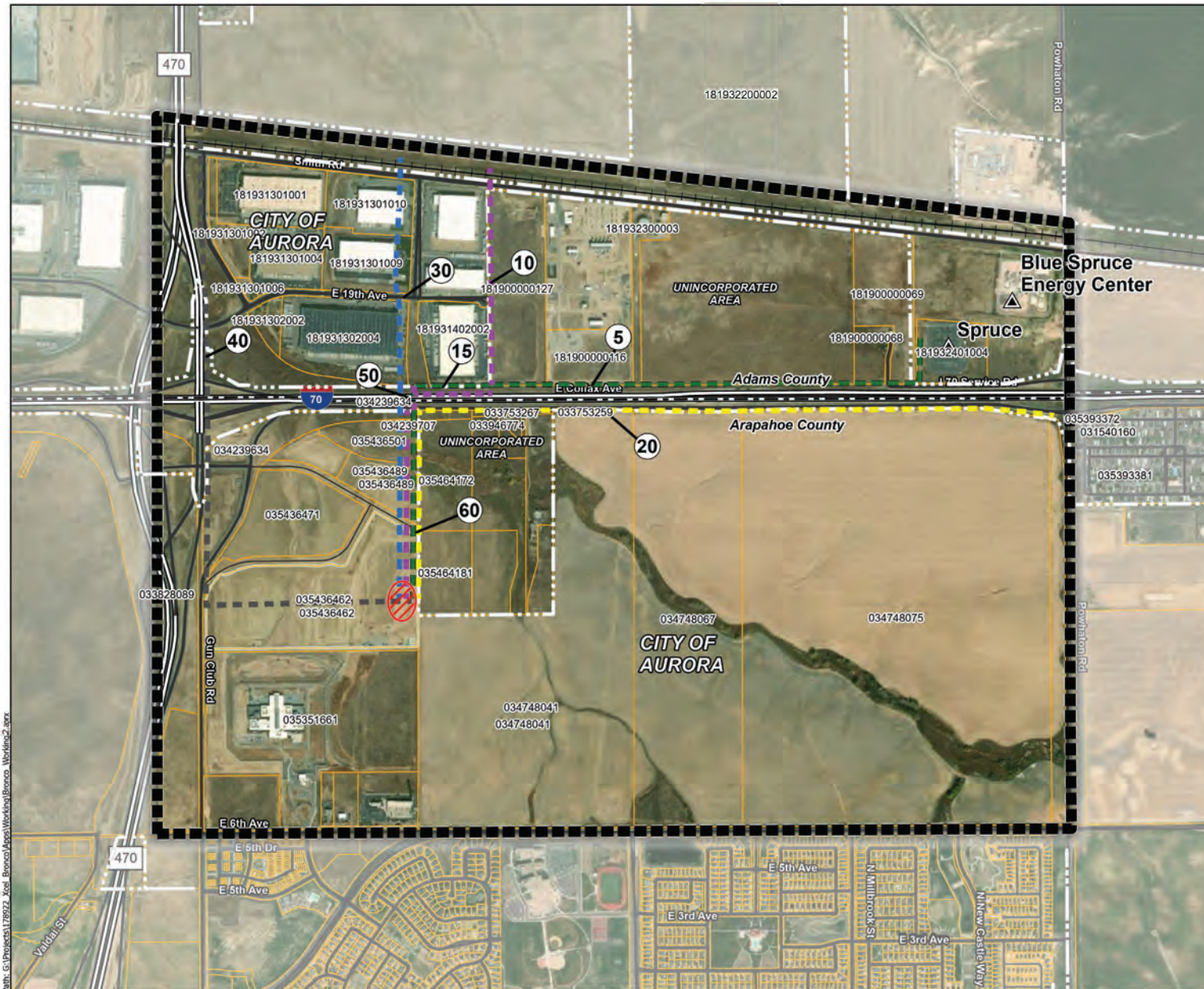
## General Reference Features

-  Existing Substation
-  County Boundary
-  City Boundary
-  Parcel Boundary
-  Highway
-  Major Roads
-  Railroads



Disclaimer: The information contained herein is demonstrative only, believed to be accurate and suitable for limited, internal Xcel Energy use only. Maps are not to scale. All matters depicted including but not limited to utility facilities, locations and materials are preliminary only and subject to change without notice. Xcel Energy/ Public Service Company of Colorado makes no warranty as to the accuracy or suitability of any information contained herein for use by third parties for any particular purpose. The accuracy of this map and the information depicted should be verified prior to use. The user shall assume all risk and responsibility for any and all damages, including consequential damages, which may arise from the user's reliance on this information.

Date: 9/12/2022





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## 4.4.2 Route Alternatives Comparison and Evaluation

The routing criteria listed in Section 4.1 were used to compare and evaluate each end-to-end route alternative. In analyzing the routing criteria data calculated for each end-to-end route alternative, a feasibility level based on engineering and environmental constraints and opportunities was assigned for each route alternative. The higher the feasibility ranking the more compatible the route, the lower the feasibility ranking the less compatible the route.

In reviewing the routing criteria data, it was determined that avoidance of areas planned for future residential development, avoidance of public and CDOT rights-of-way, and minimizing impacts on existing business and industrial operations were the key determinants in ranking the feasibility of the route alternatives. Figure 5 illustrates the dominant constraints associated with the route alternatives. Based on the analysis, Table 2 presents the ranking for each of the four end-to-end route alternatives. More detail regarding the evaluation and comparison is provided in the table in Appendix C (Route Alternatives Comparison).

TABLE 2 ROUTE ALTERNATIVE FEASIBILITY RANKING

END-TO-END	RANK
Smith Road East Route Alternative	1st
Smith Road West Route Alternative	2nd
Colfax Avenue North Route Alternative	3rd
Colfax Avenue South Route Alternative	4th

After evaluating, comparing, and ranking the route alternatives, the Smith Road East Route Alternative was deemed to be the most feasible route to permit for construction. The Smith Road West Route Alternative was eliminated from further consideration due to the limited space in between the industrial buildings that could not accommodate a 230-kV transmission line and potential impact on adjacent businesses and industrial operations during construction and routine maintenance of the transmission line.

The Colfax Avenue South Route Alternative was not a viable option as it crosses through the area planned as an I-70 interchange and borders an area zoned for residential development by the City of Aurora. This route is the longest route that was being considered.

The Colfax Avenue North Route Alternative was less feasible as the majority of the line would be located in the CDOT right-of-way. Potential future expansion of I-70 would most likely force relocation of the transmission line.

## 4.4.3 Preferred Route

Through the comparison of route alternatives, Xcel Energy identified the Smith Road East Route Alternative as the Preferred Route as it is the most feasible route with the least challenges (Figure 6).

Among the remaining route alternatives, the Preferred Route's key benefits include the following:



- » Highest level of feasibility from an engineering standpoint.
- » Avoids crossing through areas planned for future residential development.
- » Transmission line structures would not be located in CDOT right-of-way.
- » Low impacts on operating commercial businesses and industrial operations in the area.
- » Second shortest route at 1.3 miles.
- » Second lowest construction cost at \$3.8 million.

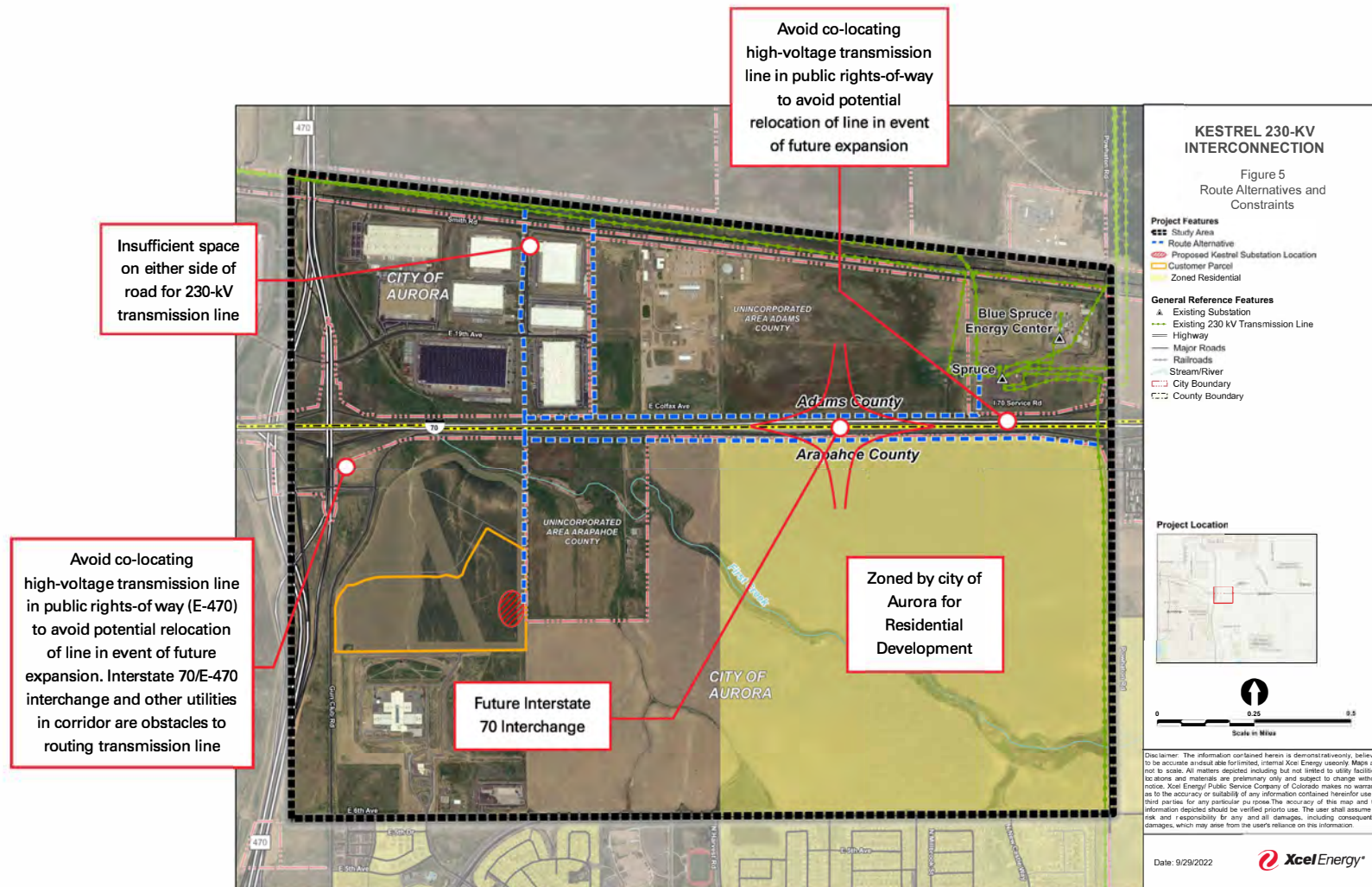
For these reasons, Xcel Energy believes that the preferred route is the best route to advance for permitting with the local jurisdictions. Xcel Energy is scheduled to begin the permitting process in late 2023.

## **4.5 Step 5 – Permitting Evaluation**

Table 3 lists the permits, approvals, and other authorizations potentially required for the Project's construction, operation, and maintenance activities.



# Route Alternatives and Constraints



transmission.xcelenergy.com (select Kestrel 230-kV Interconnection)  
Information line 303-571-7177 to leave a message • kestrel230kvinterconnection@xcelenergy.com



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TABLE 3 PERMITS AND AUTHORIZATIONS

JURISDICTION	PERMIT OR AUTHORIZATION REQUIRED	AGENCY / ORGANIZATION	ACTION REQUIRING PERMIT OR APPROVAL	TIMEFRAME FOR PERMIT ISSUANCE
Federal				
FAA	Notice of Proposed Construction or Alteration and Notice of Actual Construction or Alteration	FAA Regional Office	Installation of transmission structures near public airports or ground-based navigational aids.	45 Days
United States Environmental Protection Agency	Spill Prevention, Control, and Countermeasure (SPCC) Plan	United States Environmental Protection Agency Region 8 1595 Wynkoop Street Denver, CO 80202-1129 (303) 312-6312	Use and storage of oil products in quantities exceeding 1,320 gallons in aggregate per Title 40 Code of Federal Regulations Part 112.	N/A; SPCC Plan is self-administered.
State of Colorado				
CDOT	Crossing Permit	CDOT Region 1 2829 W. Howard Place Denver, CO 80204 (303) 759-2368	Crossing of I-70 with transmission line.	45 Days
CDPHE	Storm Water Management Plan	CDPHE 4300 Cherry Creek Drive South Denver, CO 80246 (303) 692-2000	Construction projects for which ground disturbance is one acre or greater.	90 days for preparation, submittal, and approval
Arapahoe County				
Arapahoe County	Land Development Application Form	Engineering Services Division 6924 S. Lima Street Centennial, CO 80112 720-874-6500	1041 FONSI Review	60 Days



JURISDICTION	PERMIT OR AUTHORIZATION REQUIRED	AGENCY / ORGANIZATION	ACTION REQUIRING PERMIT OR APPROVAL	TIMEFRAME FOR PERMIT ISSUANCE
Adams County				
Adams County	1041 Permit for Siting and Construction of a Major Facility of a Public Utility	Planning Department 4430 S. Adams County Pkwy Brighton, CO 80601 (720) 523-6800	Construction of a major electrical facility, which includes transmission lines in the unincorporated portion of Adams County.	90 Days
	Civil / Construction Permits		Any new construction occurring in the County right-of-way.	TBD with County
City of Aurora				
City of Aurora	Conditional Use Permit	Planning Department 15151 E. Alameda Pkwy #2300 Aurora, CO 80012 (303) 739-7250	Construction of a transmission line operated at 69 kV or higher.	60 days
Union Pacific Railroad				
Union Pacific Railroad	Permit to be on Railroad Property for Utility Survey	4085 York St. Denver, CO 80216 (402) 544-5000	Temporary permission to be on or about the tracks and/or property of Union Pacific Railroad Company for the purpose of performing nonintrusive civil engineering survey work.	TBD with railroad
	Crossing Permit		Crossing of railroad tracks with transmission line	45-60 days



## **5.0 LAND USE AND ENVIRONMENTAL RESOURCE ANALYSIS**

### **5.1 Introduction**

This section describes the Project study area's existing conditions and land use, biological resources, water resources, visual resources and aesthetics, and cultural resources.

### **5.2 Land Use**

#### **5.2.1 Regulatory Framework**

The majority of the lands in the study area are privately owned. Local government zoning guides the use and development of private land.

##### **Local Government**

The study area is approximately 3.25 square miles in Arapahoe and Adams counties and the City of Aurora in the eastern portion of the Denver metropolitan area in north-central Colorado.

Jurisdictions in the study area include Arapahoe and Adams counties and the City of Aurora. Xcel Energy will file a Section 1041 Permit Application for Site Selection and Construction of a Major Facility of a Public Utility with Adams County and a Conditional Use Permit application with the City of Aurora for the portions of the Preferred Route in each jurisdiction. Local government land use codes and comprehensive plans for relevant requirements, guidelines, and policies were reviewed including:

- » Adams County Development Standards and Regulations (Adams County 2020).
- » Adams County Comprehensive Plan (Adams County 2012).
- » Arapahoe County, Colorado Land Development Code (Arapahoe County 2019).
- » Regulations Governing Areas and Activities of State Interest in Arapahoe County (1041 Regulations) (Arapahoe County 2006).
- » 2018 Arapahoe County Comprehensive Plan (Arapahoe County 2018).
- » Aurora Unified Development Ordinance (City of Aurora 2019).

These codes provide the legal framework for regulating and permitting land use and development in each jurisdiction. The comprehensive plans provide goals and policies to support development while protecting land uses and cultural and natural resources, including floodplains, wetlands, riparian corridors, wooded and natural areas, wildlife habitat, and prime farmland. No specific policies concerning electric transmission lines were identified in the land use plans for Adams County, Arapahoe County, or the City of Aurora.

#### **5.2.2 Existing Conditions**

Land use data were collected from sources available in the public domain such as GIS data, parcel data from county assessors' offices, and Arapahoe and Adams counties, and the City of



Aurora land use plans and development codes. Data were collected for the following land use features:

- » Existing commercial, industrial, and residential land uses.
- » Places of worship, schools, parks and recreational facilities, and conservation areas.
- » Transportation facilities including roads, railroads, and airports.
- » Utilities including electric power substations and transmission and distribution lines, oil and gas pipelines and wells, and water wells.

Land use in the Project study area is primarily commercial/industrial but also includes a large area zoned for future residential use.

### **Existing Land Use**

The study area comprises predominately commercial and industrial land uses with a large block of land in the southeast corner of the study area (south of I-70) zoned for future residential.

Places of worship, schools, and parks, and recreational facilities are absent in the study area and are generally concentrated in the areas just south and west of the study area boundaries.

Major transportation thoroughfares in the study area include Highway E-470 and I-70. Highway E-470 is the study area's western boundary while I-70 bisects the study area in an east-west direction and is the border between Arapahoe and Adams counties. North of I-70 land use includes commercial and industrial operations located under the jurisdiction of the City of Aurora, with some vacant undeveloped land located in unincorporated Adams County. South of I-70 land use is mainly vacant and undeveloped at the time of this routing study. A large block of these lands is planned for future residential uses. The Preferred Route would avoid this area.

Utilities in the study area include the existing Xcel Energy 230-kV transmission line that is proposed to be extended, other transmission lines bordering the northern and eastern boundary of the study area, and electric power distribution lines that provide lower-voltage electricity to commercial and industrial customers. Oil and gas facilities in the study area include the Blue Spruce Energy Center. The Blue Spruce Energy Center is a 265-MW natural-gas-fired power project also owned by Xcel Energy that was commissioned in May 2003 (Power Technology 2022).

## **5.3 Biological Resources**

### **5.3.1 Regulatory Framework**

The study area was reviewed for potential presence of special status species of wildlife and plants in accordance with the Endangered Species Act of 1973 (ESA), Bald and Golden Eagle Protection Act (BGEPA), Migratory Bird Act of 1918, and The Colorado Nongame, Endangered, or Threatened Species Conservation Act.



### **5.3.2 Existing Conditions**

To identify the presence or potential presence of sensitive biological resources in the study area, the following data sources were reviewed:

- » Species listed as threatened or endangered under the ESA with potential to occur in or near the study area: United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (USFWS 2022a).
- » USFWS designated critical habitat for ESA-listed species (USFWS 2022b).
- » Bald eagle nests, communal roosts, roosts, and winter concentration areas: CPW Species Maps (CPW 2022).
- » Colorado Natural Heritage Program (CNHP) potential conservation areas (CNHP 2022).

Based on review of this data there are no sensitive biological resources located within the Project study area.

## **5.4 Water Resources**

### **5.4.1 Regulatory Framework**

The study area was reviewed in accordance with the following:

- » Clean Water Act – Section 401 Water Quality Certification.
- » Clean Water Act – Section 403 National Pollutant Discharge Elimination System Permits.
- » Clean Water Act – Section 404 Waters of the United States Permits.
- » Floodplain Protection.
  - Streams and wetlands (USFWS National Wetlands Inventory data [USFWS 2022c]).
  - 100-year floodplains (Federal Emergency Management Administration 2022).

The review of this data concludes that water resources in the study area will have minimal impact from the introduction of a new transmission line.

## **5.5 Visual Resources and Aesthetics**

### **5.5.1 Regulatory Framework**

Because lands in the study area are privately owned, there are no formal guidelines or policies in place to evaluate and analyze visual effects of a transmission line. However, an analysis was conducted by a visual resources specialist to determine potential visual impacts from construction of a new transmission line in the study area. A review of the Arapahoe County and Adams County Comprehensive Plans also was conducted to determine the presence of any specially designated scenic areas, scenic roads, or scenic trails in the study area that potentially could be affected visually by the construction of a new transmission line.



## **Visual Impacts**

The effects of introducing a new transmission line in the study area are generally low due to the overall sensitivity of viewers. There are no designated scenic areas, scenic highways, scenic trails, parks, recreation, or preservation areas, or other visually sensitive areas where users may be more sensitive to changes to the landscape setting. There are no requirements, guidelines, or policies identified in local government land use codes and comprehensive plans related to the management of visual and aesthetic resources identified in the study area. Also, the construction and presence of a new transmission line would have minimal visual effects on the residential area located just south of the study area boundary.

In addition, minimal impact on visual resources and aesthetics are anticipated because the Preferred Route would be seen in the context of similar infrastructure, including transmission lines, distribution lines, and a natural gas power plant that would result in weak visual contrast. The Preferred Route is sited away from existing residential areas and areas planned for future residential uses, thus reducing the visibility and impacts of the Preferred Route's impact on these communities.

## **5.6 Cultural Resources**

### **5.6.1 Regulatory Framework**

The primary regulations relevant to potential cultural resources in the study area include Section 106 of the National Historic Preservation Act, Archaeological Resources Protection Act of 1979, and the Colorado Historical, Prehistorical, and Archaeological Resources Act of 1990. Because lands in the study area are privately owned; however, these laws are largely not applicable to the current Project. If a federal action constituting an undertaking as specified in Section 106 of the National Historic Preservation Act, including the use of federal land, federal funding, or the necessity to obtain a federal permit were identified, a detailed cultural resources investigation, including a formal Class I literature review and Class III pedestrian inventory, would be recommended to determine whether any previously unrecorded cultural resources are located within the proposed study area. A records search was conducted to assess potential effects to previously recorded cultural resources as described below.

### **5.6.2 Cultural Resources Records Search**

To assess the presence and distribution of, and to determine the general distribution of cultural resources in the Project study area, several databases and maps were consulted. These included online databases for the National Register of Historic Places (NRHP), National Historic Landmarks, National Historic Trails, the Colorado Register of Historic Properties, historic General Land Office plat maps, historic aerial photographs, and USGS topographic maps. Additionally, a file search was completed through the Colorado Office of Archaeology and Historic Preservation (OAHP) as well as review of the confidential OAHP Compass online geographic information system database. These records were reviewed for areas located within one mile of the route alternatives to assess whether previously documented cultural resources are present and to cursorily assess potential Project impact on known cultural resources.



No National Historic Trails, National Historic Landmarks, or Native American reservations, sovereign lands, or tribal communities were identified in the Project study area or immediate vicinity.

The OAHP file search and Compass review identified eleven previously completed cultural resources surveys within, partially within, or crossing the Project area. These include those conducted for CDOT projects, oil and gas pipelines, and one for the Aurora History Museum.

The records review identified 16 previously documented cultural resource sites within one mile of the Project. This total includes two NRHP-eligible railroad segments (the Union Pacific and Kansas Pacific railways), one historic agricultural complex that has been determined not eligible for the NRHP, one prehistoric campsite that has been determined not eligible for the NRHP, one historical archaeology site that has been determined not eligible for the NRHP, and one historic road segment (Colfax Avenue/Highway 40) that has been determined not eligible for the NRHP. The remaining 10 sites identified in the records search have not been formally evaluated for NRHP eligibility. Most of the cultural resources that remain unevaluated for NRHP eligibility are represented by isolated finds, which typically are not considered eligible for NRHP inclusion.

There do not currently appear to be any identified cultural resources that would constitute a “critical issue” for the Project. The Project is unlikely to directly or indirectly effect the NRHP-eligible railroad segments identified within the Project area due to the presence of existing urban development near these sites.



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## 6.0 REFERENCES CITED

- Adams County. 2020. Development Standards and Regulations. Accessed online at: [https://adamscounty.municipalcodeonline.com/book?type=development#name=CHAPTER\\_3\\_ZONE\\_DISTRICT\\_REGULATIONS](https://adamscounty.municipalcodeonline.com/book?type=development#name=CHAPTER_3_ZONE_DISTRICT_REGULATIONS).
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- City of Aurora. 2021. Unified Development Ordinance. Accessed online at: <https://aurora.municipal.codes/UDO>.
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- \_\_\_\_\_. 2022b. USFWS Threatened and Endangered Species Active Critical Habitat Report. GIS data access at: <https://ecos.fws.gov/ecp/report/table/critical-habitat.html> in July 2022.
- \_\_\_\_\_. 2022c. USFWS National Wetlands Inventory (NWI) GIS data accessed at: <https://www.fws.gov/wetlands/> in July 2022.



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## **APPENDIX A    PUBLIC NOTIFICATION**



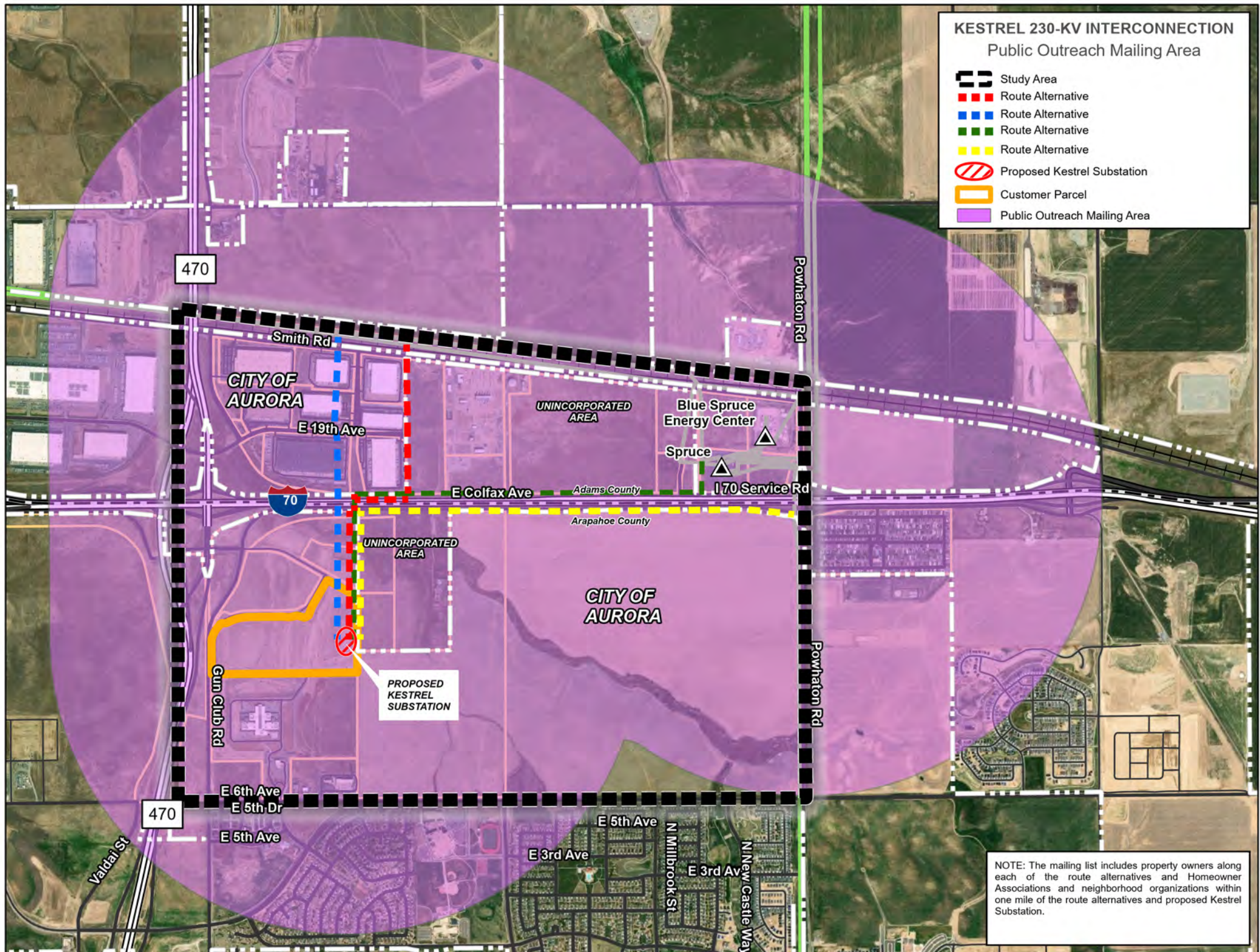
## **APPENDIX A1 PUBLIC OUTREACH MAILING AREA**



# KESTREL 230-KV INTERCONNECTION

## Public Outreach Mailing Area

-  Study Area
-  Route Alternative
-  Route Alternative
-  Route Alternative
-  Route Alternative
-  Proposed Kestrel Substation
-  Customer Parcel
-  Public Outreach Mailing Area





## **APPENDIX A2 OPEN HOUSE NOTIFICATION LETTER**





1800 Larimer Street  
Denver, CO 80202

Landowner Name  
Address  
City State Zip

October 7, 2022

**RE: Kestrel 230-Kilovolt Interconnection – servicing economic growth in your area**

Dear Landowner:

You are invited to participate in a “meet and greet” with Xcel Energy as your property may be crossed by or located near a proposed transmission line extension. This project will be in an industrial area south of I-70 and east of Gun Club Road near the boundaries of the City of Aurora, Adams County, and Arapahoe County. The new transmission line extension will serve the long-term needs of the area, including a new data-center campus.

The Kestrel 230-Kilovolt (kV) Interconnection is a new transmission line that will provide power to the proposed Kestrel Substation at the data-center site mentioned above. The new transmission line will extend from a connection point on one of our nearby, existing 230-kV transmission lines. Xcel Energy is conducting a routing study to identify a viable route for the transmission line extension, the length of which is anticipated to be less than two miles.

To give you the opportunity to learn more about this project, **we will host an open house from 5:30 to 7:30 p.m., Tuesday, October 25, in the media center at Vista PEAK Exploratory School, 24551 East 1st Avenue, Aurora.**

At the open house, you will be able to review a map of the route alternatives being considered, learn about the opportunities for and constraints to transmission-line routing in this area, construction processes, and meet with project team members to discuss your questions.

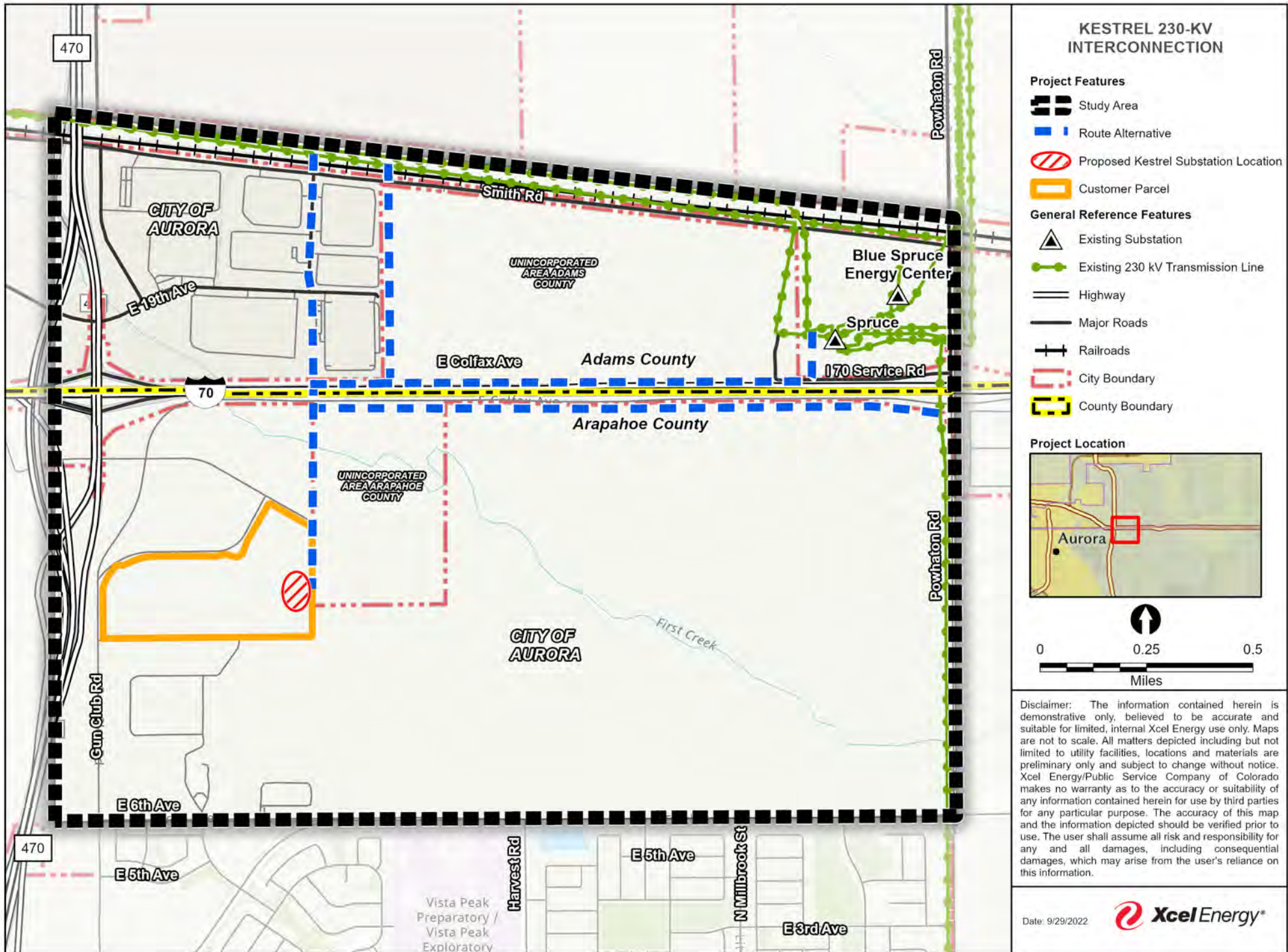
We have enclosed a map of the study area showing the route alternatives. If you're unable to join us at the open house October 25, please visit [transmission.xcelenergy.com](https://transmission.xcelenergy.com) (select Kestrel 230-kV Interconnection) for more information, contact us by email at [kestrel230kvinterconnection@xcelenergy.com](mailto:kestrel230kvinterconnection@xcelenergy.com), or call the project information line at 303-571-7177 to leave a message.

We look forward to connecting at the event or whenever it's convenient for you.

Kind regards,

The Kestrel 230-kV Interconnection Team  
Xcel Energy - Colorado







## **APPENDIX A3 MAILING LIST – PROPERTY OWNERS**



NAME	ADDRESS	CITY	STATE	ZIP
Aurora Crossroads LLC	4100 E Mississippi Avenue Suite 500	Glendale	CO	80246-3053
Centurytel Fiber Company II LLC	PO Box 260888	Plano	TX	75026-0888
Cherry Owner III LLC	30 Hudson Yards FL 75	New York	NY	10001-2170
Colorado Interstate Gas Company Attn: Property Tax Department	PO Box 1087	Colorado Springs	CO	80901-1087
Cordillera Corporation	7800 E. Dorado Place Suite 250	Greenwood Village	CO	80111-2336
Current Occupant	25000 Smith Road	Aurora	CO	80019-3800
Current Occupant	24210 E. 19th Avenue	Aurora	CO	80019-3706
Current Occupant	1953 N. Gun Club Road	Aurora	CO	80019-3714
Current Occupant	1933 N. Gun Club Road	Aurora	CO	80019-3714
Current Occupant	24000 E. 19th Avenue	Aurora	CO	80019-3705
E-470 Public Highway Authority	22470 E. Stephen D Hogan Pkwy	Aurora	CO	80018-2423
East Cherry Creek Valley Water and Sanitation District	6201 S. Gun Club Road	Aurora	CO	80016-2606
Foxridge Mobile Home Park Associates LLC	PO Box 800729	Dallas	TX	75380-0729
Furniture Row Colorado LLC	5651 Broadway	Denver	CO	80216-1021
Grimm Farms LLC	1280 Fairfax Street	Denver	CO	80220-2525
Gun Club Road Properties LLC C/O Niagara Bottling LLC	1440 Bridgegate Drive	Diamond Bar	CA	91765-3932
JP Morgan Chase Bank	8111 Preston Road Suite 200	Dallas	TX	75225-6361
O'Reilly Auto Enterprises LLC	PO Box 9167	Springfield	MO	65801-9167
Property Reserve Inc.	PO Box 511196	Salt Lake City	UT	84151-1196
Sisters Charity Leavenworth Health System Inc.	500 Eldorado Blvd. Suite 4300	Broomfield	CO	80021-3564
Wei-Yi Chang	12550 Rosy Circle	Los Angeles	CA	90066-6927
Adonea Metropolitan District 2 Homeowner's Association	25858 E. Canal Place	Aurora	CO	80018-1627
Aurora at Cross Creek- Colorado Property Management Group	2621 S. Parker Road Suite 105	Aurora	CO	80014-1617
Cross Creek Homeowner's Association	445 N. Flat Rock Street	Aurora	CO	80018-1627
Foxridge Mobile Home Park Community Manager	26900 E Colfax Avenue	Aurora	CO	80018-1627
Gun Club Estates Homeowner's Association	980 S Gun Club Road	Aurora	CO	80018-1627
Majestic Commercenter II	20100 E. 32nd Pkwy #150	Aurora	CO	80011-8176
Prologos Park 70	4545 Airport Way	Denver	CO	80239-5716
Thunderbird Estates Homeowner's Association	177 Grandby Circle	Aurora	CO	80018-1627
Traditions Neighborhood	15151 E. Alameda Pkwy	Aurora	CO	80012-1555



## **APPENDIX A4 MAILING LIST – REGISTERED HOMEOWNER ASSOCIATIONS AND NEIGHBORHOOD ORGANIZATIONS**



Level	Organization	Category/Related Organization
HOA	Adonea Metropolitan District 2	Neighborhood Association
Other	Aurora Public School Educational Campus	Educational Campus
Other	Aurora Highlands	Real Estate Developer
Property Assoc.	Aurora at Cross Creek	The Colorado Property Management Group, Inc.
HOA	Cross Creek HOA	Neighborhood Association
Interested Party	E-470 Neighbors	From Aurora Shapefile Data
Mobile Park	Foxridge Farm	Ascentia Real Estate Holding Company
HOA	Gun Club Estates	Homeowners Association
Registered Organization	House of Pain East (HOPE)	From City of Aurora Shapefile Data: Fitness Center
Other	Majestic Commercenter II	Business Park
Registered Organization	Prologis Park 70	Distribution Facilities
NBRHD ASSOC	Sky Ranch Community Authority	Neighborhood Association
Registered Organization	The Ex-Nihilo Foundation LTD	From City of Aurora Shapefile Data
HOA	Thunderbird Estates	Neighborhood Association
Interested Party	Traditions Neighborhood	Neighborhood



## **APPENDIX B      PUBLIC OPEN HOUSE MATERIALS**



## **APPENDIX B1    PROJECT FACT SHEET**



# KESTREL 230-KILOVOLT INTERCONNECTION

INFORMATION SHEET  
COLORADO

FALL 2022 UPDATE



Xcel Energy is proposing to extend an existing 230-kilovolt (kV) electric transmission line to connect and serve a new customer in the City of Aurora in Adams and Arapahoe counties.

The proposed 230-kV interconnector line, anticipated to be less than two miles long, would be in an industrial area south of Interstate 70 and east of Gun Club Road. The new transmission line will connect with a nearby existing Xcel Energy 230-kV transmission line and extend to our proposed Kestrel Substation at the customer's facility—a planned 80-acre data-center campus.

Xcel Energy is conducting a routing study – a process to examine and evaluate preliminary route alternatives to identify a viable transmission line route that minimizes community and environmental impacts while meeting engineering and safety standards and customer needs.

Xcel Energy is more than an energy provider—we're a committed partner, helping businesses meet their unique needs. Our commitment to economic development will enable this large company to locate its first facility in Colorado, supporting community growth with full-time, high paying jobs, and environmental benefits from the customer's pledge to use clean, carbon-free energy sources.

We anticipate the permit application process for the new transmission line location will begin in fall 2022 with construction taking place in 2023 and 2024.

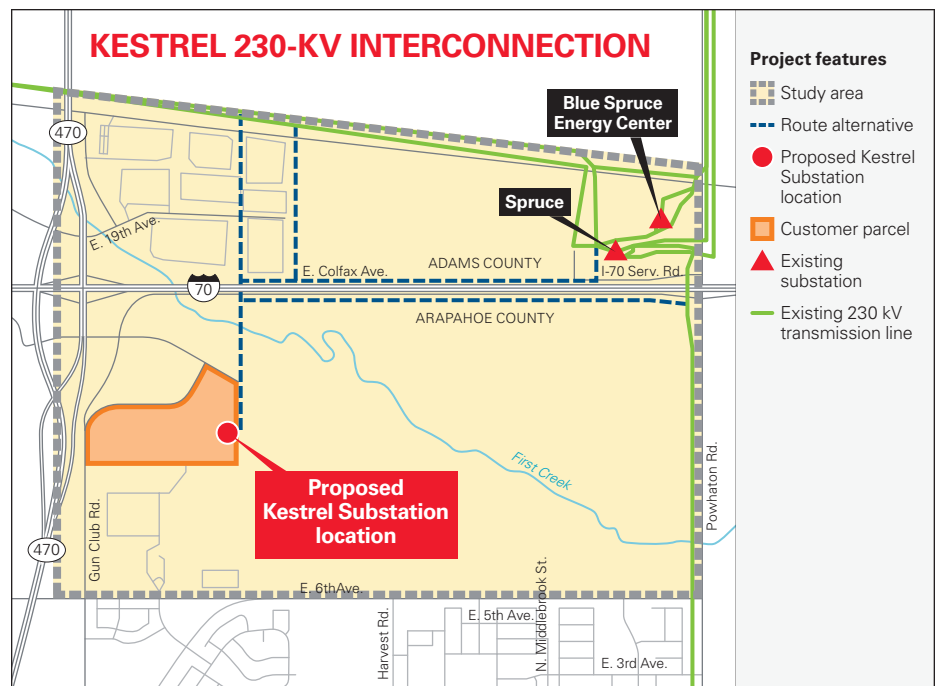
## Project overview:

- Serve new customer developing a data-center campus
- Conduct transmission line routing study
- Build new 230-kV steel, single-pole, double-circuit transmission interconnection
- Build new Kestrel Substation at the data-center campus
- Position region for economic growth
- Create full-time jobs

## Next steps

- Routing study: Fall 2022
- Community open house and meetings with local officials: Fall 2022
- Route selection: Fall 2022
- Permitting: Fall 2022 - Winter 2023
- Construction: 2023-2024
- In service: Late 2024

(Schedule subject to change.)



[transmission.xcelenergy.com](https://transmission.xcelenergy.com) (select Kestrel 230-kV Interconnection)  
303-571-7177  
[Kestrel230KVInterconnection@xcelenergy.com](mailto:Kestrel230KVInterconnection@xcelenergy.com)



## **APPENDIX B2 OPEN HOUSE DISPLAY BOARDS**



# KESTREL 230-KILOVOLT INTERCONNECTION

# WELCOME!

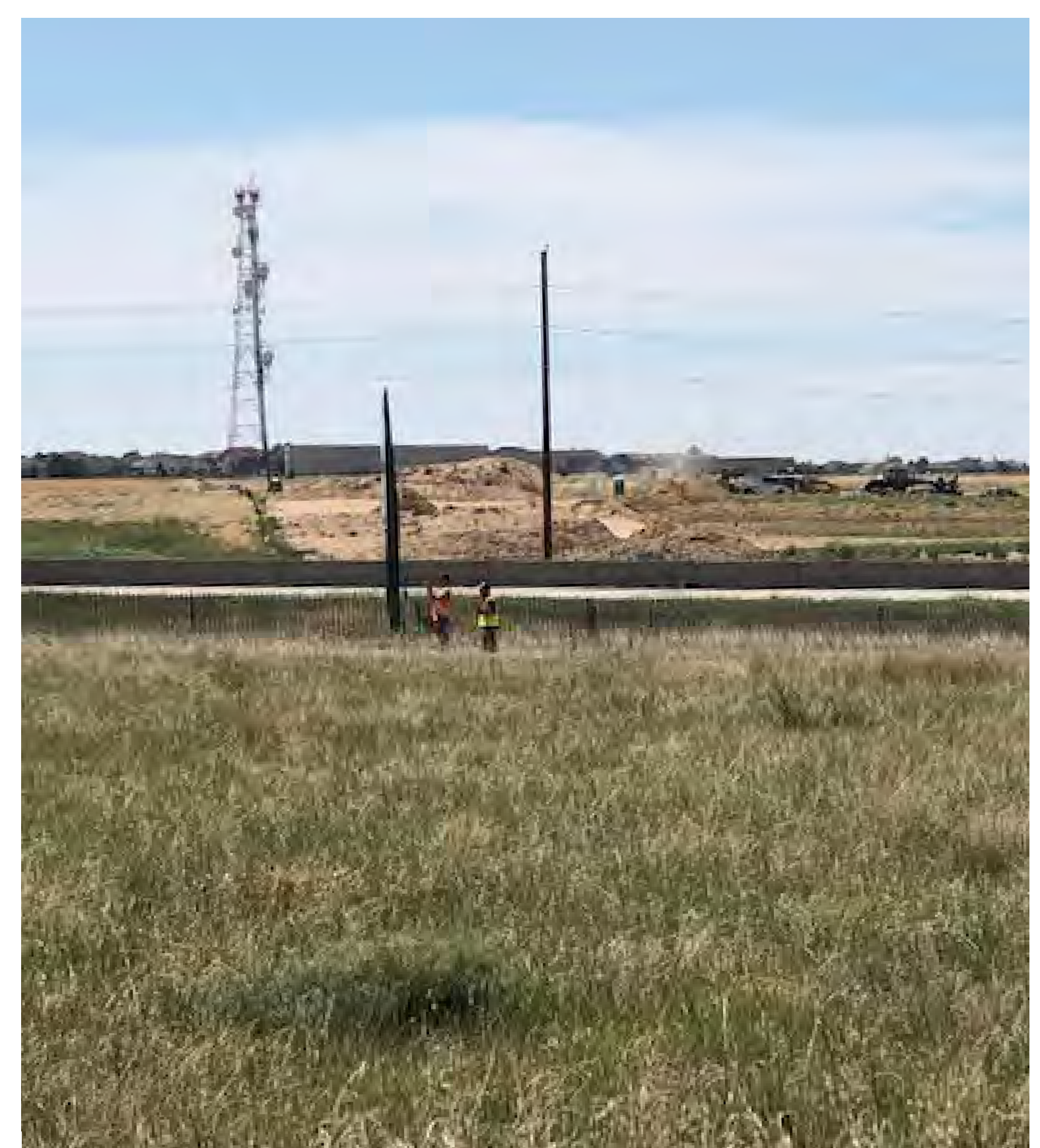
Thank you for attending this open house hosted by Xcel Energy. Your questions and comments are important to us. We look forward to visiting with you.



# About the project...

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- Xcel Energy proposes to extend an existing 230-kilovolt (kV) transmission line to connect and serve a new industrial customer in Aurora in Adams and Arapahoe counties.
- The new transmission-line extension will connect with a nearby existing Xcel Energy transmission line and extend to the proposed Kestrel Substation at the customer's facility – a planned 80-acre data-center campus.
- Xcel Energy is committed to working with residents, landowners, officials and other stakeholders in completing the Kestrel 230-kV Interconnection.



[transmission.xcelenergy.com](https://transmission.xcelenergy.com) (select Kestrel 230-kV Interconnection)  
Information line 303-571-7177 to leave a message • [kestrel230kvinterconnection@xcelenergy.com](mailto:kestrel230kvinterconnection@xcelenergy.com)



# Benefits

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The proposed transmission interconnection will enable a large company to locate its first facility in Colorado, supporting economic and environmental benefits:

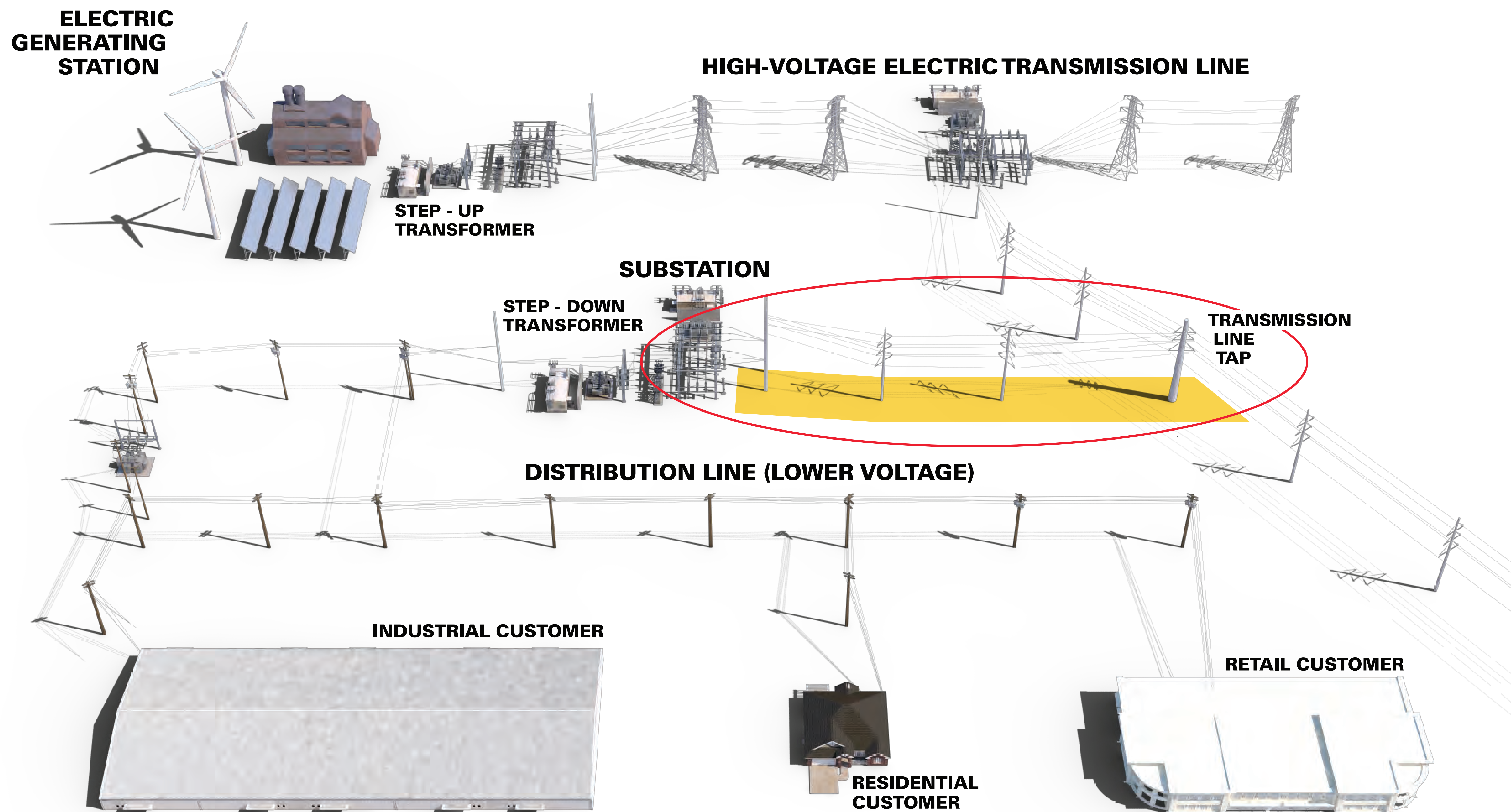
- Large customer/revenue: Data center will be one of the largest customers in Xcel Energy's Colorado system. It's expected to create at least 50 full-time, high-paying jobs and an estimated \$1.1 billion in capital investment.
- Support clean energy: Customer's sustainability plan includes commitment to procure 100% of its electric load from clean, carbon-free sources by 2025.
- Help communities succeed: Xcel Energy is more than an energy provider – we're a committed partner. We help businesses meet their unique needs while driving toward a clean-energy future for everyone.



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# Electricity: From the Generating Source to the Customer

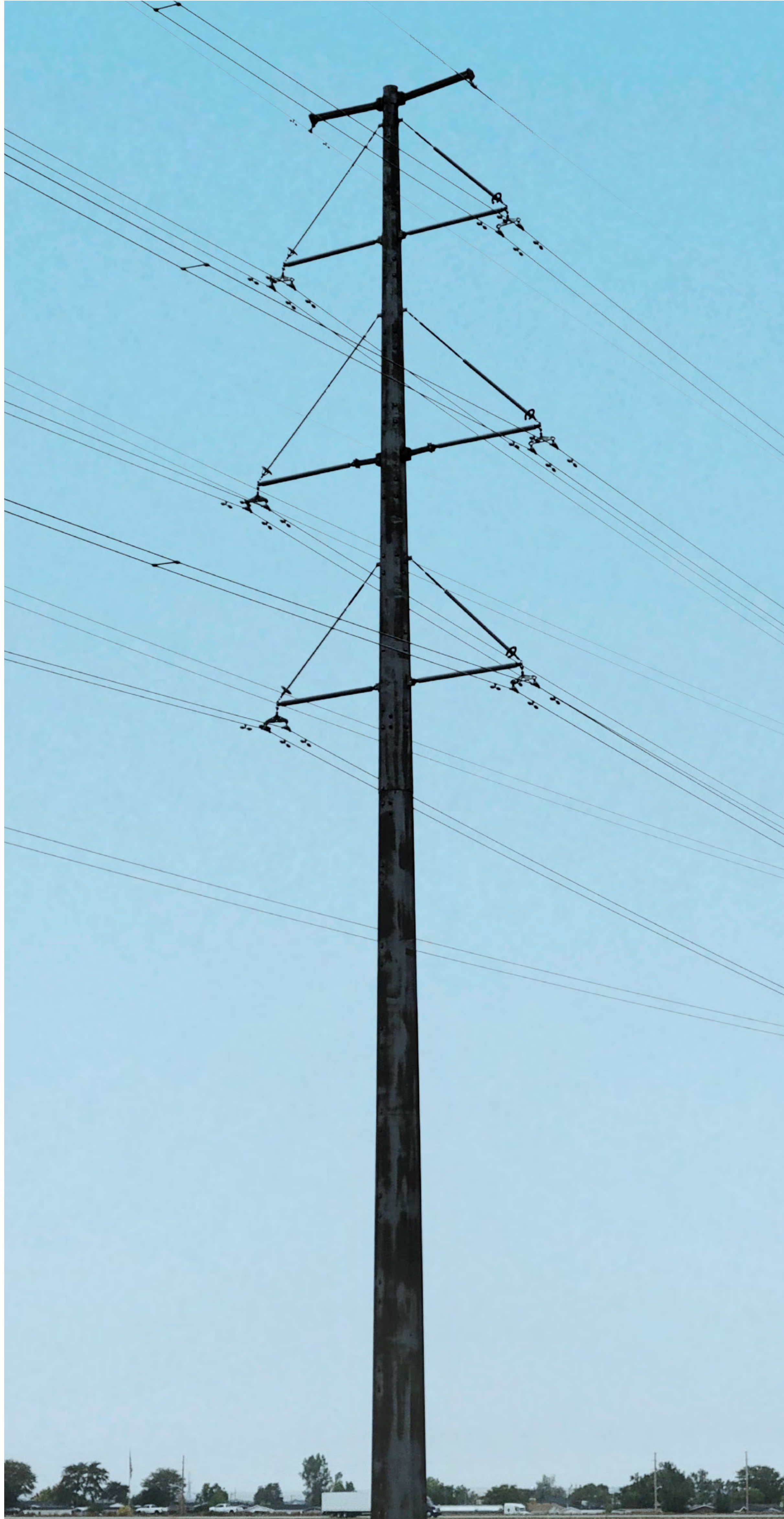


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# Proposed Transmission Structure

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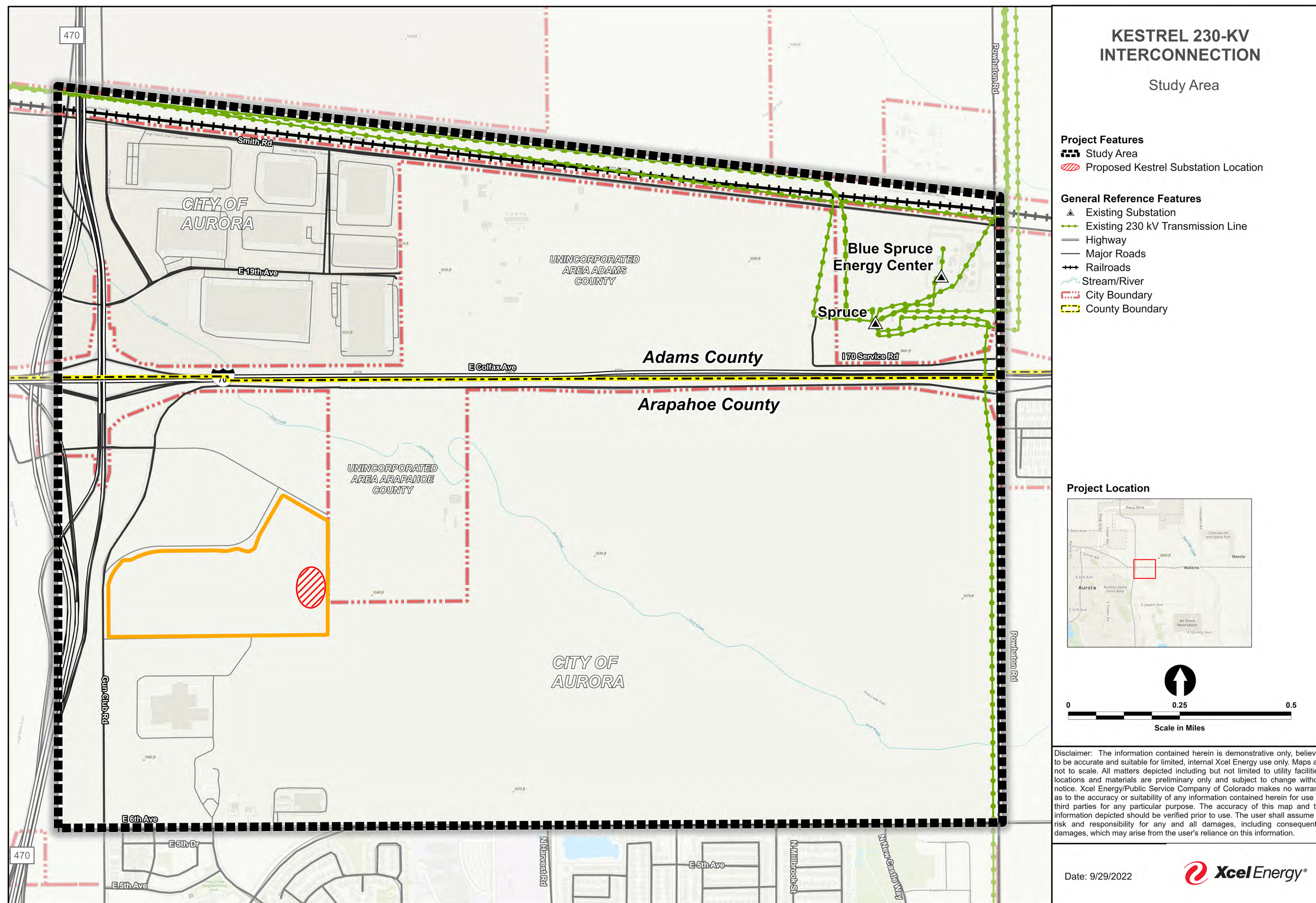


- Type: Steel, single-pole, double-circuit structures
- Voltage: 230-kV
- Typical span between structures: 800 to 1,000 feet, or 6 to 7 structures per mile
- Typical height: 80 to 130 feet
- Typical pole diameter at base: 4 to 8 feet
- Easement: 100 feet wide
- Length: Less than two miles

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# Study Area



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Information line 303-571-7177 to leave a message • [kestrel230kvinterconnection@xcelenergy.com](mailto:kestrel230kvinterconnection@xcelenergy.com)



# Routing Study

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Xcel Energy is conducting a study to examine and evaluate route alternatives to identify a viable route that minimizes community and environmental impacts while meeting engineering and safety standards as well as customer needs.

The study addresses opportunities for and constraints to routing the transmission-line extension.

## **Opportunities:**

- Industrial area
- Vacant and/or undeveloped lands without specific future development plans
- Parallel existing compatible linear facilities
- Parallel property lines
- Maximize use of existing access

## **Constraints:**

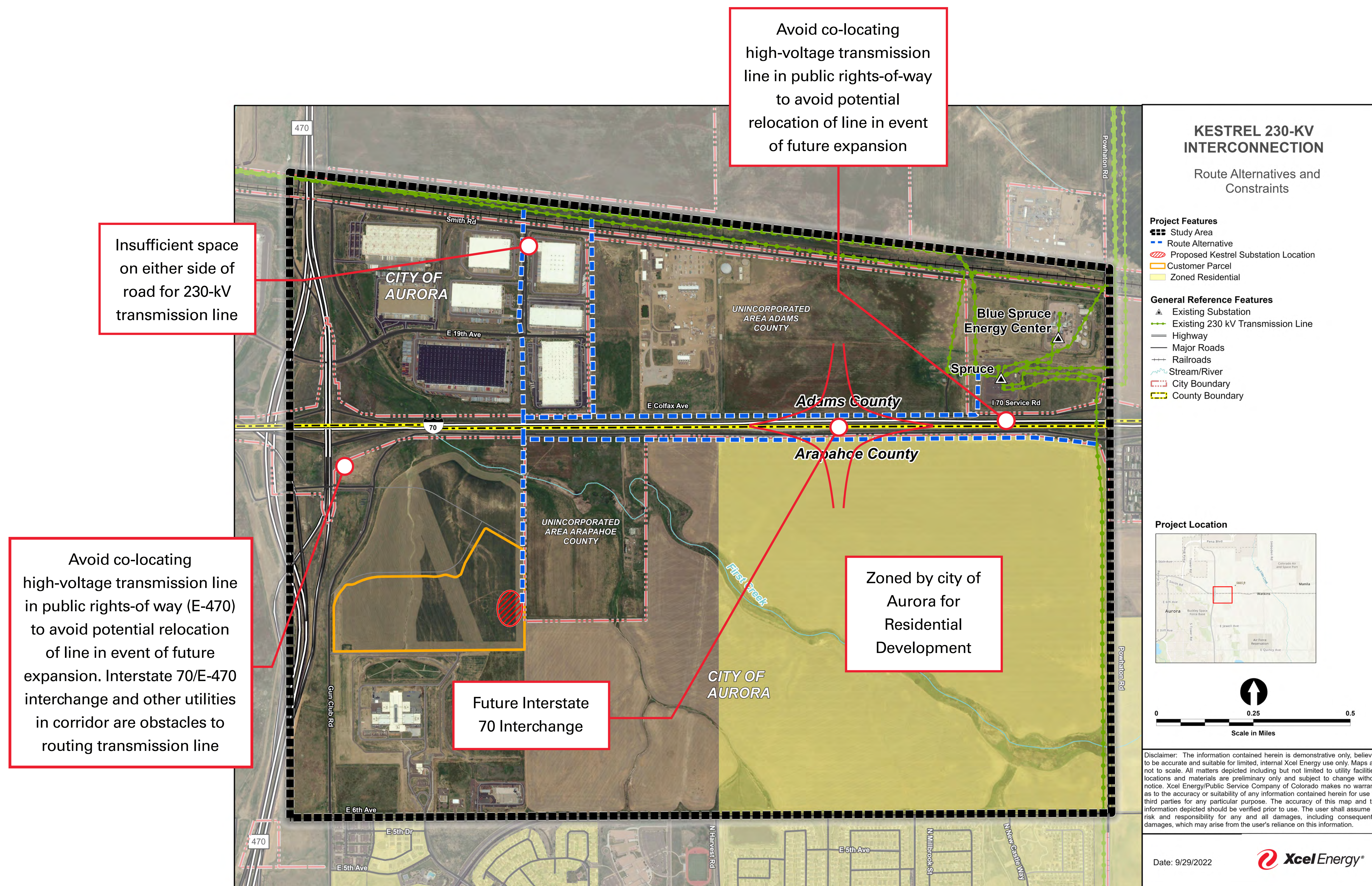
- Existing residences and/or planned residential communities
- Schools
- Developed parks, recreation areas, and community open space
- Wetlands and riparian areas
- Known archaeological and historic properties

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# Route Alternatives and Constraints



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# Anticipated Schedule

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Routing Study .....	Summer/Fall 2022
Open House .....	Fall 2022
Route Selection .....	Fall 2022
Permitting .....	Fall 2022-2023
Construction .....	2023-2024
In Service .....	Late 2024

# Potential Permits/ Authorizations/Approvals

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- City of Aurora
- Adams County
- Arapahoe County
- Union Pacific Railroad crossing permit
- Colorado DOT crossing permit
- Federal Aviation Administration review

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Information line 303-571-7177 to leave a message • kestrel230kvinterconnection@xcelenergy.com





## **APPENDIX B3 COMMENT FORM**





## KESTREL 230-kV INTERCONNECTION

## Open House - October 25, 2022

We appreciate your input. Please take a few minutes to provide your comments or questions about the transmission project and return the completed form today or mail by **November 11, 2022**. Thank you.

**Please provide comments on the proposed project in the space provided below:**

[illegible]





1800 Larimer Street, Suite 400  
Denver, CO 80202



**Kestrel 230-kV Interconnection Team  
Siting and Land Rights  
1800 Larimer Street, Suite 400  
Denver, CO 80202**

**THANK YOU FOR TAKING THE TIME TO PARTICIPATE!**

Submit your comments by:

- Leaving this completed form at the public open house
- Mail the completed form or a letter to the address above
- Submit comments postmarked by November 11, 2022
- Learn more about the project and/or leave comments at *transmission.xcelenergy.com (select Kestrel 230-kV interconnection project)*
- Email *kestrel230kvinterconnection@xcelenergy.com* or call 303-571-7177 to leave a message

**PLEASE TELL US HOW TO REACH YOU**

**Contact Information**

Name \_\_\_\_\_

Representing (optional) \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail \_\_\_\_\_ Phone \_\_\_\_\_

Fold this form letter-style if you choose to mail it without an envelope.  
Make sure that your contact information is facing inward and affix postage when mailing.

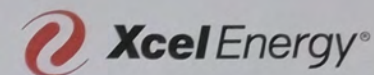


## **APPENDIX B4 OPEN HOUSE SIGN-IN SHEET**



# KESTREL 230-kV INTERCONNECTION

OPEN HOUSE  
OCTOBER 25, 2022



NAME	MAILING ADDRESS	EMAIL ADDRESS (TO BE ADDED TO THE MAILING LIST)	ADD TO MAILING LIST (Y OR N)
Art Belz	1331 17th Street, #604 Denver, CO 80202	art.belz@uproperties.com	Y
DIANA RAE	1101 BANNOCK ST. DENVER, CO. 80210	NORRIS DESIGN. drae@norris-design.com	y.
Mike Pietschmann	1500 W. Canal CT Littleton, CO 80120	mpietschmann@ redland.com	Y
Mark Cevaag	1500 W. Canal Ct. Littleton CO 80120	mcevaag@redland.com	Y
Jonathan Woodward Awora EDC			N
Dane Hill Jace McQuinn	51 S main Suite 301, Salt lake City, UT 84111	Dhill@frpdc.com	Y
Jerry Sattler	1933 N Gun Club Rd	jsattler@niagarawater.com	Y
Jason Reynolds	6924 S Lima St Centennial CO 80112	jreynolds@arapahoe.gov.com	Y



## APPENDIX C      ROUTE ALTERNATIVES COMPARISON TABLE



XCEL ENERGY PROJECT BRONCO ALTERNATIVE ROUTE FEASIBILITY COMPARISON Draft 7/29/2022; revised 9/13/2022																
Route	System Planning and Engineering Design Factors					Environmental Factors			Jurisdictions, Agencies, Permit Requirements				Feasibility Level		Ranking	
	Approximate Length (miles)	Parallel Conditions (miles)	Land Acquisition	Constructability (Potential Engineering/ Construction Issues)	Estimated Construction Cost <sup>1</sup>	Biological and Water Resources	Land Use	Visual	Private	Federal/State	County	Incorporated Cities and/or Towns	Engineering	Environmental		
Smith Road East (Links 10, 15, 50, 60)	1.2	0.2 mile: Parallels north side of Colfax Avenue and I-70	<ul style="list-style-type: none"><li>• CDOT crossing, estimate approximately 18 months once route is selected to permit.</li><li>• Need to secure private land easement(s) for the transmission line, and potentially permanent access easements. Once a route is selected, estimate approximately 12 months to secure easements.</li><li>• Union Pacific Railroad crossing. Estimate 12 months to secure railroad-crossing permit.</li><li>• Also, likely a need to secure temporary land rights for construction, estimate 6 to 12 months to secure temp land rights.</li></ul>	<ul style="list-style-type: none"><li>• Link 10: Engineering to determine if connection location to existing line will require removal of nearby structure and associated height impacts to new structure. Buried utilities and street lighting are potential obstacles to structure micro-siting.</li><li>• Link 15: Team to review desired location in relation to ditches and DOT ROW.</li><li>• Link 50: Likely dead-end structure on each side of the interstate crossing to reduce impact on traffic during construction</li><li>• Link 60: No engineering concerns.</li><li>• FAA filing review required due to proximity to Buckley AFB/SFB. Could affect structure heights and costs due to marking and lighting. Potential schedule impact.</li></ul>	\$3.8M	<ul style="list-style-type: none"><li>• No biological constraints.</li><li>• One crossing of an intermittent stream (First Creek) can be easily spanned.</li><li>• One crossing of a 100-year floodplain (along First Creek), of approximately 600 feet.</li></ul>	<ul style="list-style-type: none"><li>• Link 10: Crosses Union Pacific Railroad.</li><li>• Link 50: Crosses I-70.</li><li>• Link 60: Crosses approximately 260 feet of lands designated as urban green space<sup>3</sup></li><li>• Link 60: Borders lands designated as urban center<sup>4</sup>.</li><li>• Links 10, 15, 50, and 60: Links in proximity (approximately 2.8 miles) to airspace associated with Buckley Space Force Base.</li></ul>	<ul style="list-style-type: none"><li>• Viewed in foreground from I-70; crosses and parallels for 0.2 mile.</li></ul>	Union Pacific Railroad	CDOT	Adams Arapahoe	Aurora	High	High	High	
Smith Road West (Link 30, 50, 60)	1.0	NA	<ul style="list-style-type: none"><li>• CDOT crossing, estimate approximately 18 months once route is selected to permit this.</li><li>• Need to secure private land easement(s) for the transmission line, and potentially permanent access easements. Once a route is selected, estimate approximately 12 months to secure easements.</li><li>• Union Pacific Railroad crossing. Estimate 12 months to secure railroad-crossing permit.</li><li>• Also, likely a need to secure temporary land rights for construction, estimate -to 12 months to secure temp land rights. Anticipate damage payments, especially where route is proposed north of East 19<sup>th</sup> Avenue west of Gun Club Road where industrial facilities exist (landscaping, sidewalks, parking).</li></ul>	<ul style="list-style-type: none"><li>• Link 30: Engineering to determine if connection location to existing line will require removal of nearby structure and associated height impacts to new structure. Buried utilities and street lighting are potential obstacles to structure micro-siting. Street lighting could potentially impact structure design (taller?) Lane impacts for construction.</li><li>• Link 50: Likely dead-end structure on each side of the interstate crossing to reduce impact to traffic during construction.</li><li>• Link 60: No engineering concerns.</li><li>• FAA filing review required due to proximity to Buckley AFB/SFB. Could affect structure heights and costs due to marking and lighting. Potential Schedule impact.</li><li>• Insufficient space to transmission line on either east or west side of road near industrial buildings for DC line.</li></ul>	\$3.2M	<ul style="list-style-type: none"><li>• No biological constraints.</li><li>• One crossing of an intermittent stream (First Creek) can be easily spanned.</li><li>• One crossing of a 100-year floodplain (along First Creek), of approximately 600 feet.</li></ul>	<ul style="list-style-type: none"><li>• Link 30: Crosses Union Pacific Railroad.</li><li>• Link 50: Crosses I-70.</li><li>• Link 60: Crosses approximately 260 feet of lands designated as urban green space<sup>3</sup></li><li>• Link 60: Borders lands designated as urban center<sup>4</sup>.</li><li>• Links 30, 50, and 60: Links in proximity (approximately 2.8 miles) to airspace associated with Buckley Space Force Base.</li></ul>	<ul style="list-style-type: none"><li>• Viewed in foreground from I-70 highway at crossing.</li></ul>	Union Pacific Railroad	CDOT	Adams Arapahoe	Aurora	Low	High	Mod.	



Gun Club Road (Link 40)	1.6	0.1 mile: Parallels Gun Club Road  1.0 mile: Parallels E-470	<ul style="list-style-type: none"> <li>As standard practice, PSCo does not prefer to co-locate high voltage transmission lines in public rights-of-way. There is risk – PSCo does not control future expansion of public rights-of-way, which increase likelihood of relocating, which is costly. These costs typically are passed on to customers, which is a burden. If decision is made to move forward with this route, anticipate a lengthy and complicated process with CDOT.</li> <li>Union Pacific railroad crossing. Estimate 12 months to secure railroad-crossing permit.</li> </ul>	<ul style="list-style-type: none"> <li>Link 40: Likely dead-end structure on each side of the interstate crossing to reduce impact to traffic during construction. Area not included in LiDAR survey request. Survey would be required. Engineering to determine if connection location to existing line will require removal of nearby structure and associated height impacts to new structure. Buried utilities are potential obstacles to structure micro-siting. Streetlight and traffic light aerial obstacles could impact structure design and micro-siting. Coordination required for structure siting on customer property. Lane impacts for construction.</li> <li>FAA filing review required due to proximity to Buckley AFB/SFB. Could impact structure heights and costs due to marking and lighting. Potential Schedule impact.</li> </ul>	\$5.1M	<ul style="list-style-type: none"> <li>No biological constraints.</li> <li>One crossing of an intermittent stream (First Creek) can be easily spanned.</li> <li>For approximately 3,000 feet, this route is more or less in or along the edge of the 100-year floodplain of First Creek.</li> </ul>	<ul style="list-style-type: none"> <li>Located in highway rights-of-way (E-470, I-70) (coordination with CDOT may be complicated).</li> <li>Crosses I-70 and I-70/E-470 interchange.</li> <li>Crosses Union Pacific Railroad.</li> <li>Crosses lands designated as urban center<sup>4</sup>.</li> <li>In proximity (approximately 1.8 miles) to airspace associated with Buckley Space Force Base.</li> </ul>	<ul style="list-style-type: none"> <li>Viewed in foreground from I-70 highway crossing at interchange and parallels Hwy E-470 and Gun Club Road.</li> <li>Highest volume of viewers and overall visibility.</li> <li>Viewed in middle-ground from residential area located to the south.</li> </ul>	Union Pacific Railroad	CDOT	Adams Arapahoe	Aurora	Low	Low	Low
Colfax Avenue South (Links 20, 60)	1.9	1.5 miles: Parallels south side of Colfax Avenue and I-70	<ul style="list-style-type: none"> <li>As standard practice, PSCo does not prefer to co-locate high voltage transmission lines in public rights-of-way. There is risk – PSCo does not control future expansion of public rights-of-way, which increase likelihood of relocating, which is costly. These costs typically are passed on to customers, which is a burden. If decision is made to move forward with this route, anticipate a lengthy and complicated process with CDOT.</li> <li>LDS property: believe they have development plans and there are complexities negotiating with LDS. Securing land rights on this property is not preferred.</li> <li>POWER Engineers provided a Transportation Framework map (from the Comprehensive Plan for the City of Aurora, Oct 2018) showing a future freeway interchange in this area. CDOT could require relocation of facilities if/when the interchange takes place.</li> </ul>	<ul style="list-style-type: none"> <li>Link 20: Existing overhead electric line in the same location. Lines could be co-located or could be designed to avoid existing lines. Structure and easement cost implications. Engineering to determine if connection location to existing line will require removal of nearby structure and associated height impacts to new structure. Lane impacts for construction.</li> <li>Link 60: No engineering concerns.</li> <li>FAA filing review required due to proximity to Buckley AFB/SFB. Could impact structure heights and costs due to marking and lighting. Potential schedule impact.</li> <li>Significant traffic control required for construction</li> </ul>	\$6.0M	<ul style="list-style-type: none"> <li>No biological constraints.</li> <li>One crossing of an intermittent stream (First Creek) can be easily spanned.</li> <li>One crossing of a 100-year floodplain (along First Creek), of approximately 600 feet.</li> </ul>	<ul style="list-style-type: none"> <li>Link 20: Borders area zoned for residential development by City of Aurora.</li> <li>Link 20: Borders area designated as urban center<sup>4</sup>.</li> <li><b>Only route that doesn't require</b> crossing of I-70.</li> <li>Links 20 and 60: Link in proximity (within 4.0 miles) to airspace associated with Buckley Space Force Base.</li> </ul>	<ul style="list-style-type: none"> <li>Viewed from existing and planned residential areas in foreground to the east.</li> <li>Viewed from I-70 greatest distance; crosses and parallels for 1.5 miles</li> <li>Existing transmission lines in viewshed from existing and planned residential and I-70.</li> </ul>		CDOT	Arapahoe	Aurora	Mod	Low	Mod
Colfax Avenue North (Link 5, 15, 50, 60)	1.8	1.2 miles: Parallels north side of I-70	<ul style="list-style-type: none"> <li>As standard practice, PSCo does not prefer to co-locate high-voltage transmission lines in public rights-of-way. There is risk – PSCo does not control future expansion of public rights-of-way, which increase likelihood of relocating, which is costly. These</li> </ul>	<ul style="list-style-type: none"> <li>Link 5: Connection location to existing line will require removal of existing structure. Team to review desired location in relation to ditches and CDOT right-of-way.</li> <li>Link 15: Team to review desired location in relation to ditches and CDOT right-of-way.</li> </ul>	\$5.7M	<ul style="list-style-type: none"> <li>No biological constraints.</li> <li>One crossing of an intermittent stream (First Creek) can be easily spanned.</li> <li>One crossing of a 100-year floodplain (along First</li> </ul>	<ul style="list-style-type: none"> <li>Link 50: Crosses I-70</li> <li>Links 5, 15, 50 and 60: Links in proximity (within 4.0 miles) to airspace associated with Buckley Space Force Base.</li> </ul>	<ul style="list-style-type: none"> <li>Viewed in foreground from I-70; crosses and parallels for 1.2 mile.</li> <li>Existing transmission lines in viewshed from existing and planned residential and I-70.</li> </ul>		CDOT	Adams	Aurora	Mod-low	Mod	Mod



			costs are typically passed on to customers, which is a burden. If decision is made to move forward with this route, anticipate a lengthy and complicated process with CDOT. <ul style="list-style-type: none"><li>• CDOT crossing, estimate approximately 18 months once route is selected to permit this.</li></ul>	<ul style="list-style-type: none"><li>• Link 50: Likely dead-end structure on each side of the interstate crossing to reduce impact on traffic during construction.</li><li>• Link 60: No engineering concerns.</li><li>• FAA filing review to be required due to proximity to Buckley AFB/SFB. Could impact structure heights and costs due to marking and lighting. Potential Schedule impact.</li><li>• May have to move structures if road and/or highway widened in future.</li></ul>		Creek), of approximately 600 feet.									
<div>NOTES: <sup>1</sup>The estimated material and construction costs for the alternative routes are to be used for comparative purposes only and is not representative of actual cost of the alternative routes. <sup>2</sup>Sensitivity: *Cultural resources are not included in this table as no cultural resources do not represent a determining factor in the ranking of alternative routes based on the current suite of resources assessed. Regardless of the route selected for the transmission line, a pedestrian survey will need to be conducted for those areas not previously surveyed. The inventory will identify cultural resources, evaluate their eligibility to the National Register of Historic Places, and assess the potential for the project to adversely affect those properties that are eligible. Mitigation measures will need to be developed for those resources that will be adversely affected and these measures will be detailed in a cultural resources report. [Wording will be revised as appropriate.] <sup>3</sup>Urban green space has been designated through the City of Aurora Comprehensive Plan. Area is not yet zoned for this use. <sup>4</sup>Urban centers have been designated through the City of Aurora Comprehensive Plan. Area is not yet zoned for this use. KMZ dated 8/5/2022 used by team to populate content of this table.</div>															



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## **APPENDIX B      PUBLIC OPEN HOUSE MATERIALS**



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1800 Larimer Street  
Denver, CO 80202

Landowner Name

Address

City State Zip

October 7, 2022

**RE: Kestrel 230-Kilovolt Interconnection – servicing economic growth in your area**

Dear Landowner:

You are invited to participate in a “meet and greet” with Xcel Energy as your property may be crossed by or located near a proposed transmission line extension. This project will be in an industrial area south of I-70 and east of Gun Club Road near the boundaries of the City of Aurora, Adams County, and Arapahoe County. The new transmission line extension will serve the long-term needs of the area, including a new data-center campus.

The Kestrel 230-Kilovolt (kV) Interconnection is a new transmission line that will provide power to the proposed Kestrel Substation at the data-center site mentioned above. The new transmission line will extend from a connection point on one of our nearby, existing 230-kV transmission lines. Xcel Energy is conducting a routing study to identify a viable route for the transmission line extension, the length of which is anticipated to be less than two miles.

To give you the opportunity to learn more about this project, **we will host an open house from 5:30 to 7:30 p.m., Tuesday, October 25, in the media center at Vista PEAK Exploratory School, 24551 East 1st Avenue, Aurora.**

At the open house, you will be able to review a map of the route alternatives being considered, learn about the opportunities for and constraints to transmission-line routing in this area, construction processes, and meet with project team members to discuss your questions.

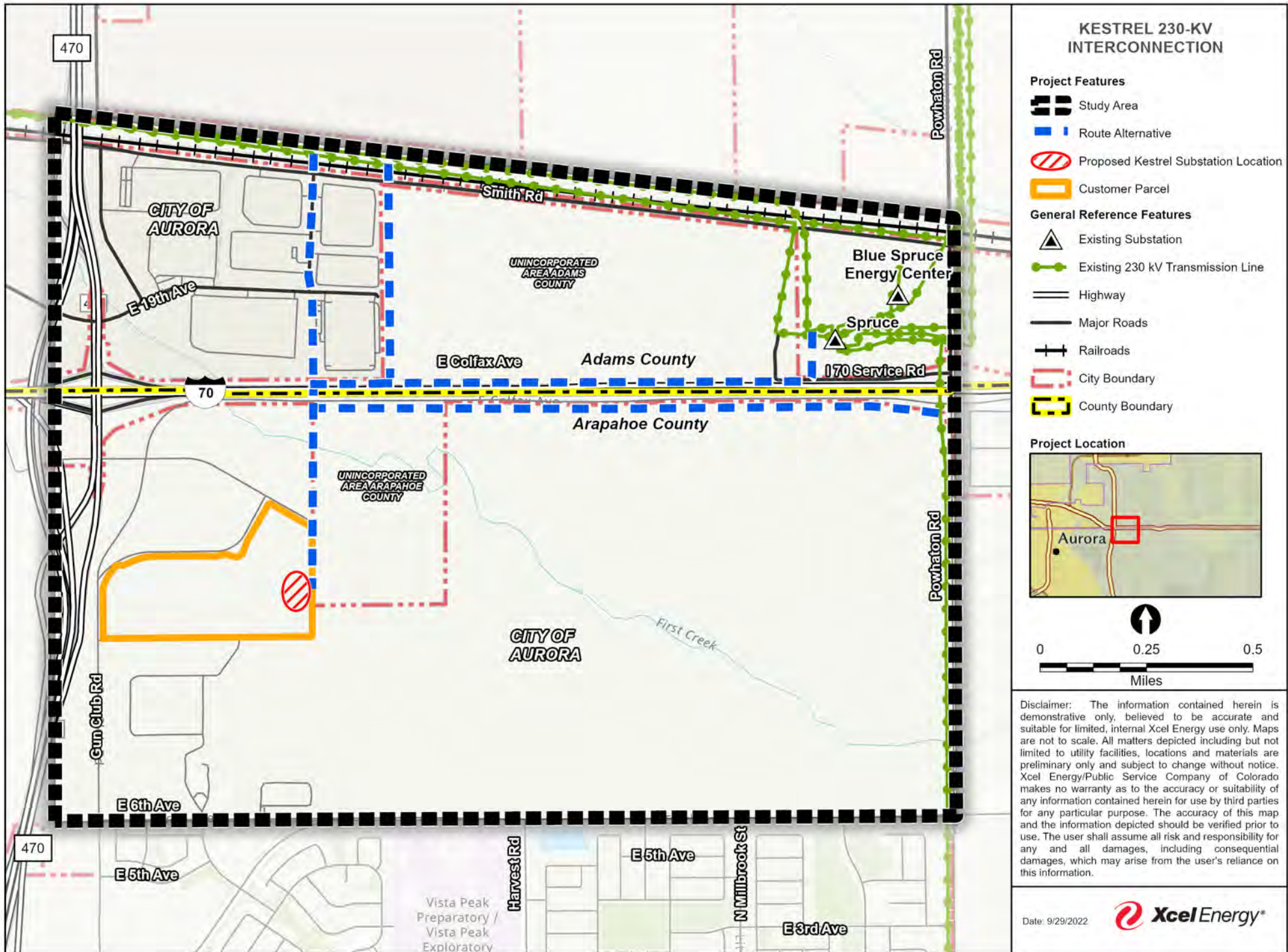
We have enclosed a map of the study area showing the route alternatives. If you're unable to join us at the open house October 25, please visit [transmission.xcelenergy.com](https://transmission.xcelenergy.com) (select Kestrel 230-kV Interconnection) for more information, contact us by email at [kestrel230kvinterconnection@xcelenergy.com](mailto:kestrel230kvinterconnection@xcelenergy.com), or call the project information line at 303-571-7177 to leave a message.

We look forward to connecting at the event or whenever it's convenient for you.

Kind regards,

The Kestrel 230-kV Interconnection Team  
Xcel Energy - Colorado







# KESTREL 230-KILOVOLT INTERCONNECTION

INFORMATION SHEET  
COLORADO

FALL 2022 UPDATE



Xcel Energy is proposing to extend an existing 230-kilovolt (kV) electric transmission line to connect and serve a new customer in the City of Aurora in Adams and Arapahoe counties.

The proposed 230-kV interconnector line, anticipated to be less than two miles long, would be in an industrial area south of Interstate 70 and east of Gun Club Road. The new transmission line will connect with a nearby existing Xcel Energy 230-kV transmission line and extend to our proposed Kestrel Substation at the customer's facility—a planned 80-acre data-center campus.

Xcel Energy is conducting a routing study – a process to examine and evaluate preliminary route alternatives to identify a viable transmission line route that minimizes community and environmental impacts while meeting engineering and safety standards and customer needs.

Xcel Energy is more than an energy provider—we're a committed partner, helping businesses meet their unique needs. Our commitment to economic development will enable this large company to locate its first facility in Colorado, supporting community growth with full-time, high paying jobs, and environmental benefits from the customer's pledge to use clean, carbon-free energy sources.

We anticipate the permit application process for the new transmission line location will begin in fall 2022 with construction taking place in 2023 and 2024.

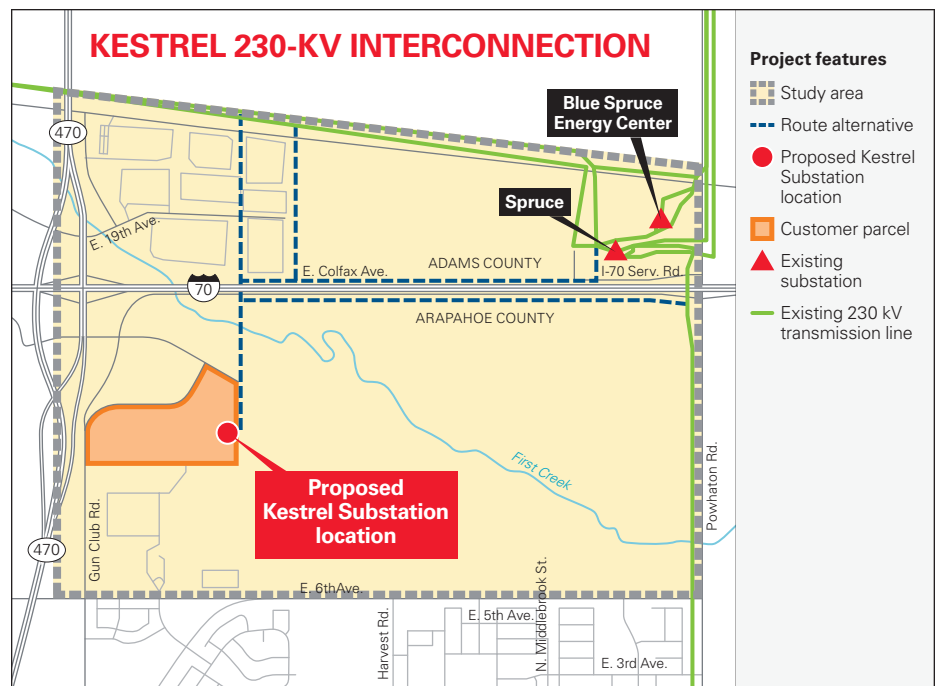
## Project overview:

- Serve new customer developing a data-center campus
- Conduct transmission line routing study
- Build new 230-kV steel, single-pole, double-circuit transmission interconnection
- Build new Kestrel Substation at the data-center campus
- Position region for economic growth
- Create full-time jobs

## Next steps

- Routing study: Fall 2022
- Community open house and meetings with local officials: Fall 2022
- Route selection: Fall 2022
- Permitting: Fall 2022 - Winter 2023
- Construction: 2023-2024
- In service: Late 2024

(Schedule subject to change.)



[transmission.xcelenergy.com](https://transmission.xcelenergy.com) (select Kestrel 230-kV Interconnection)  
303-571-7177  
[Kestrel230KVInterconnection@xcelenergy.com](mailto:Kestrel230KVInterconnection@xcelenergy.com)





# KESTREL 230-KILOVOLT INTERCONNECTION

# WELCOME!

Thank you for attending this open house hosted by Xcel Energy. Your questions and comments are important to us. We look forward to visiting with you.



# About the project...

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- Xcel Energy proposes to extend an existing 230-kilovolt (kV) transmission line to connect and serve a new industrial customer in Aurora in Adams and Arapahoe counties.
- The new transmission-line extension will connect with a nearby existing Xcel Energy transmission line and extend to the proposed Kestrel Substation at the customer's facility – a planned 80-acre data-center campus.
- Xcel Energy is committed to working with residents, landowners, officials and other stakeholders in completing the Kestrel 230-kV Interconnection.



[transmission.xcelenergy.com](https://transmission.xcelenergy.com) (select Kestrel 230-kV Interconnection)  
Information line 303-571-7177 to leave a message • [kestrel230kvinterconnection@xcelenergy.com](mailto:kestrel230kvinterconnection@xcelenergy.com)



# Benefits

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The proposed transmission interconnection will enable a large company to locate its first facility in Colorado, supporting economic and environmental benefits:

- Large customer/revenue: Data center will be one of the largest customers in Xcel Energy's Colorado system. It's expected to create at least 50 full-time, high-paying jobs and an estimated \$1.1 billion in capital investment.
- Support clean energy: Customer's sustainability plan includes commitment to procure 100% of its electric load from clean, carbon-free sources by 2025.
- Help communities succeed: Xcel Energy is more than an energy provider – we're a committed partner. We help businesses meet their unique needs while driving toward a clean-energy future for everyone.

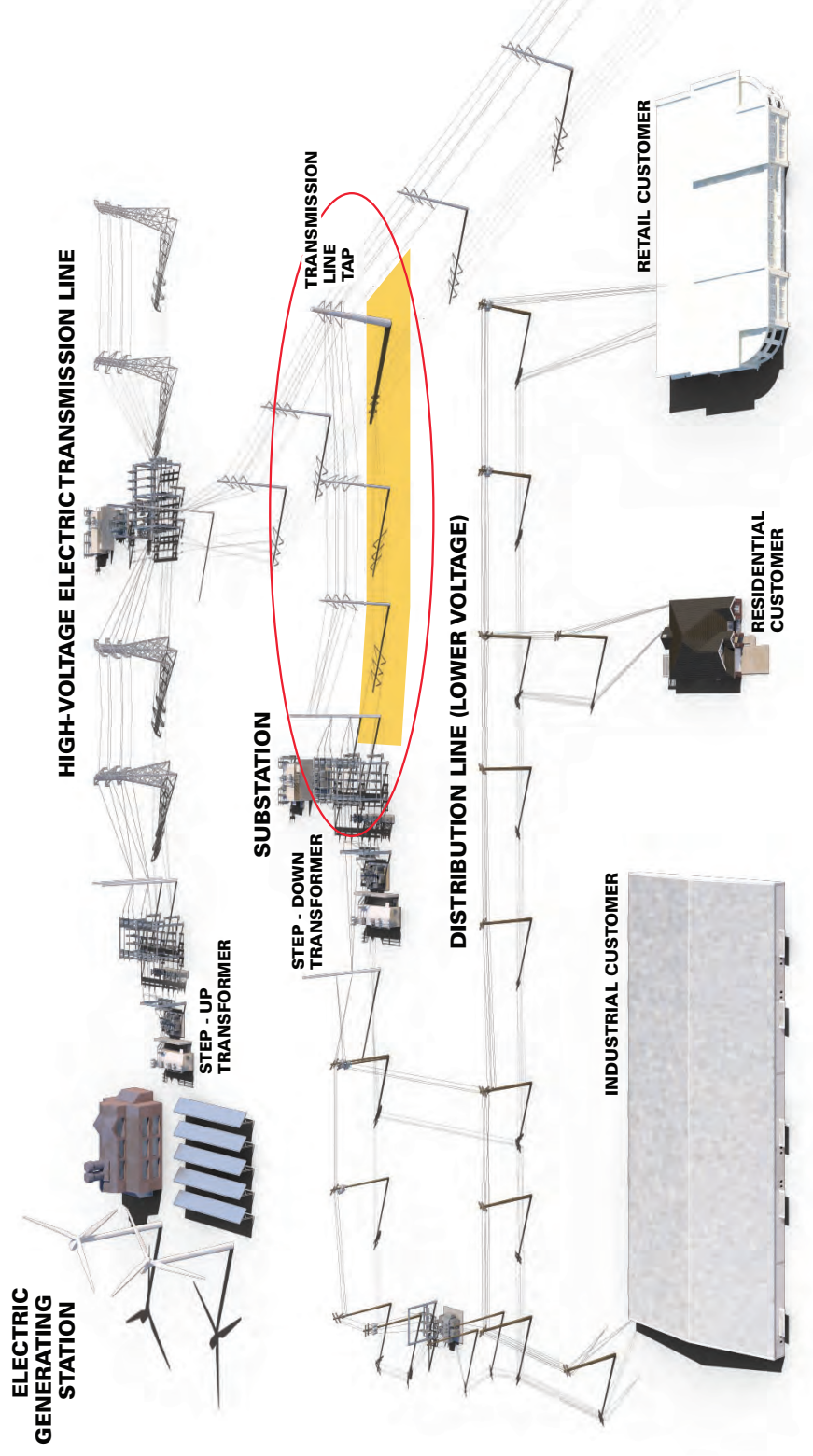


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# Electricity: From the Generating Source to the Customer

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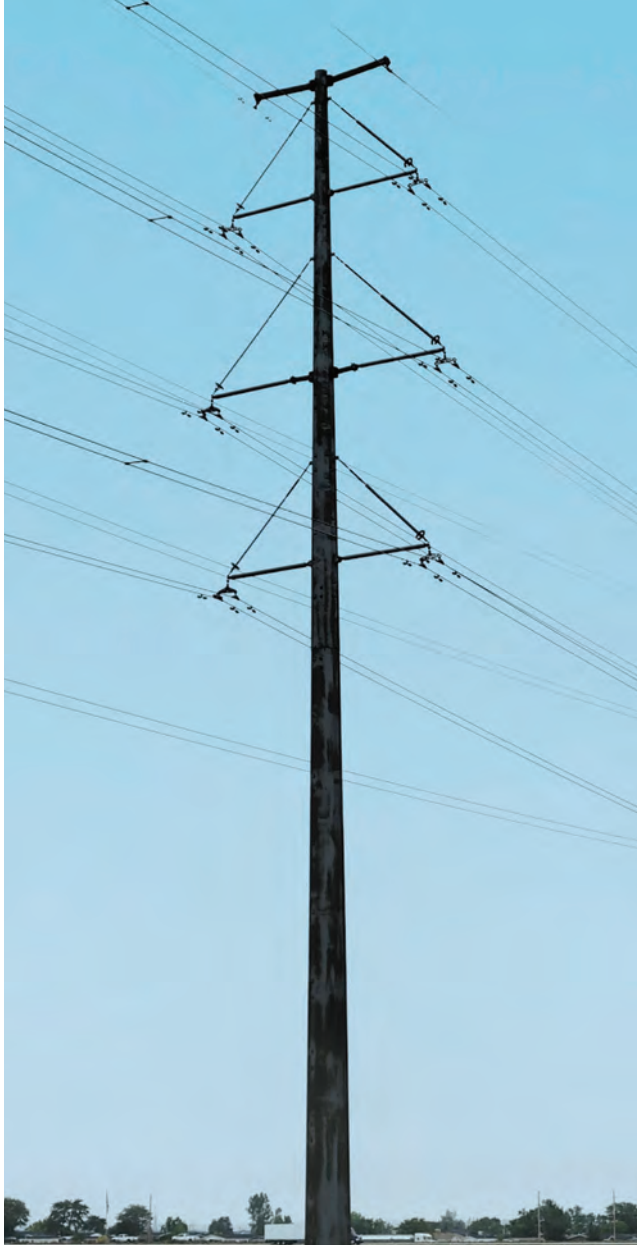
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# Proposed Transmission Structure

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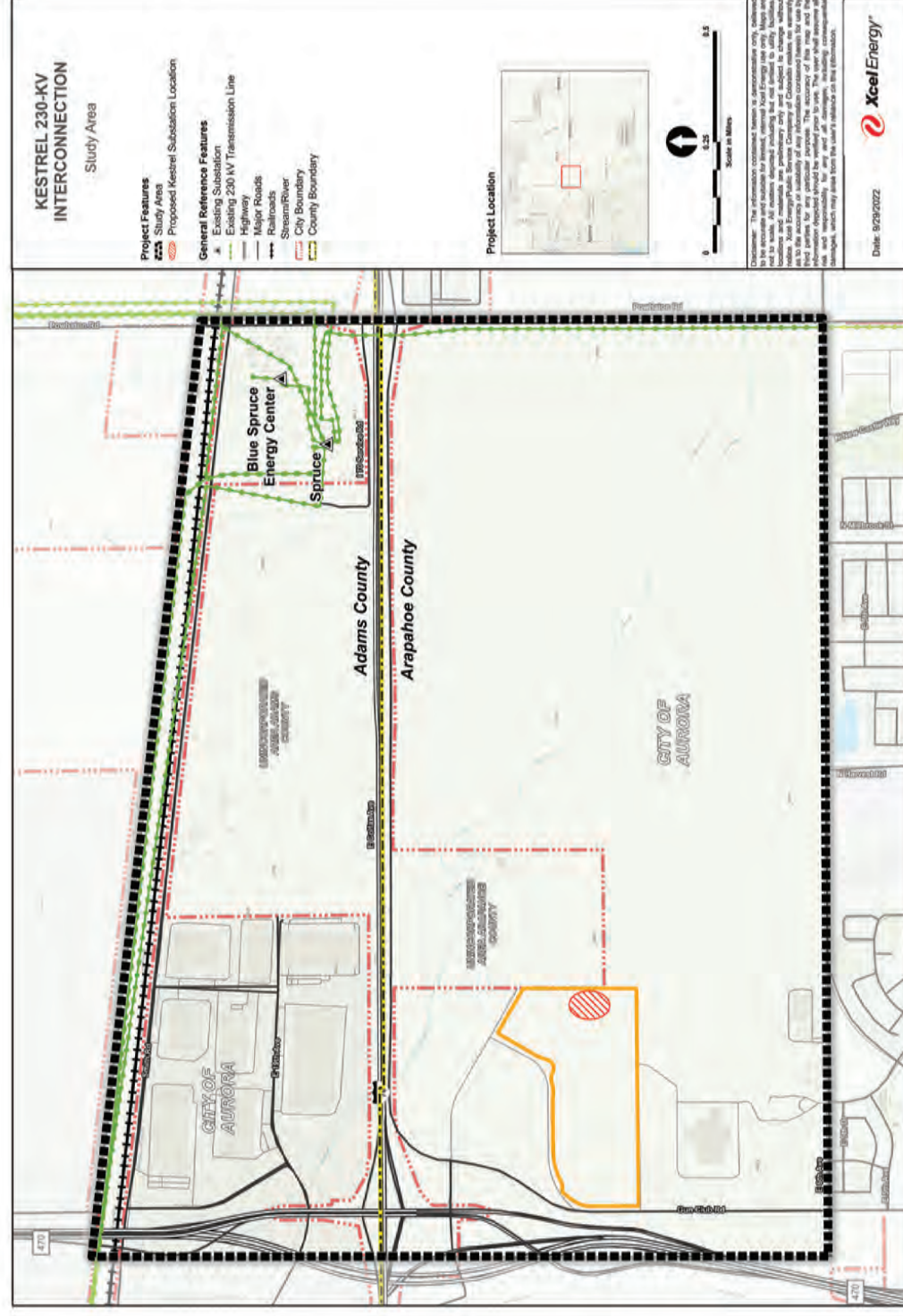


- Type: Steel, single-pole, double-circuit structures
- Voltage: 230-kV
- Typical span between structures: 800 to 1,000 feet, or 6 to 7 structures per mile
- Typical height: 80 to 130 feet
- Typical pole diameter at base: 4 to 8 feet
- Easement: 100 feet wide
- Length: Less than two miles

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# Study Area



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# Routing Study

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Xcel Energy is conducting a study to examine and evaluate route alternatives to identify a viable route that minimizes community and environmental impacts while meeting engineering and safety standards as well as customer needs.

The study addresses opportunities for and constraints to routing the transmission-line extension.

## **Opportunities:**

- Industrial area
- Vacant and/or undeveloped lands without specific future development plans
- Parallel existing compatible linear facilities
- Parallel property lines
- Maximize use of existing access

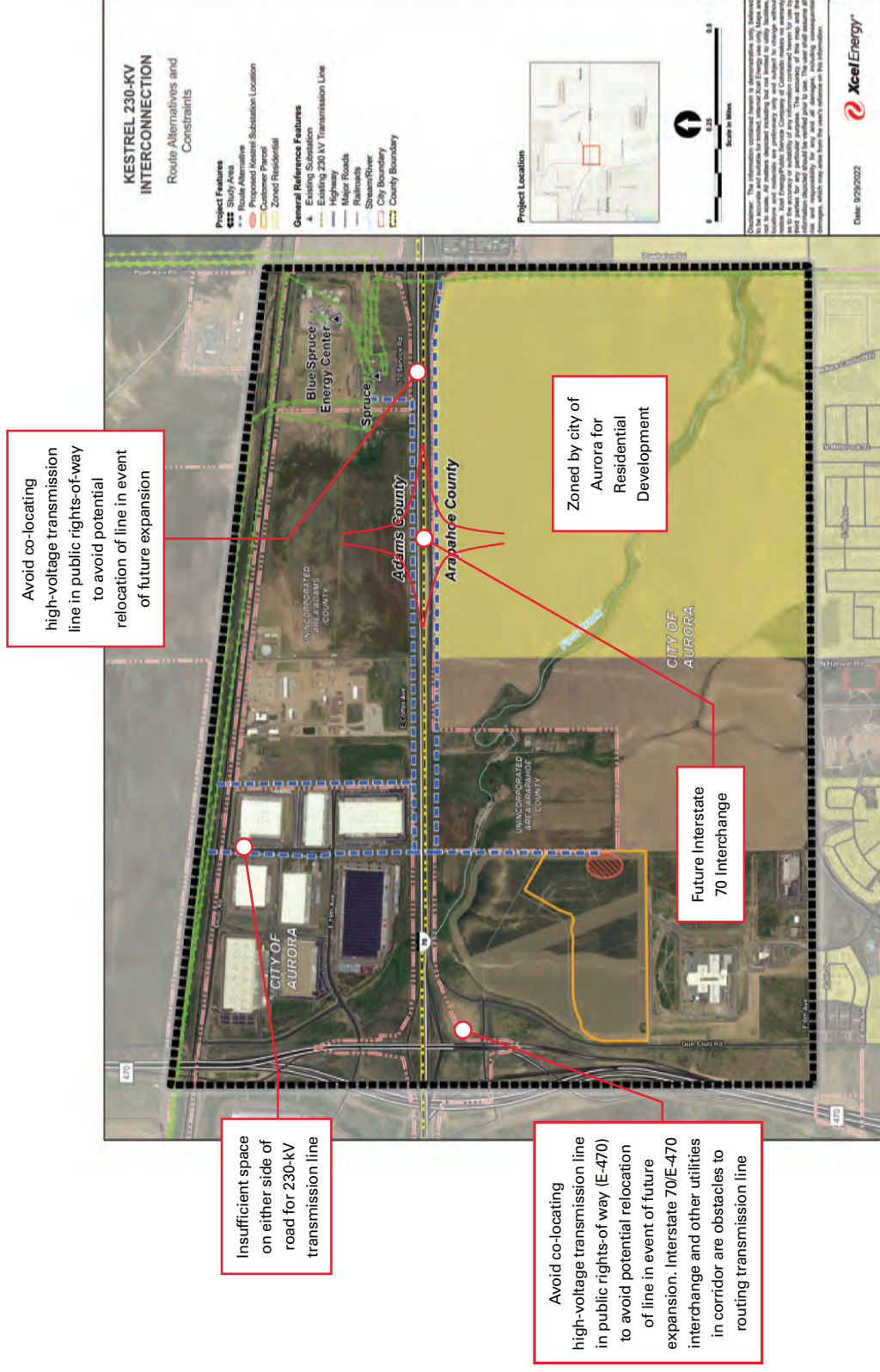
## **Constraints:**

- Existing residences and/or planned residential communities
- Schools
- Developed parks, recreation areas, and community open space
- Wetlands and riparian areas
- Known archaeological and historic properties

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# Route Alternatives and Constraints



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# Anticipated Schedule

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Routing Study .....	Summer/Fall 2022
Open House .....	Fall 2022
Route Selection .....	Fall 2022
Permitting .....	Fall 2022-2023
Construction .....	2023-2024
In Service .....	Late 2024

# Potential Permits/ Authorizations/Approvals

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- City of Aurora
- Adams County
- Arapahoe County
- Union Pacific Railroad crossing permit
- Colorado DOT crossing permit
- Federal Aviation Administration review

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Information line 303-571-7177 to leave a message • kestrel230kvinterconnection@xcelenergy.com





NAME	MAILING ADDRESS	EMAIL ADDRESS (TO BE ADDED TO THE MAILING LIST)	ADD TO MAILING LIST (Y OR N)



Date	Communication received by	Communication Type	Subject Lead Responsible for Response	First Name	Last Name	Organization/Affiliation	Address	City	ST	Zip	E-mail	Phone	Inquiry/Comment	Original Message	Suggested Response	Date of Response	Action Items	Additional Follow Up	Status	Notes	Proposed FAQ Question
10/25/2022	Nick Newbold	In-Person General Comment Communication		NA	NA	United Properties/Redland Consulting/PRI Property Reserve Inc							Attendees were part of development groups and wanted to know how the project would affect their plans from a line routing/land use perspective.	NA	NA	NA	NA	NA	NA		How will the proposed line affect companies' future development plans?
10/25/2022	Nick Newbold	In-Person General Comment Communication				United Properties/Redland Consulting/PRI Property Reserve Inc							Attendees who are developing projects wanted to know if it they can access Xcel Energy's local energy system in the area.	NA	NA	NA	NA	NA	NA		How can companies access power from Xcel Energy's energy system for their future development?
10/25/2022	Nick Newbold	In-Person General Comment Communication		Jerry	Sattler	Niagara Bottling					<a href="mailto:jsattler@niagarawater.com">jsattler@niagarawater.com</a>		Interested in knowing if the line would affect his existing business from a land rights and operational standpoint (due to electrical interference from the line). How would construction activities affect access to their businesses/properties?	NA	NA	NA	NA	NA	NA	NA	Will construction activities of the proposed line affect access to businesses and/or properties in the area?
10/25/2022	RJ Wright	In-Person General Comment Communication		Jerry	Sattler	Niagara Bottling					<a href="mailto:jsattler@niagarawater.com">jsattler@niagarawater.com</a>		Interested in knowing if fields from the proposed line would have any effect on sensitive instruments inside of a bottling plant that he manages. Bottling plant is located just west of the Smith Road West route alternative.	NA	NA	NA	NA	NA	NA	NA	How would the proposed line affect sensitive equipment and instruments inside our bottling plant (Niagara Bottling)?
10/25/2022	RJ Wright	In-Person General Comment Communication		Jerry	Sattler	Niagara Bottling					<a href="mailto:jsattler@niagarawater.com">jsattler@niagarawater.com</a>		Will the proposed line affect my company's current rates? Will the introduction of the proposed line reduce my company's rates?	NA	NA	NA	NA	NA	NA	NA	Will construction activities of the proposed line affect access to businesses and/or properties in the area?
10/25/2022	Cindy Smith, RJ Wright, Cory Miller	In-Person General Comment Communication		Jason	Reynolds	Arapahoe County					<a href="mailto:jreynolds@arapahoe.gov">jreynolds@arapahoe.gov</a>		Arapahoe County Representative informed our team know about the Adams County parcel that was recently annexed by the City of Aurora, which was discussed at the 10/24/22 council meeting and rezoned to I-1 (Business/Tech)	NA	NA	NA	NA	POWER confirmed annexation and topic discussed at 10/24/22 council meeting: rezoning parcels to I-1 (Business/Tech)	NA		NA
10/25/2022	Cindy Smith, RJ Wright, Cory Miller	In-Person General Comment Communication		Jason	Reynolds	Arapahoe County					<a href="mailto:jreynolds@arapahoe.gov">jreynolds@arapahoe.gov</a>		Arapahoe County Representative informed the team that if the proposed line crosses Arapahoe County unincorporated land, a section 1041 permit will be required. The crossing of Arapahoe County unincorporated area along the Interstate 70 corridor may qualify for a Finding of No Significant Impact (FONSI)	NA	NA	NA	NA	POWER communicating with Jason via email regarding FONSI	NA		NA



## **APPENDIX C      ENVIRONMENTAL PROTECTION MEASURES AND BEST MANAGEMENT PRACTICES**



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TOPIC		STANDARD ENVIRONMENTAL PROTECTION MEASURES
<b>General</b>		
G-1		The contractor shall comply with all federal, state, and local environmental laws, orders, and regulations. Prior to construction, all supervisory construction personnel will be instructed on the protection of cultural and ecological resources.
G-2		Prior to construction, PSCo shall discuss with the contractor areas of environmental sensitivity within the Project area and, in particular, those areas where a monitor must be present during construction.
<b>Access Routes</b>		
AR-1		No construction activities will be performed during periods when the soil is too wet to adequately support equipment and vehicles. If equipment or vehicles create ruts in excess of 4–6 inches deep for a distance of 10 feet on native surface roads, the soil shall be deemed too wet to adequately support construction equipment. If equipment or vehicles create ruts in excess of 1 inch deep on graveled roads, the roads shall be deemed too wet to support construction equipment.
AR-2		Only the minimum amount of soils and vegetation necessary for the maintenance of access routes and the safe and reliable operation of the transmission line will be disturbed. If excavation is necessary, topsoil will be conserved and reused as cover on disturbed areas to facilitate re-growth of vegetation. Vegetation will be cleared from those areas necessary to obtain adequate working width and turning radius space for maintenance equipment and allow for the safe operation of the transmission line.
AR-3		Water bars on the access roads will be constructed as specified by PSCo. Water bars will be constructed to: 1) simulate the imaginary contour lines of the slope (ideally with a grade of 1 to 2 percent); 2) drain away from the disturbed area; and 3) begin and end in vegetation or rock, whenever possible. PSCo to provide specification for water bar construction. Water turn-off bars or small terraces shall be installed across all temporary construction access roads and trails on hillsides to prevent erosion and facilitate natural revegetation of the trails.
<b>Aesthetics</b>		
A-1		The contractor shall exercise care to preserve the natural landscape and shall conduct construction operations so as to prevent any unnecessary destruction, scarring, or defacing of the natural surroundings in the vicinity of the work. Except where clearing is required for permanent works, approved temporary or permanent construction roads, staging areas, or excavation operations, vegetation shall be preserved and protected from damage by the contractor's construction operations and equipment.
A-2		The contractor shall minimize scarring, defacing, damage, or destruction of the natural landscape resulting from construction operations. Any unnecessary or unauthorized damage shall be repaired by the contractor to the satisfaction of PSCo.
<b>Agriculture</b>		
AG-1		To the extent practical, the transmission line will be sited to avoid conflicts with center pivot irrigation systems, locating structures at the edge of the pivot where structures would not interfere with operation of the system.
AG-2		PSCo will work with affected landowners in an effort to minimize adverse effects on agricultural use, including transmission structure placement and other construction and operational practices.
<b>Air Quality</b>		
AQ-1		The contractor shall utilize practicable methods and devices as are reasonably available to control, prevent, and otherwise minimize atmospheric emissions or discharges of air contaminants.
AQ-2		Possible construction-related dust disturbance shall be controlled by the periodic application of water to all disturbed areas along the right-of-way and access roads.
AQ-3		Vehicles and equipment showing excessive emission of exhaust gases due to poor engine adjustments or other inefficient operating conditions shall not be operated until corrective adjustments or repairs are made.
AQ-4		Post seeding mulch will be utilized during reclamation activities at the discretion of the landowner to help reduce wind erosion and blowing dust. The mulch/stabilization will be performed as soon as possible after completion of project activities to minimize potential fugitive dust generation as revegetation occurs.
<b>Biological Resources</b>		
BR-1		Vegetation shall be preserved and protected from damage by construction operations to the maximum extent practicable. Removal of brush and trees will be limited to those necessary for access and construction.
BR-2		Disturbed areas where vegetation has been removed by construction activities to the extent that the potential for soil erosion is increased to a detrimental level will be subject to seedbed preparation



TOPIC	STANDARD ENVIRONMENTAL PROTECTION MEASURES
	techniques, reseeded with an approved seed mixture, and mulched(if necessary) during a recognized planting season. Mulching shall be applied only to those areas where potential erosion would prohibit vegetation establishment and growth.
BR-3	The contractor shall not cross any wetland and riparian areas (of or relating to, or located on, the banks of a river or stream), except at designated locations designated by PSCo.
BR-4	On completion of the work, all work areas, except any permanent access roads/trails, shall be regraded, as required, so that all surfaces drain naturally, blend with the natural terrain, and are left in a condition that will facilitate natural revegetation, provide for proper drainage, and prevent erosion.
BR-5	All disturbed areas, except the access route running surfaces, will be reseeded with seed mixes reasonably accepted by the landowner.
BR-6	All construction materials and debris shall be removed from the project area.
BR-7	To preclude avian electrocutions and minimize collision risk, PSCo will incorporate Avian Protection Plan (APP) standards developed by the Avian Power Line Interaction Committee (APLIC 2012).
<b>Cultural Resources</b>	
CR-1	Prior to construction, all supervisory construction personnel will be instructed on protection of cultural resources with reference to relevant laws and penalties, and the need to cease work in the location if cultural resource items are discovered.
CR-2	Should any previously unknown historic/prehistoric sites or artifacts be encountered during construction, all land-altering activities at that location will be immediately suspended and the discovery left intact until such time that PSCo and the County is notified and appropriate measures taken to assure compliance the National Historic Preservation Act and enabling legislation.
<b>Fire Prevention/Control</b>	
FP-1	Construction vehicles shall be equipped with government-approved spark arresters.
FP-2	The contractor shall maintain in all construction vehicles a current list of local emergency response providers and methods of contact/communication.
<b>Hazardous Materials</b>	
HM-1	PSCo shall comply with all applicable federal laws and regulations existing or hereafter enacted or promulgated regarding toxic substances or hazardous materials.
HM-2	All fuel and fluid spills within this area will be handled in accordance with appropriate state and federal spill reporting and response requirements. The contractor shall notify PSCo of any spills so appropriate notifications can be made to regulatory authorities.
HM-3	Any waste generated as a result of the proposed action will be properly disposed of in a permitted facility. Solid waste generated during construction and periodic maintenance periods will be minimal. All hazardous materials will be handled in accordance with applicable local, state, and federal hazardous material statutes and regulations.
<b>Land Use</b>	
LU-1	All activities associated with the construction, operation, and maintenance of the transmission line will take place within the authorized limits of the transmission line right- of-way and access routes. Additional access routes or cross-country travel will not be allowed outside of the authorized routes prior to review and approval by PSCo.
LU-2	The contractor shall maintain all fences, brace panels, and gates during the construction period. Any fence, brace panel, or gate damaged during construction will be repaired immediately by the contractor to appropriate landowner or agency standards as determined by the authorized officer.



TOPIC	STANDARD ENVIRONMENTAL PROTECTION MEASURES
LU-3	The contractor shall eliminate, at the earliest opportunity, all construction ruts that are detrimental to agricultural operations and/or hazardous to movement of vehicles and equipment. Such ruts shall be leveled, filled, and graded, or otherwise eliminated in an approved manner. Damage to ditches, tile drains, culverts, terraces, local roads, and other similar land use features shall be corrected as necessary by the contractor. The land and facilities shall be restored as nearly as practicable to their original condition.
LU-4	Structure foundation holes will not be left open overnight and will be covered. Covers will be secured in place and will be strong enough to prevent livestock, wildlife, or the public from falling.
<b>Noise</b>	
N-1	Construction vehicles and equipment shall be maintained in proper operating condition and shall be equipped with manufacturers' standard noise-control devices or better (e.g. mufflers, engine enclosures).
<b>Noxious Weeds</b>	
NW-1	To minimize introduction of noxious weed seed sources to the project area, the following measures will be performed. All heavy equipment utilized during construction will be washed prior to departure from the equipment storage facility. Washing of equipment prior to transport from one work site to another is not recommended, as on-site washing of equipment increases the chance of weed seed dispersal by drainage of water off of the site, across an area greater than the size of the work site. Equipment will have accumulations of mud 'knocked off' instead. This method promotes containment of weed seeds on the work site. All seed mixes and mulch used for reclamation activities will be certified weed-free.
<b>Soils and Geology</b>	
S-1	The contractor shall mitigate soils compacted by movement of construction vehicles and equipment by 1) loosened and leveled harrowing or disking to approximate pre- construction contours and 2) reseeding with certified weed-free grasses and mulched (except in cultivated fields). The specific seed mix(s) and rate(s) of application will be determined by PSCo.
S-2	Movement of construction vehicles and equipment shall be limited to the right-of-way and approved access routes.
S-3	Excavated material not used in the backfilling of poles shall be spread around each pole, evenly spread on the access routes in the immediate vicinity of the pole structure, or transported off site. Disturbed areas shall then be regraded to approximate pre-construction contours and reseeded.
S-4	Topsoil will be removed, stockpiled, and re-spread at temporarily disturbed areas not needed for maintenance access.
<b>Traffic</b>	
T-1	The contractor shall make all necessary provisions for conformance with federal, state, and local traffic safety standards and shall conduct construction operations so as to offer the least possible obstruction and inconvenience to public traffic.
<b>Water Quality and Erosion</b>	
WQ-1	Construction activities shall be performed by methods that prevent entrance or accidental spillage of solid matter, contaminants debris, and other objectionable pollutants and wastes into flowing streams or dry water courses, lakes, and underground water sources. Such pollutants and wastes include, but are not restricted to, refuse, garbage, cement, concrete, sanitary waste, industrial waste, radioactive substances, oil and other petroleum products.
WQ-2	Dewatering work for structure foundations or earthwork operations adjacent to, or encroaching on, streams or water courses shall not be performed without prior approval by PSCo and appropriate state agencies. Water and eroded materials will be prevented from entering the streams or watercourses by constructing intercepting ditches, bypass channels, barriers, settling ponds, or other approved methods.
WQ-4	Excavated material or other construction materials shall not be stockpiled or deposited near or on stream banks, lake shorelines, or other water course perimeters where they can be washed away by high water or storm runoff or can in any way encroach upon the water source itself.
WQ-5	Waste waters from construction operations shall not enter streams, water courses, or other surface waters without use of such turbidity control methods as settling ponds, gravel-filter entrapment dikes, approved flocculating processes that are not harmful to fish, recirculation systems for washing of aggregates, or other approved methods. Any such waste waters discharged into surface waters shall be essentially free of settleable material. Settleable material is defined as that material that will settle from the water by gravity during a 1-hour quiescent period.
WQ-6	A Storm Water Management Plan shall be developed, if required, to address all construction and reconstruction activities. The plan shall conform with all U.S. EPA and BMP requirements.



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**APPENDIX D     SITE PLAN**



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DATA BLOCK

DATA:	TOTAL:
LAND AREA WITHIN PROPERTY LINES	APPROX. 16 AC FOR TRANSMISSION LINE
GROSS FLOOR AREA	N/A
NUMBER OF BUILDINGS	N/A
MAXIMUM HEIGHT OF BUILDINGS	N/A
TOTAL BUILDING COVERAGE	N/A
HARD SURFACE AREA	N/A
LANDSCAPE AREA	N/A
HARD SURFACE AREA % / LANDSCAPE AREA %	N/A
PRESENT ZONING CLASSIFICATION	MIXED-USE & BUSINESS/TECH
PARKING SPACES EXISTING	N/A
PARKING SPACES PROVIDED	N/A
HANDICAP SPACES EXISTING	N/A
HANDICAP SPACES PROVIDED	N/A
BUILDING CODE INFORMATION	N/A
SIGNAGE	N/A

SIGNATURE BLOCK

THIS SITE PLAN AND ANY AMENDMENTS HERETO, UPON APPROVAL BY THE CITY OF AURORA AND RECORDING, SHALL BE BINDING UPON THE APPLICANTS THEREFORE, THEIR SUCCESSORS AND ASSIGNS. THIS PLAN SHALL LIMIT AND CONTROL THE ISSUANCE AND VALIDITY OF ALL BUILDING PERMITS, AND SHALL RESTRICT AND LIMIT THE CONSTRUCTION, LOCATION, USE, OCCUPANCY AND OPERATION OF ALL LAND AND STRUCTURES WITHIN THIS PLAN TO ALL CONDITIONS, REQUIREMENTS, LOCATIONS AND LIMITATIONS SET FORTH HEREIN. ABANDONMENT, WITHDRAWAL OR AMENDMENT OF THIS PLAN MAY BE PERMITTED ONLY UPON APPROVAL OF THE CITY OF AURORA.

IN WITNESS THEREOF, \_\_\_\_\_ HAS CAUSED THESE  
(CORPORATION, COMPANY, OR INDIVIDUAL)

PRESENTS TO BE EXECUTED THIS \_\_\_\_ DAY OF \_\_\_\_ AD. 20 \_\_\_\_

BY: \_\_\_\_\_  
(PRINCIPLES OR OWNERS)

STATE OF COLORADO  
COUNTY OF \_\_\_\_\_

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS \_\_\_\_ DAY OF \_\_\_\_ AD. 20 \_\_\_\_

BY: \_\_\_\_\_  
(PRINCIPALS OR OWNERS)

WITNESS MY HAND AND OFFICIAL SEAL

\_\_\_\_\_  
(NOTARY PUBLIC)

MY COMMISSION EXPIRES \_\_\_\_\_ NOTARY BUSINESS ADDRESS \_\_\_\_\_  
\_\_\_\_\_

PUBLIC SERVICE COMPANY OF COLORADO

KESTREL 230kV INTERCONNECTION PRELIMINARY TRANSMISSION LINE SITE PLAN

TRANSMISSION LINE SITUATED IN PORTIONS OF SECTION 6, TOWNSHIP 4 SOUTH, RANGE 65

WEST CITY OF AURORA, COUNTY OF ADAMS, COUNTY OF ARAPAHOE, STATE OF COLORADO

VICINITY MAP



SHEET INDEX

DWG#	TITLE	SHEET NUMBER
SITE DRAWINGS		
—	COVER SHEET	1
	TYPICAL POLE DESIGNS	2
	TYPICAL POLE DESIGNS	3
—	PRELIMINARY TRANSMISSION LINE SITE PLAN	4
—	PRELIMINARY TRANSMISSION LINE SITE PLAN	5
—	PRELIMINARY TRANSMISSION LINE SITE PLAN	6

CONTACTS

**OWNER:**  
JENNIFER CHESTER  
MANAGER, SITING AND LAND RIGHTS  
XCEL ENERGY  
1800 LARIMER STREET, SUITE 400  
DENVER, CO 80202  
303-285-6533

**TRANSMISSION ENGINEER:**  
JOSHUA RATLIFF, P.E.  
ENGINEERING SUPERVISOR (ULTEIG)  
5575 DTC PARKWAY, SUITE 200  
GREENWOOD VILLAGE, CO 80111  
720-873-5834  
JOSHUA.RATLIFF@ULTEIG.COM

AMENDMENTS

CITY OF AURORA ARRIVALS

CITY ATTORNEY: \_\_\_\_\_ DATE: \_\_\_\_\_  
PLANNING AND ZONING COMMISSION: \_\_\_\_\_ DATE: \_\_\_\_\_  
CITY COUNCIL: \_\_\_\_\_ DATE: \_\_\_\_\_  
ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
(CITY CLERK)  
DATABASE APPROVAL DATE: \_\_\_\_\_  
RECORDER'S APPROVAL DATE:  
ACCEPTED FOR FILING IN THE OFFICE OF THE CLERK AND RECORDER OF \_\_\_\_\_  
COLORADO AT \_\_\_\_ O'CLOCK \_\_ M, THIS \_\_\_\_ DAY OF \_\_\_\_ AD. 20 \_\_\_\_

TRANSMISSION LINE LEGAL DESCRIPTION

LAND DESCRIPTION


TRANSMISSION LINE SITUATED IN PORTIONS OF SECTION 6, TOWNSHIP 4 SOUTH, RANGE 65  
WEST CITY OF AURORA, COUNTY OF ARAPAHOE, COUNTY OF ADAMS, STATE OF COLORADO.

NOTES



REV	REVISIONS	DATE	DRN	DSGN	CKD	APPD



JOB NUMBER 0178922	REV 
DRAWING NUMBER SHEET 02	







LEGEND

- PREFERRED TRANSMISSION ROUTE
- PROPOSED 100-FOOT TRANSMISSION R.O.W
- DRAINAGE EASEMENT
- UTILITY EASEMENT
- WATERLINE EASEMENT
- FIRE LANE EASEMENT
- FIBER OPTIC EASEMENT
- GAS LINE EASEMENT
- SECTION LINE
- ACCESS ROAD LINE
- PROPOSED KESTREL SUBSTATION LOCATION

PUBLIC LAND SURVEY SYSTEM

- ARAPAHOE COUNTY PARCEL BOUNDARY
- ADAMS COUNTY PARCEL BOUNDARY
- CITY OF AURORA PARCEL BOUNDARY
- COUNTY BOUNDARY

HYDROLOGY

- FEMA FLOOD ZONE AE (FLOODWAY)
- FEMA FLOOD ZONE AE (FLOODPLAIN)

ZONING

CITY OF AURORA

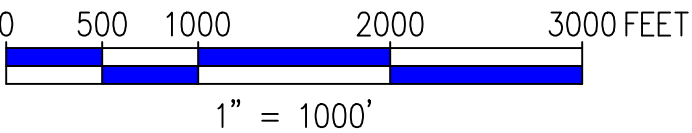
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- I-1, BUSINESS/TECH DISTRICT

ARAPAHOE COUNTY

- A-1, AGRICULTURAL
- O, OPEN
- RR-B, RURAL RESIDENTIAL B

ADAMS COUNTY

- A-3, AGRICULTURAL
- I-2, INDUSTRIAL DISTRICT

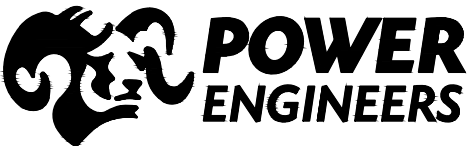


THE PROPOSED R.O.W. DEPICTED IN THESE MAPS IS APPROXIMATE AND FOR PLANNING PURPOSES ONLY. THE FINAL NON-EXCLUSIVE EASEMENTS FOR THE R.O.W. WILL BE ACQUIRED AND RECORDED AFTER ENGINEERING IS COMPLETE.

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REV	REVISIONS	DATE	DRN	DSGN	CKD	APPD	REFERENCE DRAWINGS

DSGN	AA	04/12/24
DRN	AA	04/12/24
CKD	AJW	04/12/24
SCALE: 1" = 100'		
FOR 22x34 DWG ONLY		



Xcel Energy	JOB NUMBER	REV
KESTREL 230kV INTERCONNECTION	0178922	0
TRANSMISSION LINE SITE PLAN	DRAWING NUMBER	
	SHEET 04	





LEGEND

- PREFERRED TRANSMISSION ROUTE
- PROPOSED 100-FOOT TRANSMISSION R.O.W
- DRAINAGE EASEMENT
- UTILITY EASEMENT
- WATERLINE EASEMENT
- FIRE LANE EASEMENT
- FIBER OPTIC EASEMENT
- GAS LINE EASEMENT
- SECTION LINE
- ACCESS ROAD LINE
- PROPOSED KESTREL SUBSTATION LOCATION

PUBLIC LAND SURVEY SYSTEM

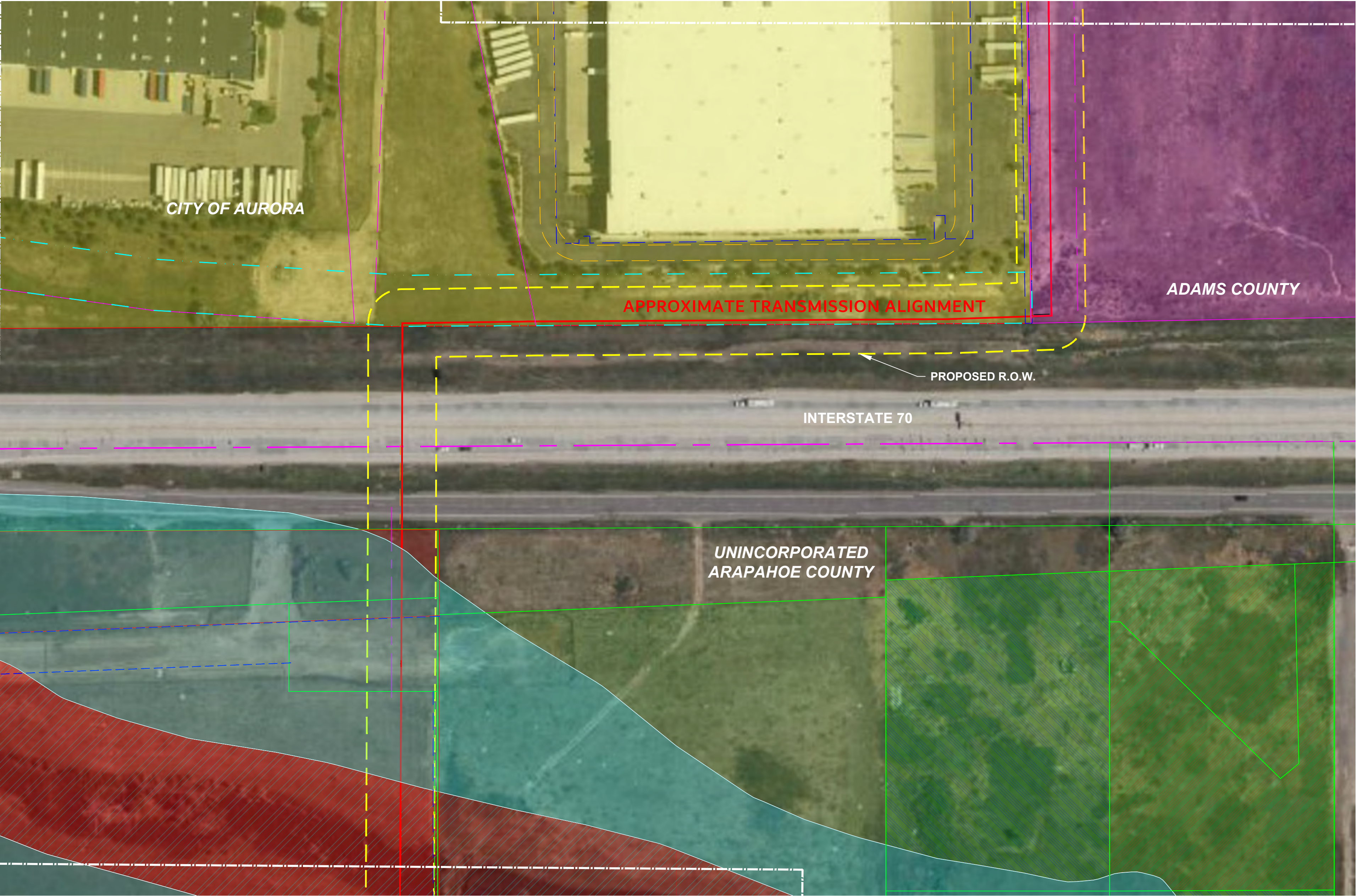
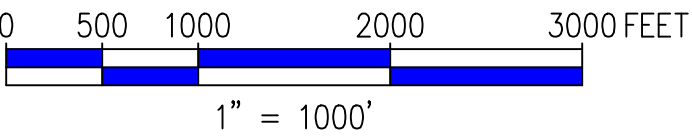
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- ADAMS COUNTY PARCEL BOUNDARY
- CITY OF AURORA PARCEL BOUNDARY
- COUNTY BOUNDARY

HYDROLOGY

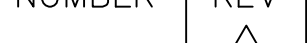
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- FEMA FLOOD ZONE AE (FLOODPLAIN)

ZONING

- CITY OF AURORA
- MU-R, MIXED-USE REGIONAL DISTRICT
  - I-1, BUSINESS/TECH DISTRICT
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										DRN	AA	04/12/24		KESTREL 230kV INTERCONNECTION	0178922	<div>0</div>
										CKD	AJW	04/12/24				
										SCALE: 1" = 100'						
										FOR 22x34 DWG ONLY			TRANSMISSION LINE SITE PLAN	DRAWING NUMBER SHEET 05		
	REV	REVISIONS	DATE	DRN	DSGN	CKD	APPD	REFERENCE DRAWINGS								










## LEGEND

- PREFERRED TRANSMISSION ROUTE
- PROPOSED 100-FOOT TRANSMISSION R.O.W
- DRAINAGE EASEMENT
- UTILITY EASEMENT
- WATERLINE EASEMENT
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- SECTION LINE
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- PROPOSED KESTREL SUBSTATION LOCATION

## PUBLIC LAND SURVEY SYSTEM

-  ARAPAHOE COUNTY PARCEL BOUNDARY  
 ADAMS COUNTY PARCEL BOUNDARY  
 CITY OF AURORA PARCEL BOUNDARY  
 COUNTY BOUNDARY

## HYDROLOGY



-  FEMA FLOOD ZONE AE (FLOODWAY)
-  FEMA FLOOD ZONE AE (FLOODPLAIN)

## ZONING

CITY OF AURORA

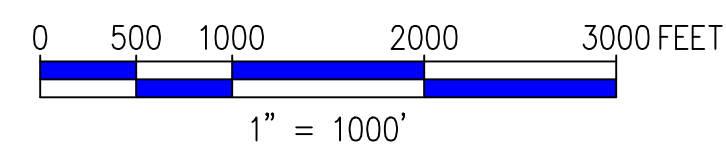
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**APPENDIX E      COLORED ELEVATION**



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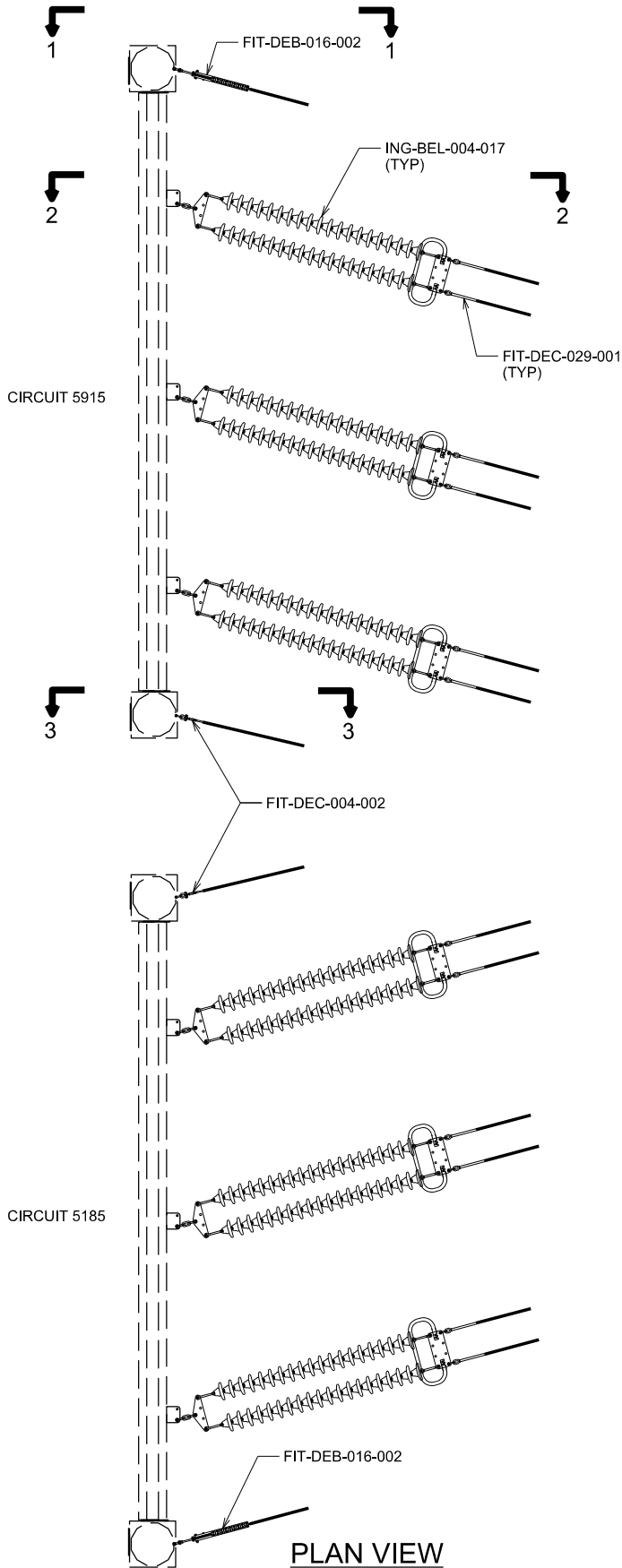
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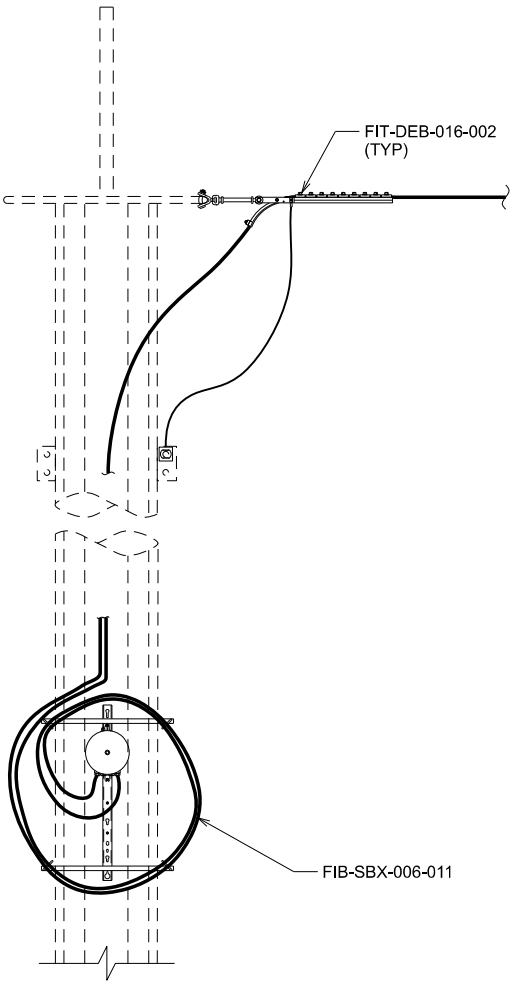
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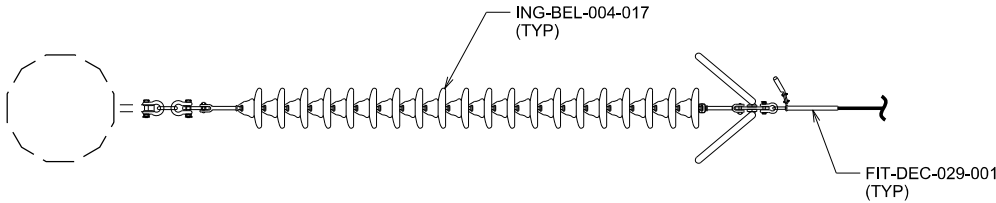
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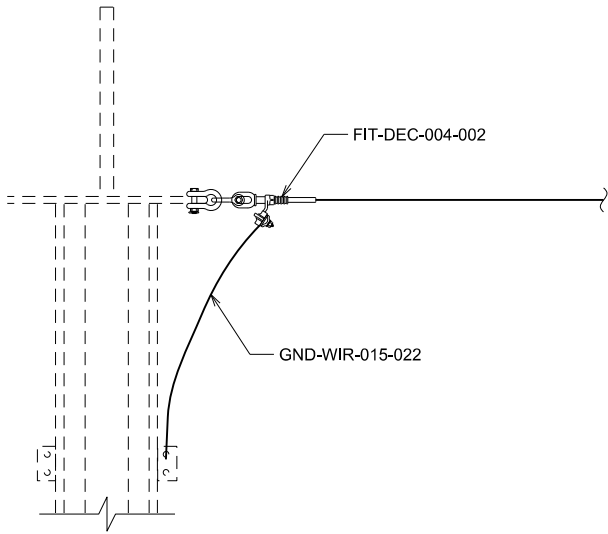
PLAN VIEW



SECTION 1-1  
OPGW ATTACHMENT  
SCALE: N.T.S.



SECTION 2-2  
CONDUCTOR ATTACHMENT  
SCALE: N.T.S.



SECTION 3-3  
STEEL SHIELD WIRE ATTACHMENT  
SCALE: N.T.S.

DRAWING REFERENCE

PLAN & PROFILE T229G001  
SUBASSEMBLY INDEX T229X004

ISSUED BY ENGINEERING DEPT FOR: CONSTRUCTION

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INTERNAL INFORMATION; DO NOT COPY OR DISTRIBUTE WITHOUT EXPRESS WRITTEN CONSENT FROM XCEL ENERGY

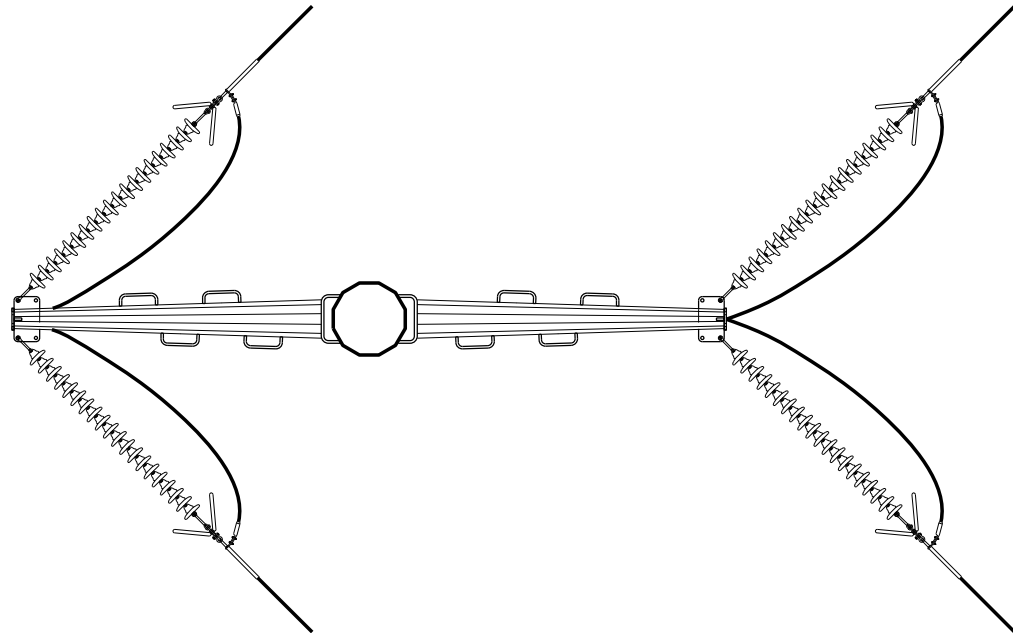
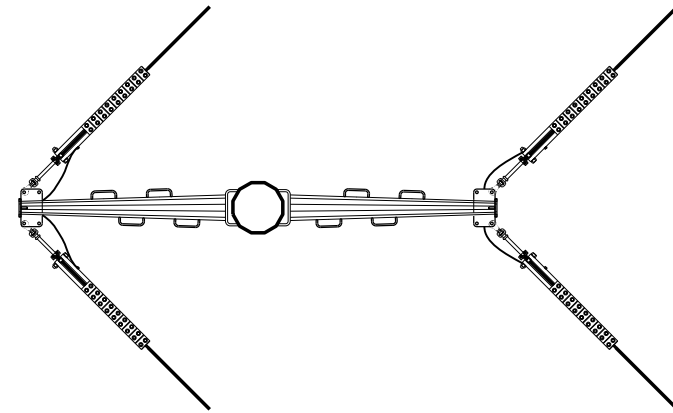
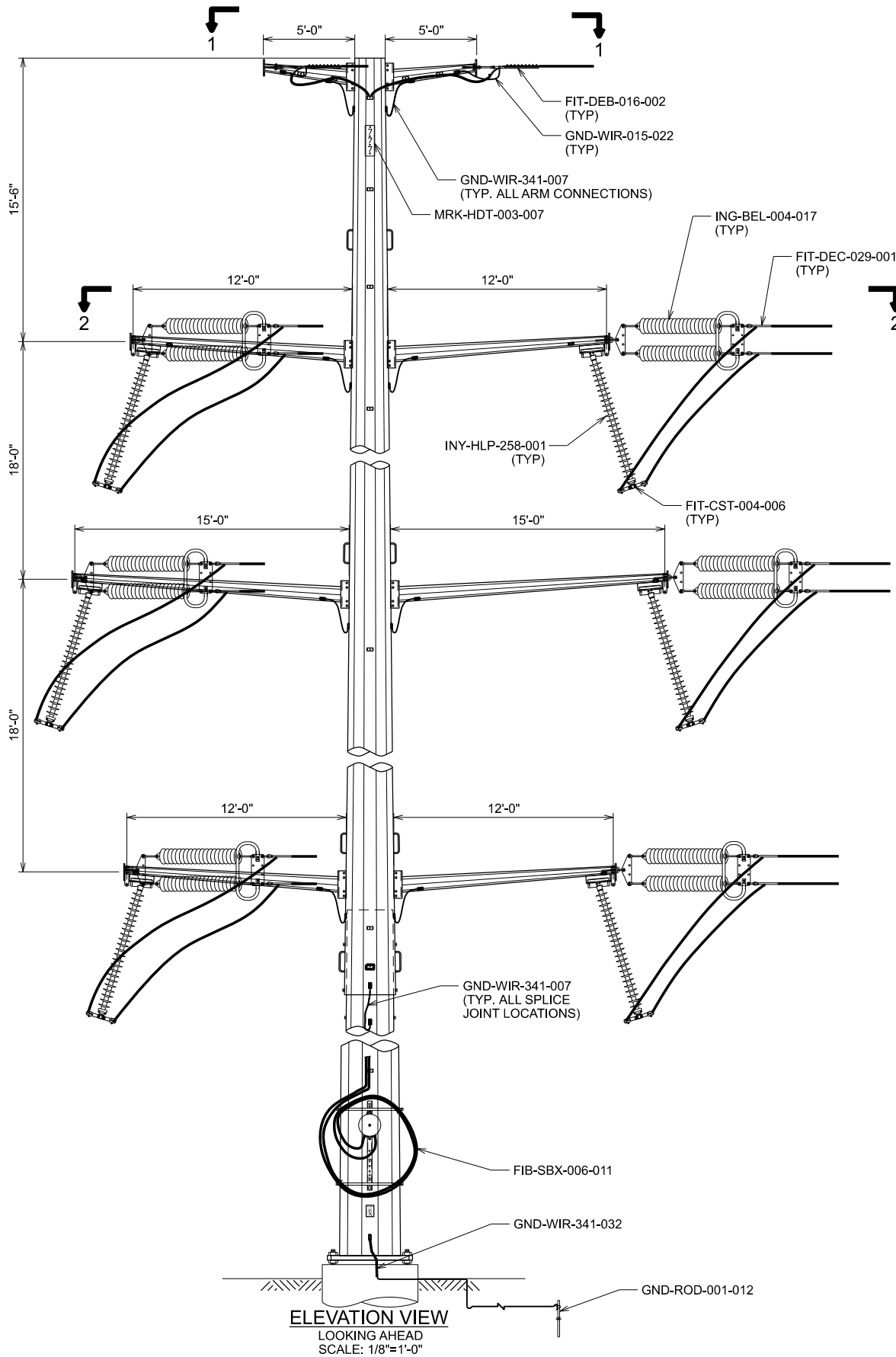
CIRCUIT 5185;5915 230 kV  
STRUCTURE DRAWING - DEADEND - SUBSTATION - STEEL  
KESTREL SUBSTATION

XcelEnergy® SR1BAZZ1-1

SCALE NONE  
REV 0

REV	DATE	WBS 4	REVISION DESCRIPTION
0	05/20/2024	A.0001830.001.001.002	IFC – KESTREL SUB CUT-IN





ASSEMBLY STR SRDAHSZ3-5185 FOR STEEL POLES STL XXXXXX-PST27748 STL XXXXXX-PST27749 LD T229C005	
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1	GND-WIR-341-032
6	ING-BEL-004-017
6	INY-HLP-258-001
1	MRK-HDT-003-007

DRAWING REFERENCE	
PLAN & PROFILE	T229G001
SUBASSEMBLY INDEX	T229X004

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INTERNAL INFORMATION; DO NOT COPY OR DISTRIBUTE WITHOUT EXPRESS WRITTEN CONSENT FROM XCEL ENERGY

CIRCUIT 5185;5915 230 kV

STRUCTURE DRAWING - DEADEND - STEEL - D.C. - SINGLE POLE

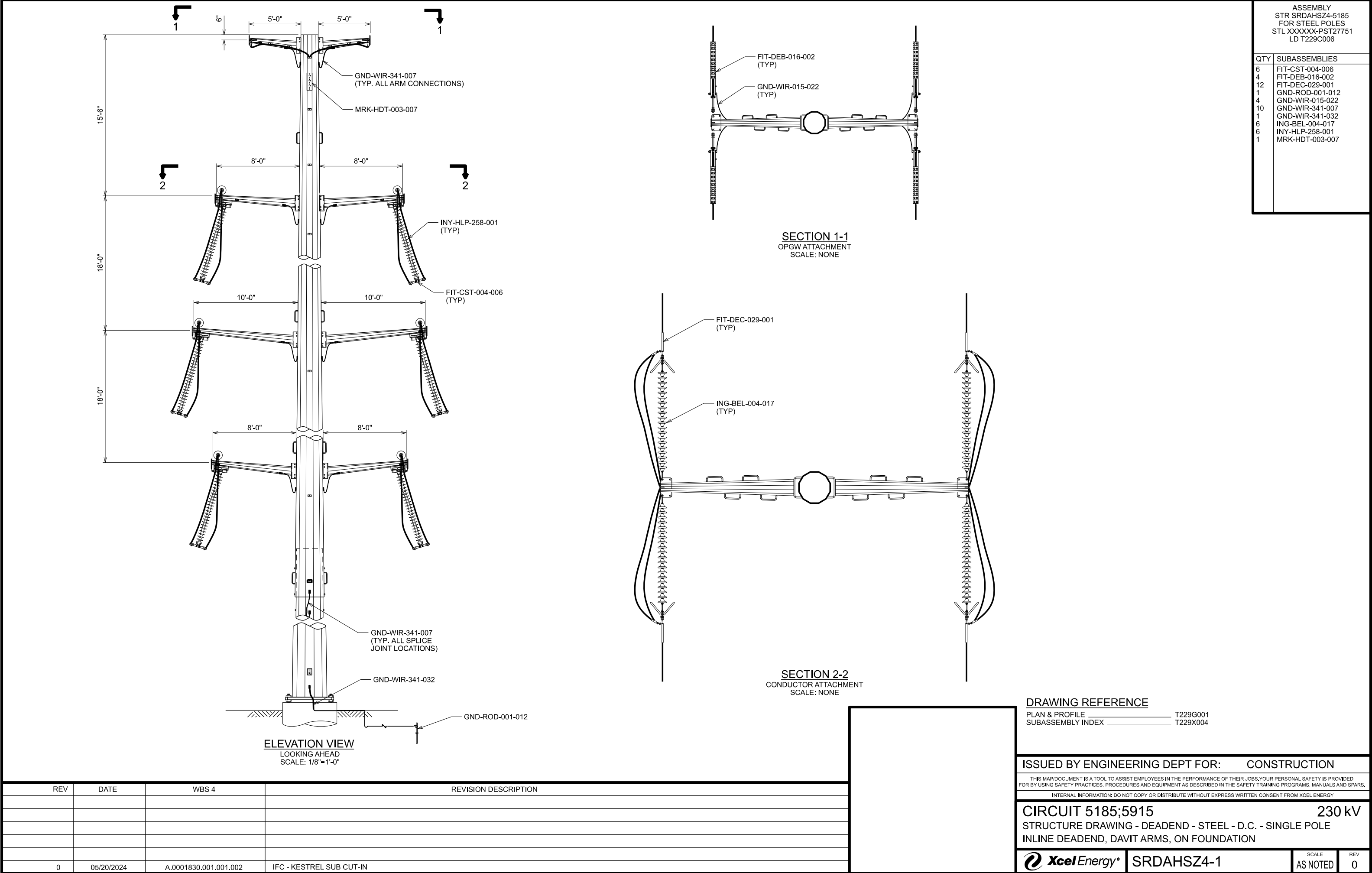
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		AS NOTED	0

REV	DATE	WBS 4	REVISION DESCRIPTION
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SRDAHSZ3-1.DGN 11/10/2023 12:51:57 PM





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1	GND-WIR-341-032
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DRAWING REFERENCE

PLAN & PROFILE \_\_\_\_\_ T229G001  
SUBASSEMBLY INDEX \_\_\_\_\_ T229X004

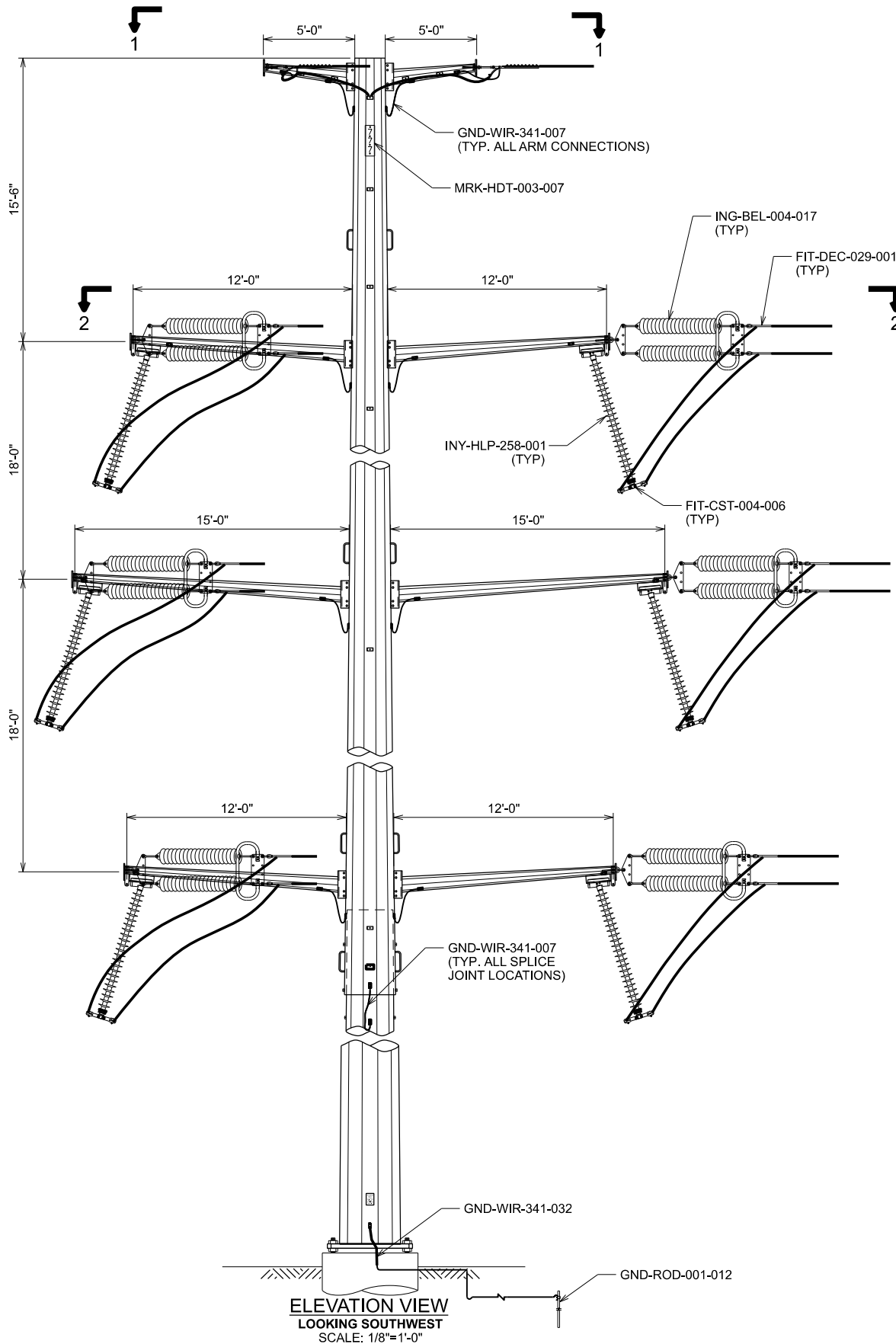
ISSUED BY ENGINEERING DEPT FOR: CONSTRUCTION

THIS MAP/DOCUMENT IS A TOOL TO ASSIST EMPLOYEES IN THE PERFORMANCE OF THEIR JOBS.YOUR PERSONAL SAFETY IS PROVIDED FOR BY USING SAFETY PRACTICES, PROCEDURES AND EQUIPMENT AS DESCRIBED IN THE SAFETY TRAINING PROGRAMS, MANUALS AND SPARS.  
INTERNAL INFORMATION; DO NOT COPY OR DISTRIBUTE WITHOUT EXPRESS WRITTEN CONSENT FROM XCEL ENERGY

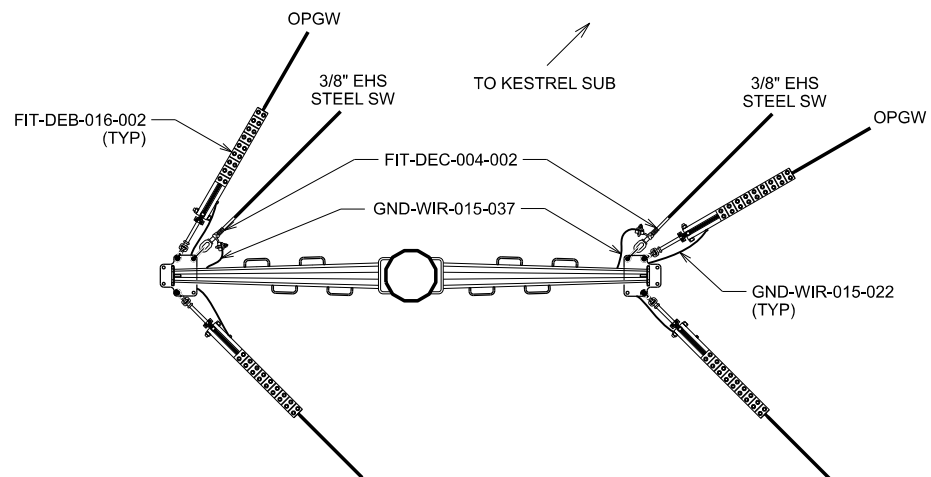
CIRCUIT 5185;5915 230 kV  
STRUCTURE DRAWING - DEADEND - STEEL - D.C. - SINGLE POLE  
INLINE DEADEND, DAVIT ARMS, ON FOUNDATION

REV	DATE	WBS 4	REVISION DESCRIPTION
0	05/20/2024	A.0001830.001.001.002	IFC - KESTREL SUB CUT-IN

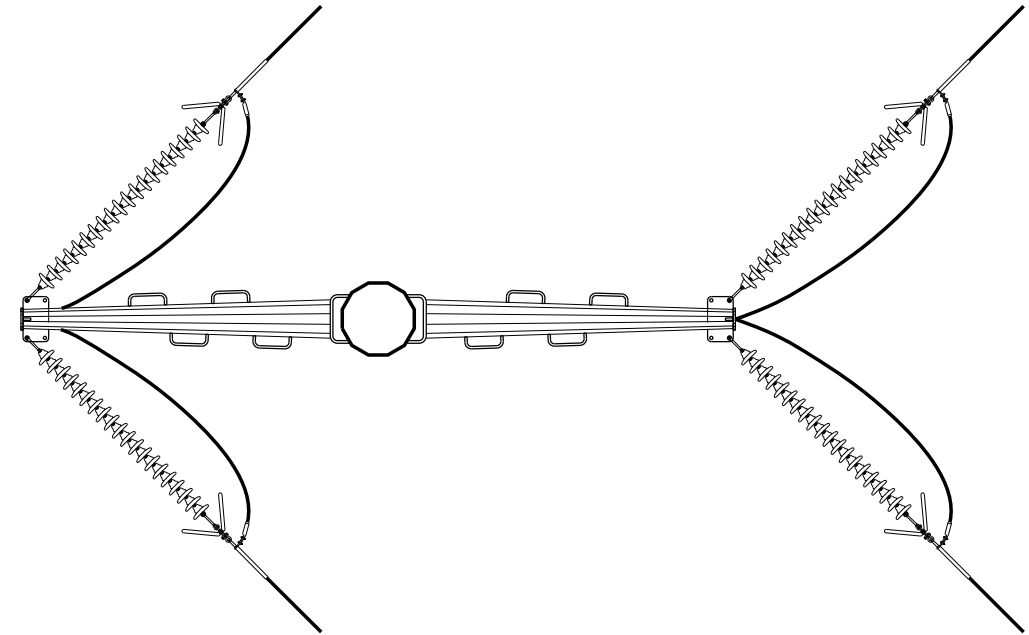




ELEVATION VIEW  
LOOKING SOUTHWEST  
SCALE: 1/8"=1'-0"



SECTION 1-1  
EHS AND OPGW ATTACHMENT  
SCALE: NONE



SECTION 2-2  
CONDUCTOR ATTACHMENT  
SCALE: NONE

ASSEMBLY	
STR SRDAHSZ5-5185	
FOR STEEL POLES	
STL XXXXXX-PST27750	
LD T229C008	
QTY	SUBASSEMBLIES
6	FIT-CST-004-006
4	FIT-DEB-016-002
2	FIT-DEC-004-002
12	FIT-DEC-029-001
1	GND-ROD-001-012
4	GND-WIR-015-022
2	GND-WIR-015-037
10	GND-WIR-341-007
1	GND-WIR-341-032
6	ING-BEL-004-017
6	INY-HLP-258-001
1	MRK-HDT-003-007

DRAWING REFERENCE

PLAN & PROFILE	T229G001
SUBASSEMBLY INDEX	T229X004

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INTERNAL INFORMATION; DO NOT COPY OR DISTRIBUTE WITHOUT EXPRESS WRITTEN CONSENT FROM XCEL ENERGY

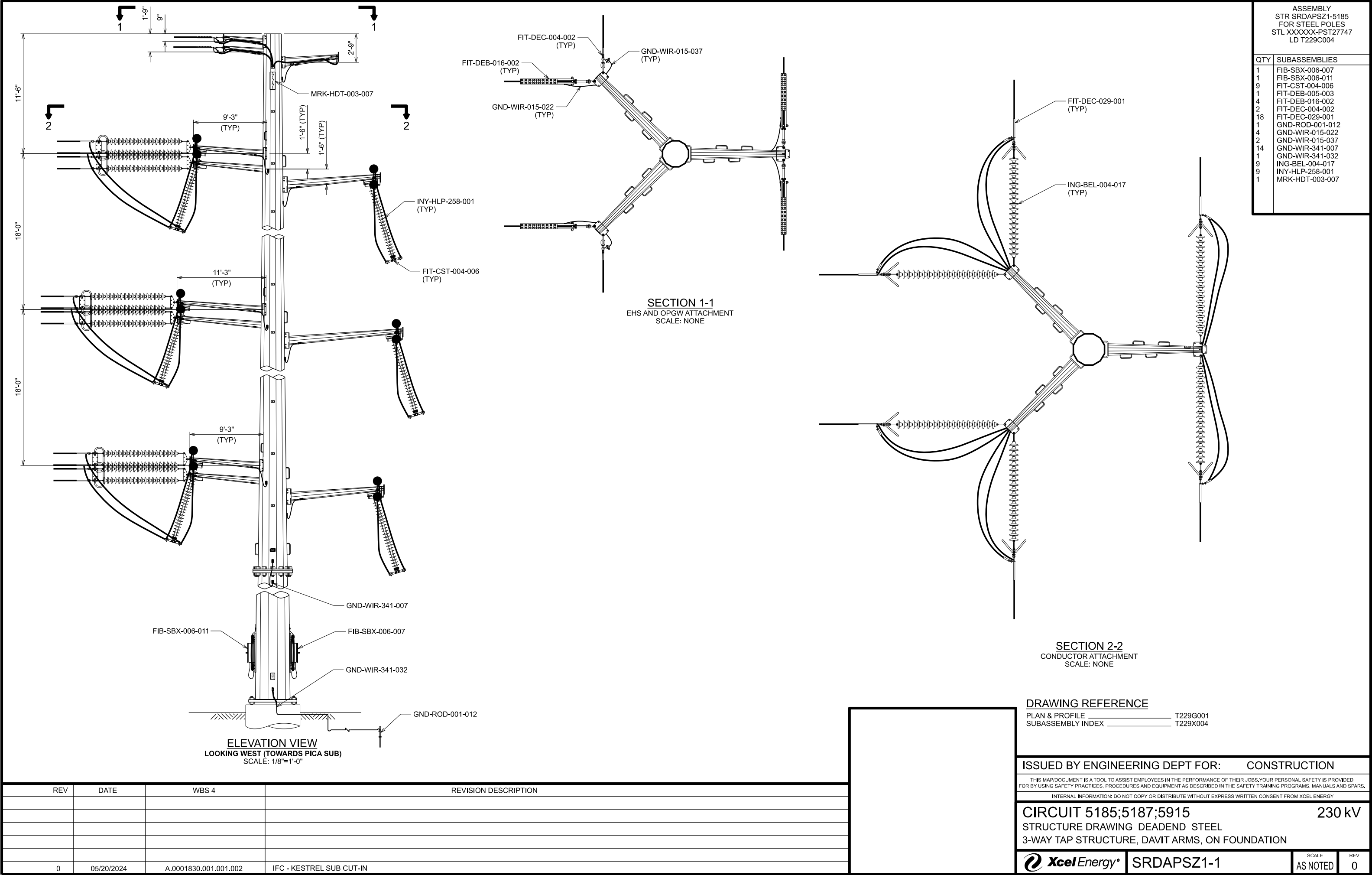
CIRCUIT 5185;5915 230 kV  
STRUCTURE DRAWING - DEADEND - STEEL - D.C. - SINGLE POLE  
90 DEGREE DEADEND, ON FOUNDATION

	SRDAHSZ5-1	SCALE	REV
		AS NOTED	0

REV	DATE	WBS 4	REVISION DESCRIPTION
0	05/20/2024	A.0001830.001.001.002	IFC - KESTREL SUB CUT-IN

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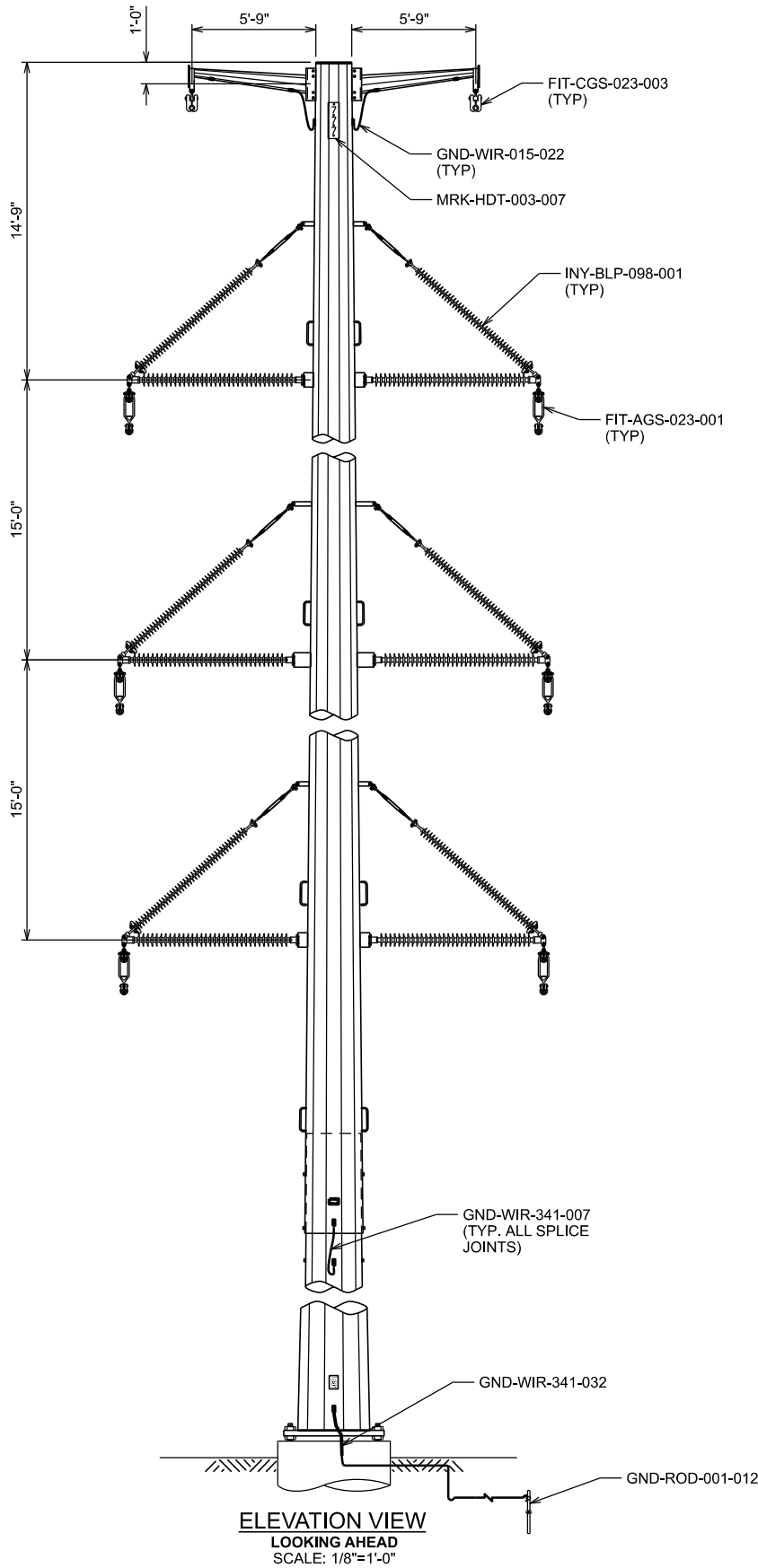




REV	DATE	WBS 4	REVISION DESCRIPTION
0	05/20/2024	A.0001830.001.001.002	IFC - KESTREL SUB CUT-IN

SRDAPSZ1-1.DGN  
11/10/2023 2:28:11 PM





ASSEMBLY STR SRSASZ1-5185 FOR STEEL POLES STL XXXXXX-PST27752 STL XXXXXX-PST27753 LD T229C007	
QTY	SUBASSEMBLIES
6	FIT-AGS-023-001
2	FIT-CGS-023-003
1	GND-ROD-001-012
2	GND-WIR-015-022
4	GND-WIR-341-007
1	GND-WIR-341-032
6	INY-BLP-098-001
1	MRK-HDT-003-007

DRAWING REFERENCE

PLAN & PROFILE \_\_\_\_\_ T229G001  
SUBASSEMBLY INDEX \_\_\_\_\_ T229X004

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INTERNAL INFORMATION; DO NOT COPY OR DISTRIBUTE WITHOUT EXPRESS WRITTEN CONSENT FROM XCEL ENERGY

CIRCUIT 5185;5915 230 kV  
STRUCTURE DRAWING - TANGENT - STEEL - D.C. - SINGLE POLE  
BRACED LINE POST, ON FOUNDATION



SRSAHBZ1-1

SCALE  
AS NOTED

REV  
0

REV	DATE	WBS 4	REVISION DESCRIPTION
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## **APPENDIX F     ABUTTING PROPERTY OWNERS**



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PIN	PARCELNB	SUBNAME	STREETNO	STREETDIR	STREETNAME	STREETSUF	LOCCITY	LOCZIP	CONCATADDR1	CONCATADDR2	OWNERNAME1	OWNERNAME2	OWNERNAMEFULL	OWNERADDRESS	OWNERADDRESSFULL	OWNERCITY	OWNERST	OWNERZIP	OWNERCSZ	OWNERCPP	LEGAL	SHAPE_Length	SHAPE_Area
181900000116	181900000116	<Null>								<Null>	COLORADO INTERSTATE GAS CO	ATTN PROPERTY TAX DEPT	COLORADO INTERSTATE GAS CO ATTN PROPERTY TAX DEPT	PO BOX 1087	PO BOX 1087	COLORADO SPGS	CO	809011087	COLORADO SPGS CO 80901-1087	<Null>	SECT,TWN,RNG:31-3-65 DESC: BEG 176 FT N OF SE COR SE4 SEC 31 TH W 1060 FT TH N 692 FT TH E 1060 FT TH S 692 FT TO POB 16/839A	0.011274	0.000007
181900000156	181900000156	<Null>					AURORA			AURORA CO	CORDILLERA CORPORATION		CORDILLERA CORPORATION	7800 EAST DORADO PL SUITE 250	7800 EAST DORADO PL SUITE 250	ENGLEWOOD	CO	801112306	ENGLEWOOD CO 80111-2306	<Null>	SECT,TWN,RNG:31-3-65 DESC: PARCEL ONE PARC IN SEC 31 DESC AS FOLS BEG AT THE NE COR OF SD SEC 31 TH S 00D 42M 24S E 30 FT TO A PT ON SLY ROW LN OF 26TH AVE SD PT BEING THE POB TH CONT S 00D 42M 24S E 2340/87 FT TO A PT ON NLY LN OF STRIP OF LAND SD STRIP LYING // WITH AND ADJ TO AND NLY OF THE NLY ROW OF THE UP RR TH TH N 83D 30M 08S W ALG NOLY LN OF SD STRIP A DIST OF 5290/95 FT TO A PT ON ELY ROW LN OF GUN CLUB RD SD ELY LN BEING 30 FT ELY OF AND // WITH W LN OF SD SEC 31 TH N 00D 17M 51S W 1080/11 FT TH N 89D 38M 36S E 615/90 FT TH N 00D 32M 11S W 588/41 FT TH ALG SD PARC THE FOL 2 COURSES 1JN 89D 37M 57S E 228/30 FT 2JTH N 00D 22M 03S W 40 FT TH N 89D 37M 57S E 1742/08 FT TH CONT S 89D 37M 57S E 2653/23 FT TO THE POB 235/551A	0.048501	0.0001
181900000127	181900000127	<Null>	24600	E	SMITH	RD			24600 E SMITH RD	<Null>	COLORADO INTERSTATE	GAS COMPANY	COLORADO INTERSTATE GAS COMPANY	P O BOX 1087	P O BOX 1087	COLORADO SPRINGS	CO	80901	COLORADO SPRINGS CO 80901	<Null>	SECT,TWN,RNG:31-3-65 DESC: BEG AT SE COR SE4 SEC 31 TH N 177 FT AL E LN SD SE4 TO NLY ROW LN I-70 TH W 1060 FT TH W 700 FT ALG SD NLY ROW OF I-70 TH N 2411/75 FT // TO E LN SD SE4 TO PT ON SLY ROW LN U P RR AND SLY LN SMITH RD TH S 83D 00M E 705/57 FT ALG SD RR ROW TH S 2328/48 FT TO POB 38/09A	0.017989	0.000016
181900005001	181900005001	COLORADO INTERSTATE CORP NO 9 U 1 S	24650		SMITH	RD			24650 SMITH RD	<Null>	COLORADO INTERSTATE GAS CO	ATTN PROPERTY TAX DEPT	COLORADO INTERSTATE GAS CO ATTN PROPERTY TAX DEPT	PO BOX 1087	PO BOX 1087	COLORADO SPRINGS	CO	809011087	COLORADO SPRINGS CO 80901-1087	<Null>	SUB:COLORADO INTERSTATE CORP NO 9 U 1 S BLK:1 LOT:1	0.016229	0.000016
181931401004	181931401004	PROLOGIS PARK 70	1990		GUN CLUB	RD	AURORA		1990 GUN CLUB RD	AURORA CO	WHOLESALERS PROPERTY CO LLC	C/O WGS COMPLIANCE SERVICES	WHOLESALERS PROPERTY CO LLC C/O WGS COMPLIANCE SERVICES	3110 KETTERING BLVD	3110 KETTERING BLVD	MORaine	OH	45439	MORaine OH 45439	<Null>	PROLOGIS PARK 70 SUBD FLG NO 4 BLK 1 LOT 1	0.010216	0.000007
181931302004	181931302004	PROLOGIS PARK 70	24000	E	19TH	AVE	AURORA		24000 E 19TH AVE	AURORA CO	FURNITURE ROW COLO LLC		FURNITURE ROW COLO LLC	5651 BROADWAY	5651 BROADWAY	DENVER	CO	802161021	DENVER CO 80216-1021	<Null>	SUB:PROLOGIS PARK 70 FILING NO 6 BLK:1 LOT:1	0.016169	0.000015
181931402002	181931402002	PROLOGIS PARK 70	24210	E	19TH	AVE	AURORA		24210 E 19TH AVE	AURORA CO	O REILLY AUTO ENTERPRISES LLC		O REILLY AUTO ENTERPRISES LLC	PO BOX 9167	PO BOX 9167	SPRINGFIELD	MO	658019167	SPRINGFIELD MO 65801-9167	<Null>	SUB:PROLOGIS PARK 70 FILING NO 5 BLK:1 LOT:1	0.011496	0.000008
181900000091	181900000091	<Null>								<Null>	CORDILLERA CORPORATION		CORDILLERA CORPORATION	7800 EAST DORADO PL SUITE 250	7800 EAST DORADO PL SUITE 250	ENGLEWOOD	CO	801112306	ENGLEWOOD CO 80111-2306	<Null>	SECT,TWN,RNG:31-3-65 DESC: PARCEL TWO PARC OF LAND IN SEC 31 DESC AS FOLS BEG AT A PT ON W LN OF SD SEC 31 WHICH IS S 00D 22M 00S W 1885/72 FT M/L FROM THE NW COR OF SD SEC 31 AND IS ALSO ON THE N EDGE OF A UP RR ROW BEING 400 FT WIDE AND LOCATED EQUALLY ON BOTH SIDES OF THE RR TRACTS TH S 82D 50M 27S E 5320/51 FT ALG THE N EDGE OF THE UP ROW TO A PT WHICH IS S 00D 02M 25S E 2521/58 FT M/L FROM THE NE COR AND ON THE E LN OF SEC 31 TH N 00D 02M 25S W 151/19 FT TH N 82D 50M 27S W 5319/40 FT M/L TO PT ON W LN OF SD SEC 31 TH S 00D 22M 00S W 151/06 FT M/L TO THE POB EXC W 30 FT AND EXC E 30 FT 18/111A	0.03813	0.000008
181931401003	181931401003	PROLOGIS PARK 70	1910	N	GUN CLUB	RD	AURORA		1910 N GUN CLUB RD	AURORA CO	CHERRY OWNER II LLC		CHERRY OWNER II LLC	ATTN: BEN BRUDNEY	ATTN: BEN BRUDNEY 30 HUDSON YARDS FL 75	NEW YORK	NY	100012170	NEW YORK NY 10001-2170	<Null>	SUB:PROLOGIS PARK 70 FILING NO 2 BLK:2 LOT:1 EXC PARC (REC NO 2012000076989)	0.008964	0.000004



Parcel ID	PIN	Folio	Situs Address	Situs City & Zip	Owner Name	Owner Address	Owner City & Zip	Classification	Neighborhood	Code	NEIGHBORHOOD	Appraised Value	Improvement Value	Land Value	Assessed Value	Taxable Value	Building Square Footage	PUC Code	PUC		Last Sale Date	Last Sale Price	Reception Number	Photo Attachment	GIS Area	GIS Perimeter	created_u	created_u	last_edited_u	last_edited_u	Globalid *	NOV_YN	Shape_Length	Shape_Area	
1977-00-0-00-272	33753267	3197700000272			E-470 PUBLIC HIGHWAY AUTHORITY	22470 E 6TH PKWY	AURORA CO 80018-2423	Political Sub Non-Residential	2945	TWNSHP 1975-1977 and 2071-2073	500	<Null>	500	145	0	<Null>	9249	Political Sub Non-Residential			6/14/1996		0	A6076906	<Null>	20210.03285	783.329837	<Null>	<Null>	<Null>	<Null>	(89CDB723-0B28-45F9-9AB2-72FB75A4AC74)	<Null>	783.329837	20210.03285
1977-00-0-00-273	33753275	3197700000273			E-470 PUBLIC HIGHWAY AUTHORITY	22470 E 6TH PKWY	AURORA CO 80018-2423	Political Sub Non-Residential	2945	TWNSHP 1975-1977 and 2071-2073	865	<Null>	865	251	0	<Null>	9249	Political Sub Non-Residential			5/16/1996		0	A6063059	<Null>	75434.07194	1545.59975	<Null>	<Null>	<Null>	<Null>	(81D67D7F-A128-4D6D-84CF-7CE298D9C1E9)	<Null>	1545.59975	75434.07194
1977-00-0-00-299	34239634	3197700000299			E-470 PUBLIC HIGHWAY AUTHORITY	22470 E 6TH PKWY	AURORA CO 80018-2423	Political Sub Non-Residential	2945	TWNSHP 1975-1977 and 2071-2073	15500	<Null>	15500	4495	0	<Null>	9249	Political Sub Non-Residential			4/12/2001		0	B1076982	<Null>	1352097.547	11380.18664	<Null>	<Null>	<Null>	<Null>	(B68C96B0-F7E5-4355-AFFD-B21E19690CA9)	<Null>	11380.18664	1352097.547
1977-00-0-00-514	35464181	3197700000514			WEI-YI CHANG	12550 ROSY CIR	LOS ANGELES CA 90066	Agricultural	5006	AG - TWN 1977 and 2071	1919	<Null>	1919	507	507	<Null>	4000	Agricultural			10/21/2021		0	E1161399	<Null>	678998.1834	3378.998971	<Null>	<Null>	<Null>	<Null>	(8D807276-DAB5-4845-BD8C-213AC69AA07A)	<Null>	3378.998971	678998.1834
1977-00-0-00-509	35464121	3197700000509	24360 E COLFAX AVE	AURORA CO, 80011-5517	CITY OF AURORA	15151 E ALAMEDA PKWY STE 500	AURORA CO 80012-1555	Political Sub Non-Residential	5006	AG - TWN 1977 and 2071	2374	<Null>	2374	688	0	<Null>	9249	Political Sub Non-Residential			10/15/2021		0	E1157157	<Null>	899416.9571	6262.420533	<Null>	<Null>	<Null>	<Null>	(1E440C2D-8BB8-4F6D-9997-8F2062B58723)	<Null>	6262.420533	899416.9571
1977-06-2-03-001	35436489	3197706203001			AURORA CROSSROADS LLC	4100 E MISSISSIPPI AVE STE 500	GLENDALE CO 80246-3053	Agricultural	5006	AG - TWN 1977 and 2071	1327	<Null>	1327	350	350	<Null>	4000	Agricultural			<Null>	<Null>	<Null>	<Null>	499841.8099	3095.190259	<Null>	<Null>	<Null>	<Null>	(B3749EF1-9370-48F8-9F6C-62BF0230F585)	<Null>	3095.190259	499841.8099	
1977-06-1-01-002	35464202	3197706101002	24550 E COLFAX AVE	AURORA CO, 80018-1640	CITY OF AURORA	15151 E ALAMEDA PKWY SUITE 5 FLR	AURORA CO 80012-1555	Political Sub Non-Residential	3678	1977, 1979, 1981, 2069 & 2071	708990	66570	642420	205607	0	<Null>	9249	Political Sub Non-Residential			<Null>	<Null>	<Null>	<Null>	552163.489	5448.684031	<Null>	<Null>	<Null>	<Null>	(4C921256-E00A-42EE-A52D-A3F9D65A2730)	<Null>	5448.684031	552163.489	
1977-06-2-03-003	35436501	3197706203003			AURORA CROSSROADS LLC	4100 E MISSISSIPPI AVE STE 500	GLENDALE CO 80246-3053	Agricultural	5006	AG - TWN 1977 and 2071	1173	<Null>	1173	310	310	<Null>	4000	Agricultural			<Null>	<Null>	<Null>	<Null>	466547.8437	3203.515843	<Null>	<Null>	<Null>	<Null>	(65C8B847-DCD3-4ACE-A1F6-74807907E9F7)	<Null>	3203.515843	466547.8437	
1977-00-0-00-513	35464172	3197700000513			CITY OF AURORA	15151 E ALAMEDA PKWY SUITE 5 FLR	AURORA CO 80012-1555	Political Sub Non-Residential	5006	AG - TWN 1977 and 2071	2872	<Null>	2872	833	0	<Null>	9249	Political Sub Non-Residential			<Null>	<Null>	<Null>	<Null>	893301.2844	4031.074508	<Null>	<Null>	<Null>	<Null>	(8D086097-8162-4123-9C13-5DECC2EAD693)	<Null>	4031.074508	893301.2844	
1977-00-0-00-512	35464156	3197700000512			CITY OF AURORA	15151 E ALAMEDA PKWY SUITE 5 FLR	AURORA CO 80012-1555	Political Sub Non-Residential	2945	TWNSHP 1975-1977 and 2071-2073	219520	<Null>	219520	63661	0	<Null>	9249	Political Sub Non-Residential			<Null>	<Null>	<Null>	<Null>	119547.3247	2040.274335	<Null>	<Null>	<Null>	<Null>	(1B6EC8C5-08D0-48E6-8111-CD88CODE01E)	<Null>	2040.274335	119547.3247	
1977-06-2-02-001	35436471	3197706202001			SISTERS CHARITY LEAVENWORTH HEALTH SYSTEM INC	500 ELDORADO BLVD STE 4300	BROOMFIELD CO 80021-3564	Agricultural	5006	AG - TWN 1977 and 2071	4202	<Null>	4202	1109	1109	<Null>	4000	Agricultural			<Null>	<Null>	<Null>	<Null>	1310213.746	5109.842769	<Null>	<Null>	<Null>	<Null>	(DA95902D-D6FF-AACF-909F-A62C48008C03)	<Null>	5109.842769	1310213.746	
1977-06-2-01-001	35436462	3197706201001			QTS AURORA LLC	12851 FOSTER ST	OVERLAND PARK KS 66213-2705	Agricultural	5006	AG - TWN 1977 and 2071	9863	<Null>	9863	2604	2604	<Null>	4000	Agricultural			4/5/2021	22820510	E1055603	<Null>	<Null>	2946383.283	7814.294116	<Null>	<Null>	<Null>	<Null>	(8E6782D1-22AB-4919-A864-F4C165482C9D)	<Null>	7814.294116	2946383.283
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1977-00-0-00-285	33946774	3197700000285			E-470 PUBLIC HIGHWAY AUTHORITY	22470 E 6TH PKWY	AURORA CO 80018-2423	Political Sub Non-Residential	2945	TWNSHP 1975-1977 and 2071-2073	44000	<Null>	44000	12760	0	<Null>	9249	Political Sub Non-Residential			8/10/1998		0	A8138245	<Null>	23886.32845	801.968715	<Null>	<Null>	<Null>	<Null>	(3F36528F-A7A0-4649-AE9D-D0BE98BA6CE1)	<Null>	801.968715	23886.32845
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1977-00-0-00-334	34748043	3197700000334			PROPERTY RESERVE INC	PO BOX 511196	SALT LAKE CITY UT 84151-1196	Agricultural	5006	AG - TWN 1977 and 2071	30058	<Null>	30058	7935	7935	<Null>	4000	Agricultural				<Null>	<Null>	9368346.8414	15497.42975	<Null>	<Null>	<Null>	<Null>	(110296F9-51A9-4D58-822B-5C3CE404833A)	<Null>	15497.42975	9368346.8414		
1977-00-0-00-300	34239707	3197700000300			CENTURYTEL FIBER COMPANY II LLC	PO BOX 260888	PLANO TX 75026-0888	Non Taxable Property	2945	TWNSHP 1975-1977 and 2071-2073	52800	<Null>	52800	15312	0	<Null>	9000N	Non Taxable Property			7/2/2003		0	B3199445	<Null>	29164.93253	704.600184	<Null>	<Null>	<Null>	<Null>	(B6939388-6812-4D08-AC6B-2BAF97FF90D0)	<Null>	704.600184	29164.93253
1977-00-0-00-271	33753259	3197700000271			E-470 PUBLIC HIGHWAY AUTHORITY	22470 E 6TH PKWY	AURORA CO 80018-2423	Political Sub Non-Residential	2945	TWNSHP 1975-1977 and 2071-2073	500	<Null>	500	145	0	<Null>	9249	Political Sub Non-Residential			6/18/1996		0	A6077434	<Null>	16554.93881	759.668678	<Null>	<Null>	<Null>	<Null>	(E549356C-FFAC-4D77-8998-8BAC89971F69)	<Null>	759.668678	16554.93881
1977-06-3-01-001	35351661	3197706306001	23505 E 6TH AVE	AURORA CO, 80018	JP MORGAN CHASE BANK	8111 PRESTON RDG STE 200	DALLAS TX 75225-6361	Offices	3678	1977, 1979, 1981, 2069 & 2071	47842300	45342300	2500000	13874267	13874267	<Null>	2220	Offices			<Null>	<Null>	<Null>	<Null>	4228720.498	9558.619221	<Null>	<Null>	<Null>	<Null>	(AA1E6FD4-3A62-4857-BD28-5570A9D448D4)	<Null>	9558.619221	4228720.498	
1977-00-0-00-511	35464148	3197700000511			WEI-YI CHANG	12550 ROSY CIR	LOS ANGELES CA 90066	Vacant Land	2945	TWNSHP 1975-1977 and 2071-2073	100000	<Null>	100000	29000	29000	<Null>	0	Vacant Land			10/21/2021		0	E1161399	<Null>	54293.86513	1020.201212	<Null>	<Null>	<Null>	<Null>	(2781A7EF-BD8D-4A33-8667-7937FF1545CF)	<Null>	1020.201212	54293.86513



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## **APPENDIX G      RESPONSE PROCEDURES FOR UTILITY EMERGENCIES**



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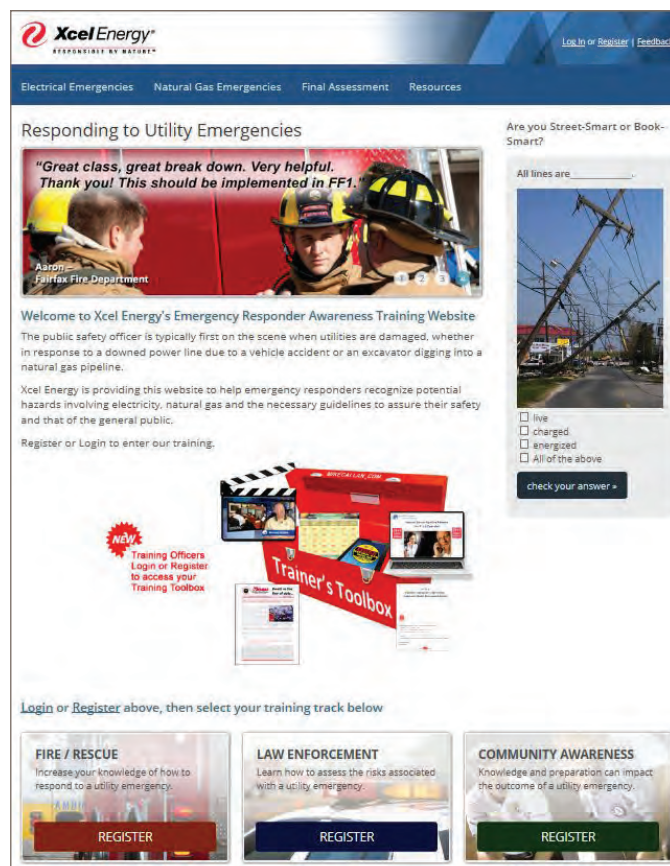
## You're first on the scene. What's next?

As an emergency responder you do everything possible to keep your community safe. But if the situation involves electricity or natural gas, do you know how to keep the public and your team safe? Utility emergencies present unique dangers to recognize and handle. Knowing about them and specific actions to take can lead to better results and, ultimately, to saved lives.

### Responding to Utility Emergencies (RTUE) Online

(<https://Xcel-Energy.RTUEonline.com>) can effectively bridge the knowledge gap. It complements your department's training program, and gives you new information. It also provides a refresher about working safely during a utility emergency.

RTUE Online offers access to effective interactive training based on national standards. It includes learning objectives and application activities to educate and engage all types of responders, including firefighters, police officers and other emergency personnel. Training can be tracked and a certificate will be offered upon completion of the course.



"Nice work, you should be proud of this valuable safety training tool ...

Best tool I've seen so far in my career as a fire fighter (24 years) and utility professional (31 years)."

UTILITY SAFETY CONSULTANT  
AND MINNESOTA FIREFIGHTER

<https://Xcel-Energy.RTUEonline.com>

For more information please contact [PublicSafety@xcelenergy.com](mailto:PublicSafety@xcelenergy.com).

This awareness training program is provided to you compliments of Xcel Energy.



Also, RTUE Online is continually updated to ensure you have relevant, real-time information. The course incorporates interactive media and features former fire captain and nationally-recognized author Mike Callan.

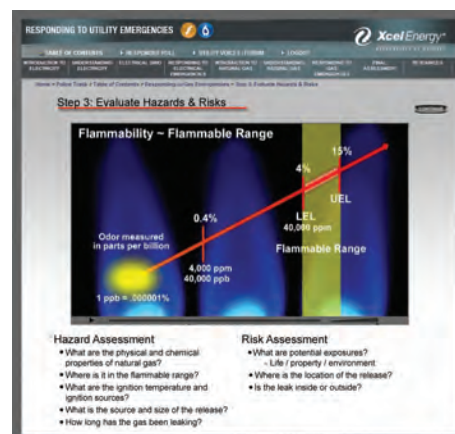


### About Mike Callan

Mike Callan is a 40-year veteran of the fire service, serving 20 of those years as a Captain with the Wallingford, Connecticut Fire Department. In 2013, Mike was awarded the John M. Eversole Lifetime Achievement Award to recognize his distinguished career in hazardous materials emergency response. In addition to Responding to Utility Emergencies, Mike has written numerous training and instructor guides and conducts safety, chemical and emergency response programs for industrial and municipal hazmat teams throughout the U.S. Mike is passionate about accident prevention through education, and most importantly, about saving lives.



Want to learn more? Please visit us at <https://Xcel-Energy.RTUEonline.com> or contact us at [PublicSafety@xcelenergy.com](mailto:PublicSafety@xcelenergy.com).



### Training tracks for fire/rescue and law enforcement cover:

- ⚡ Understanding Electricity
- ⚡ The Electrical Grid
- ⚡ Responding to Electrical Emergencies
- 🔍 Understanding Natural Gas
- 🔍 Responding to Natural Gas Emergencies

"Hello, My Name is Chief Wes Williams with the Ruggles-Troy Volunteer Fire Department in Nova, Ohio. I am writing to let you know that this site will be beneficial to ALL emergency first responders. The site is user friendly as well as informational without losing your interest. Job well done!"



## Substation fire response

The overall mission of an emergency response involving Xcel Energy substations is always to:

1. Protect lives.
2. Establish a protective perimeter around the substation, protecting surrounding structures: DO NOT enter or extinguish any substation equipment until given authorization by Xcel Energy substation personnel.
3. Assist Xcel Energy in efforts to stabilize the incident, as directed/needed.

Responders must use extreme caution around high voltage areas due to the severe electric hazards. High voltages in these sites can exceed 500,000 volts, or 500 kilovolts (kV), and operating amperages (A) of 1000A or more. Substations contain transformers, circuit breakers, switch gear, capacitors, bus bars (large diameter, non-insulated metal conductors) and large banks of batteries to control power in control rooms.

Electrical emergencies at Xcel Energy substations should be approached cautiously. Responders should wait for Xcel Energy personnel to arrive before initiating any type of offensive actions (see note 2 above). Since there is extreme risk to responders during high voltage emergencies, decisions must be made by the emergency services incident command in conjunction with Xcel Energy's incident commander. Unified command is critical in these types of operations.

### Caution

Substations can have a great deal of oil. It is used for cooling transformers and as an arc suppression agent while opening a circuit breaker. In some facilities the oil reservoir can be very large, or stored indoors.

When there is a fire or damage to oil-cooled equipment, an oil spill can result. Regular hazardous materials tactics can be employed if the area is free from any energized equipment. Most utilities have eliminated the polychlorinated biphenyl (PCB) problem in their cooling oils; however, the real hazards are the flammability of heated oils and the ever-present danger of energized equipment.

## Emergency numbers

**IMPORTANT:** These numbers are for emergency responders only. **DO NOT release these numbers** to the public! Ensure that 911 dispatchers do not transfer calls to our Emergency Response Line.

### Life-threatening

#### Electric emergencies

800.641.4400

#### Natural gas emergencies

800.541.8441

### Non life-threatening

#### Emergencies or Essential Services Outages

800.771.7300

## General public numbers

#### Xcel Energy electric outage

800.895.1999

#### Xcel Energy gas emergency/gas odor

800.895.2999

#### Xcel Energy residential customer service

800.895.4999

#### Xcel Energy business solutions center

800.481.4700

#### TDD/TYY (hearing-impaired service)

800.895.4949

[xcelenergy.com/Safety](http://xcelenergy.com/Safety)



## Fire safety response for substation emergencies



**Any operation involving Xcel Energy substations requires de-energizing the affected equipment and isolating of the surrounding area. If entry is deemed necessary by a unified command team, emergency personnel should be guided by Xcel Energy substation electricians.**





## Unified command at utility emergencies

In large incidents, it is common to use a modified incident command structure, called unified command, whereby representatives from both the emergency services command and utility companies work together. They share information and coordinate personnel to develop an overall action plan that best solves the problem. The unified command team develops an incident action plan that uses agreed-upon strategies and tactics to accomplish the mission.

In high voltage emergencies involving an electric substation or a generation plant, the unified command process is the only way to guarantee success and assure the safety of all responders and utility personnel at the scene. Unified command at utility emergencies provides a joint method for incident management teams to:

- Determine incident priorities and identify strategic goals
- Select tactics for achieving the strategic incident goals and priorities
- Ensure joint planning for objectives and tactical activities
- Allow joint tactical operations to be conducted
- Maximize the use of all assigned resources
- Provide a method for resolving conflicts among the team players

## Decision making for high voltage/substation emergencies

The initial task during high voltage emergencies involving Xcel Energy substations is to determine the tactical action plan. This is done by assessing the incident's potential. The incident commander (IC), based on input from the Xcel Energy, should estimate the likely outcome of the emergency and select the overall operating strategy to favorably impact this outcome.

Pre-planning for substation emergencies will help identify response strategies and tactics, as determined by representatives from both the emergency services and local utility companies, like Xcel Energy. The absence of a preplan for a substation or generation plant emergency raises the risk of disaster and injury.



## Pre-planning questions

### What type of incident is it?

Is it a generation substation or distribution substation incident? Is the equipment visible from the outside, or is it inside a surrounding wall or building?

### Are all safety considerations identified?

Have all electrical safety hazards or considerations associated with the event been identified? Has the site been de-energized and verified by Xcel Energy substation electricians? Can the emergency area be isolated from electricity, and is it of a magnitude that would allow operations without fear of runoff, steam or extinguishing agent contacting energized equipment and causing an arc?

### Is there an electrical hazard still present?

Even though the immediate area has been de-energized, equipment nearby may remain energized.

### What is the location of the incident?

Is the substation in a rural or remote outside area (perimeter chain link fence), in a populated area (perimeter "fence" limiting view inside), or in the heart of the city (potentially inside a building)?

### What is the external public impact?

Has Xcel Energy addressed the informational needs of the emergency services, the impact on the public and what will be necessary to lessen the public's fear, imposition and loss of power? Xcel Energy's communications team is ready to respond.

### Are there any other hazards present?

Could there be an explosion, structural instability due to earthquake, mechanical equipment or hazardous materials present. In many substations there is combustible oil used to cool the circuit breakers and transformers. This hazard can create large flammable liquid fires outside and inside the substation.

### Can the incident escalate?

What could possibly happen that would make this incident worse and has it been addressed? Can oil in transformers ignite or explode? Will the oil flow through duct openings or travel to lower floors?

## Strategy and tactics for substation emergencies

**Strategy** is the overall goal of the response effort.

Strategies are general in nature, such as life safety, incident stabilization, environmental impact and utility service restoration. Examples of common strategic goals at utility emergencies could include the following:

- Rescue (if possible and can be done safely)
- Public protective actions (isolate downed wires, arc safety and downwind evacuation)
- Preventing cooling oil from impacting the environment
- Controlling the spread of oil around the substation
- Fire suppression and control
- Safety during restoration operations

Tactics are action specific and they are implemented to achieve the strategic goals. Tactics could include:

- Protecting in place vs. evacuating
- Use extinguishing agents rather than water spray
- Cooling exposures from radiant heat

## Operational modes

Mitigating a utility emergency must be implemented in an overall operational mode. The three modes are non-intervention, defensive and offensive. Criteria for evaluating operational modes include:

- Level of available resources (e.g. personnel and equipment)
- Level of training and capabilities of emergency responders
- Potential harm created by the incident

### Nonintervention

"No action" is taken. The risks of intervening are unacceptable when compared to the dangers of fighting the electrical fire. All personnel are withdrawn to a safe location.

### Defensive

Conditions indicate that the defensive actions chosen will buy time, enabling the response effort to be directed towards limiting the overall spread of the problem.

### Offensive

The offensive mode must never be initiated without Xcel Energy substation electricians present to advise the responder. All operations must be done in conjunction with, and under the direct supervision of substation personnel.



## **APPENDIX H      PRELIMINARY DRAINAGE LETTER**



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**Wright Water Engineers, Inc.**

2490 West 26th Ave., Suite 100A  
Denver, Colorado 80211  
(303) 480-1700 TEL  
(303) 480-1020 FAX

www.wrightwater.com  
e-mail: aearles@wrightwater.com

November 9, 2023

**Via online submittal**

Janet Bender, P.E., CFM  
Drainage Supervisor Development Review  
Aurora Water  
15151 E. Alameda Parkway  
Aurora, CO 80012

Re: Preliminary Drainage Letter for Public Service Company of Kestrel 230 kV Interconnection Project

Dear Janet:

The Public Service Company of Colorado (PSCo) proposes to interconnect with an existing PSCo-owned 230-kV transmission line to provide service to a new data center campus on 80 acres of developing property in north Aurora near 10<sup>th</sup> Avenue and North Gun Club Road. PSCo proposes to construct, operate, and maintain a 230-kV overhead, steel, single-pole, double-circuit transmission line extension from the interconnection point to PSCo's proposed Kestrel Substation. The transmission line extension will be approximately 1.3 miles long, of which approximately 0.8 miles will be in the City of Aurora. The Project is located in north Aurora and is generally bounded by Gun Club Road and E-470 on the west, Powhaton Road on the east, Smith Road and the Union Pacific Railroad (UPRR) on the north, and Sixth Avenue 0.5 miles to the south. The Project is subject to the City of Aurora's storm water quality control regulations, as described in the City of Aurora Storm Drainage Design and Technical Criteria (Criteria).

The proposed right of way for the new 230-kV transmission line will be approximately 100 feet wide, with 50 feet on either side of the centerline. The Project is adding approximately 400 square feet of impervious area (maximum of 40 square feet per monopole foundation). The impervious area is unconnected because the tower foundations are surrounded by pervious right of way, and the runoff from the impervious tower foundations occurs over this pervious area as sheet flow prior to entering the drainage system. To evaluate the proposed imperviousness associated with the tower foundations and effects of runoff, WWE performed calculations using MHFD's Runoff Reduction worksheet in the UD-BMP workbook. WWE's analysis assumed additional imperviousness of 40 square feet (unconnected impervious area, UIA) for each tower surrounded by receiving pervious area (RPA) based on one half of the right of way area. These calculations show that the water quality event would be fully infiltrated by the RPA. Given a ratio of RPA:UIA of 62:1, the RPA would also provide effective flood attenuation for the small increases in peak flows from the tower foundations. The Runoff Reduction worksheet output is provided in Attachment 1.

In response to key issues raised at the Pre-application meeting on May 4, 2023, the proposed transmission line has been sited to avoid the placement of structures within the Prologis Tributary adjacent to EDN206217. PSCo has reviewed the locations of the storm sewer alignment shown in



EDN221360 and the tailwater basin associated with EDN222291. Proposed transmission structures have been sited to avoid these areas. PSCo has researched existing drainage patterns at each tower location and the transmission structures have been sited to avoid impacts to existing or future drainage paths.

Upon completion of construction, disturbed areas will be returned to preconstruction elevations and cover conditions, apart from pole foundations, which will replace vegetation with concrete. Areas where vegetation existed prior to construction will be re-vegetated with seed and mulch, in accordance with the approved erosion and sediment control plans and accompanying stormwater management plan (SWMP) narrative. Because the Project will not result in changes to existing drainage or topography, and the increase in imperviousness is insignificant, PSCo requests that the site be exempted from water quality requirements. The applicable exemptions and justification are discussed below.

Wright Water Engineers, Inc. (WWE) has reviewed the City of Aurora MS4 Permit (certification number COS000003) and the City of Aurora Storm Drainage Criteria and has not located an explicit list of project types that qualify for exemption in either. However, other, more recently-updated general MS4 permits allow for an exemption for aboveground and/or underground utility construction where the activities or maintenance of the infrastructure does not permanently alter the terrain, ground cover, or drainage patterns from those present prior to the construction activity. The attached calculations demonstrate that runoff from the tower foundations in the water quality event would be fully infiltrated in the surrounding right of way. As such, on behalf of PSCo, WWE is requesting that Aurora grant an exemption from post-construction stormwater management requirements.

WWE appreciates your review of this drainage letter. Please do not hesitate to reach out with any questions or concerns.



Sincerely,

WRIGHT WATER ENGINEERS, INC.

By

A handwritten signature in blue ink, appearing to read "Andrew Earles", written over a horizontal line.

Andrew Earles, Ph.D., P.E., CPESC  
Vice President of Water Resources  
Colorado Professional Engineer No. 37237

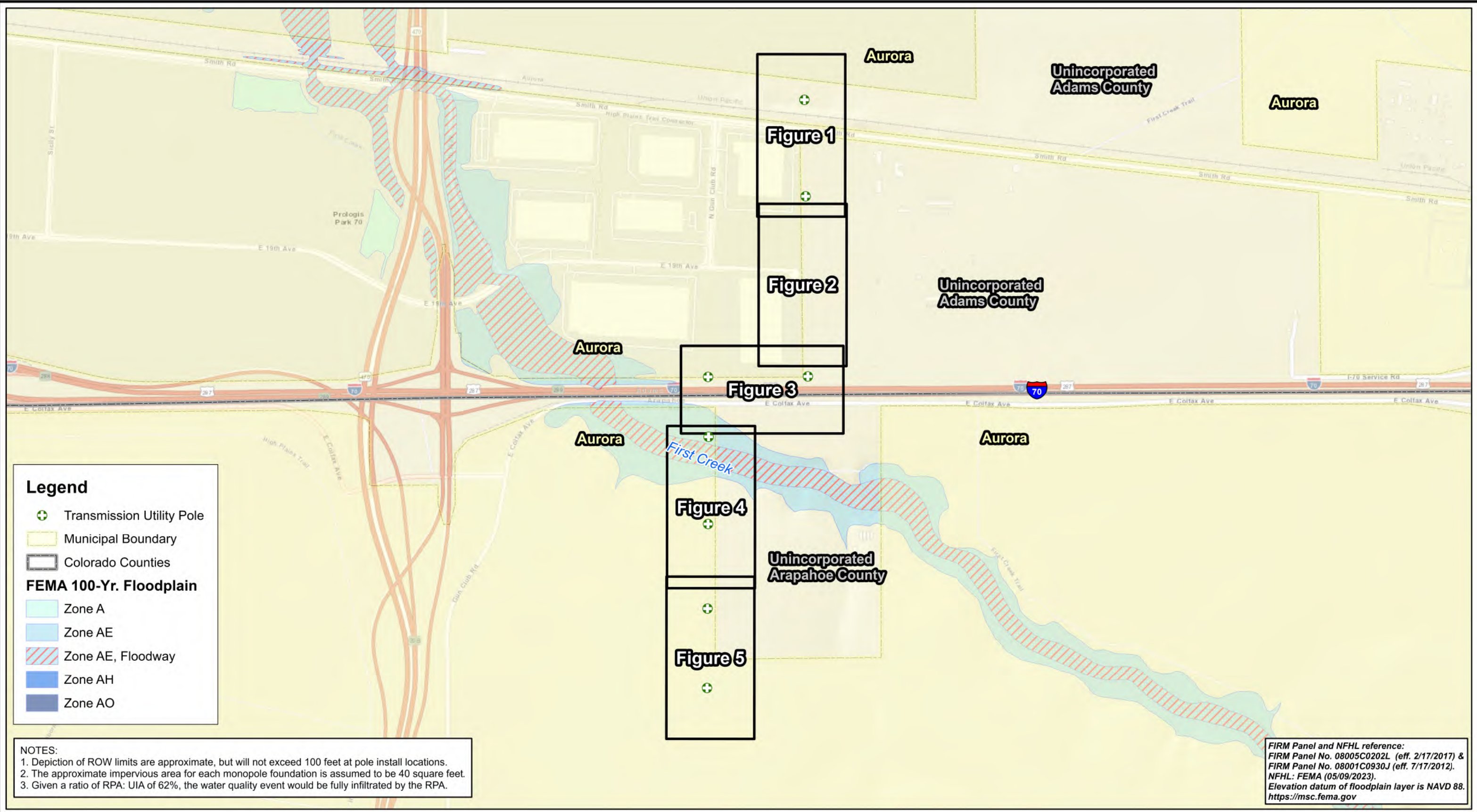
Attachment 1: MHFD's Runoff Reduction worksheet in the UD-BMP workbook

Attachment 2: Project Figures depicting runoff from UIA



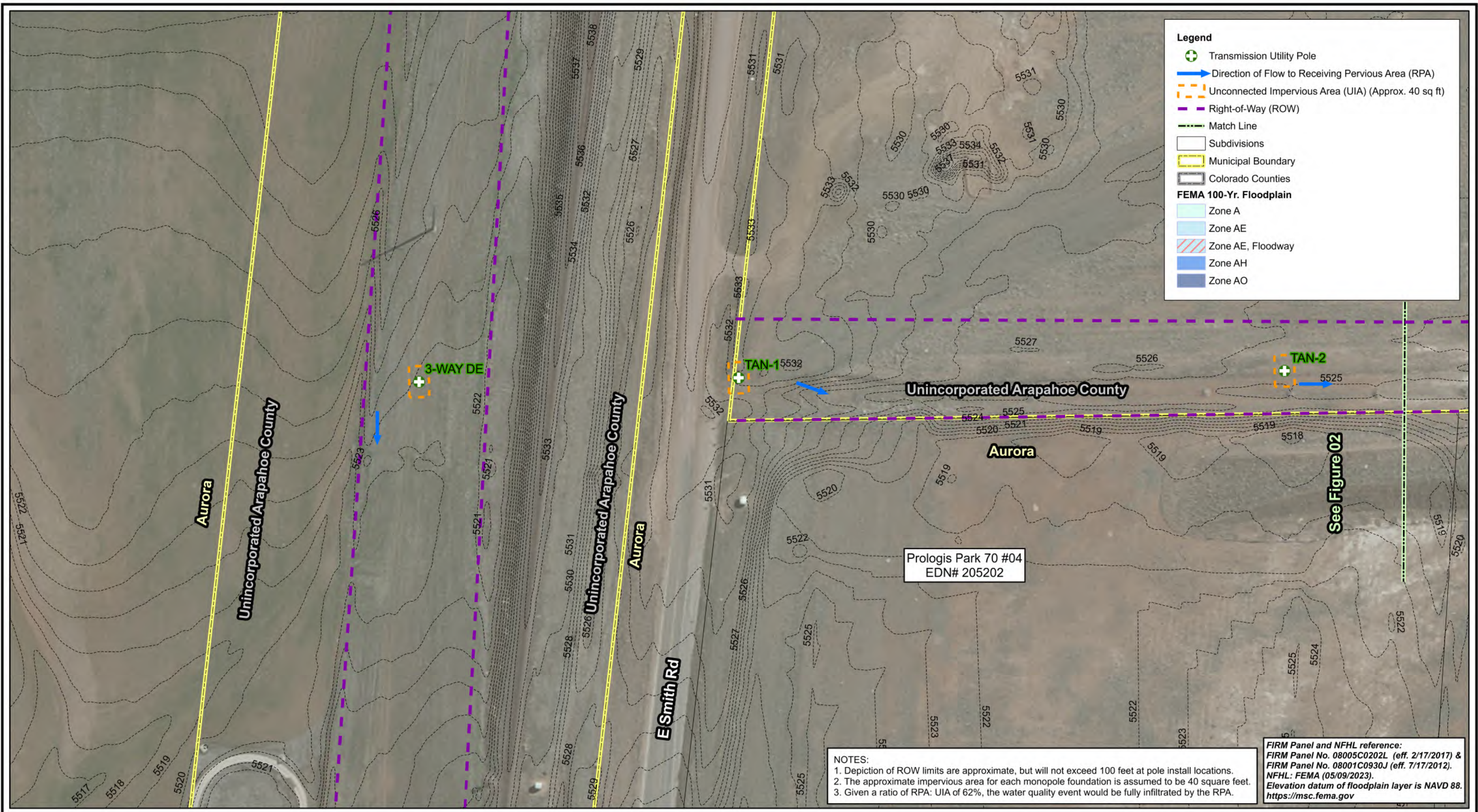
Design Procedure Form: Runoff Reduction													
UD-BMP (Version 3.07, March 2018)													
Sheet 1 of 1													
Designer:	Earles												
Company:	WWE												
Date:	November 9, 2023												
Project:	Kestrel Tower Runoff Reduction												
Location:	Aurora												
<b>SITE INFORMATION (User Input in Blue Cells)</b>													
<div style="display: flex; justify-content: space-between;"> <div>WQCV Rainfall Depth</div> <div style="border: 1px solid black; padding: 2px;">0.60</div> <div>inches</div> </div>													
<div style="display: flex; justify-content: space-between;"> <div>Depth of Average Runoff Producing Storm, <math>d_0</math> =</div> <div style="border: 1px solid black; padding: 2px;">0.43</div> <div>inches (for Watersheds Outside of the Denver Region, Figure 3-1 in USDCM Vol. 3)</div> </div>													
	Area Type	UIA:RPA											
	Area ID	Tower											
Downstream Design Point ID	Downstream Design Point ID	US											
	Downstream BMP Type	None											
	DCIA (ft <sup>2</sup> )	--											
	UIA (ft <sup>2</sup> )	40											
	RPA (ft <sup>2</sup> )	2,480											
	SPA (ft <sup>2</sup> )	--											
	HSG A (%)	0%											
	HSG B (%)	0%											
	HSG C/D (%)	100%											
Average Slope of RPA (ft/ft)		0.050											
UIA:RPA Interface Width (ft)		13.00											
<b>CALCULATED RUNOFF RESULTS</b>													
	Area ID	Tower											
	UIA:RPA Area (ft <sup>2</sup> )	2,520											
	L / W Ratio	14.91											
	UIA / Area	0.0159											
	Runoff (in)	0.00											
	Runoff (ft <sup>3</sup> )	0											
	Runoff Reduction (ft <sup>3</sup> )	2											
<b>CALCULATED WQCV RESULTS</b>													
	Area ID	Tower											
	WQCV (ft <sup>3</sup> )	2											
	WQCV Reduction (ft <sup>3</sup> )	2											
	WQCV Reduction (%)	100%											
	Untreated WQCV (ft <sup>3</sup> )	0											
<b>CALCULATED DESIGN POINT RESULTS (sums results from all columns with the same Downstream Design Point ID)</b>													
Downstream Design Point ID		US											
	DCIA (ft <sup>2</sup> )	0											
	UIA (ft <sup>2</sup> )	40											
	RPA (ft <sup>2</sup> )	2,480											
	SPA (ft <sup>2</sup> )	0											
	Total Area (ft <sup>2</sup> )	2,520											
Total Impervious Area (ft <sup>2</sup> )		40											
	WQCV (ft <sup>3</sup> )	2											
	WQCV Reduction (ft <sup>3</sup> )	2											
	WQCV Reduction (%)	100%											
	Untreated WQCV (ft <sup>3</sup> )	0											
<b>CALCULATED SITE RESULTS (sums results from all columns in worksheet)</b>													
	Total Area (ft <sup>2</sup> )	2,520											
	Total Impervious Area (ft <sup>2</sup> )	40											
	WQCV (ft <sup>3</sup> )	2											
	WQCV Reduction (ft <sup>3</sup> )	2											
	WQCV Reduction (%)	100%											





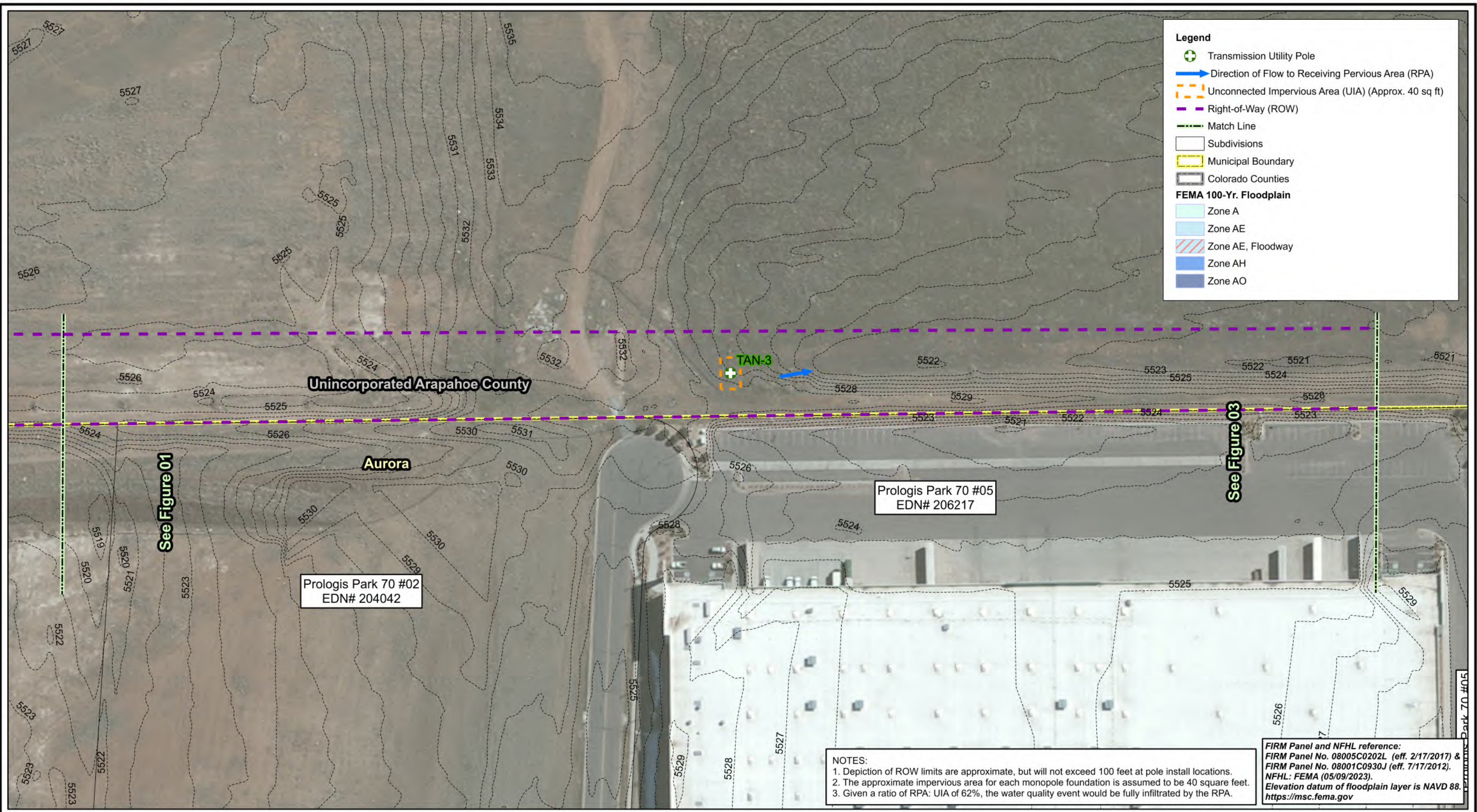
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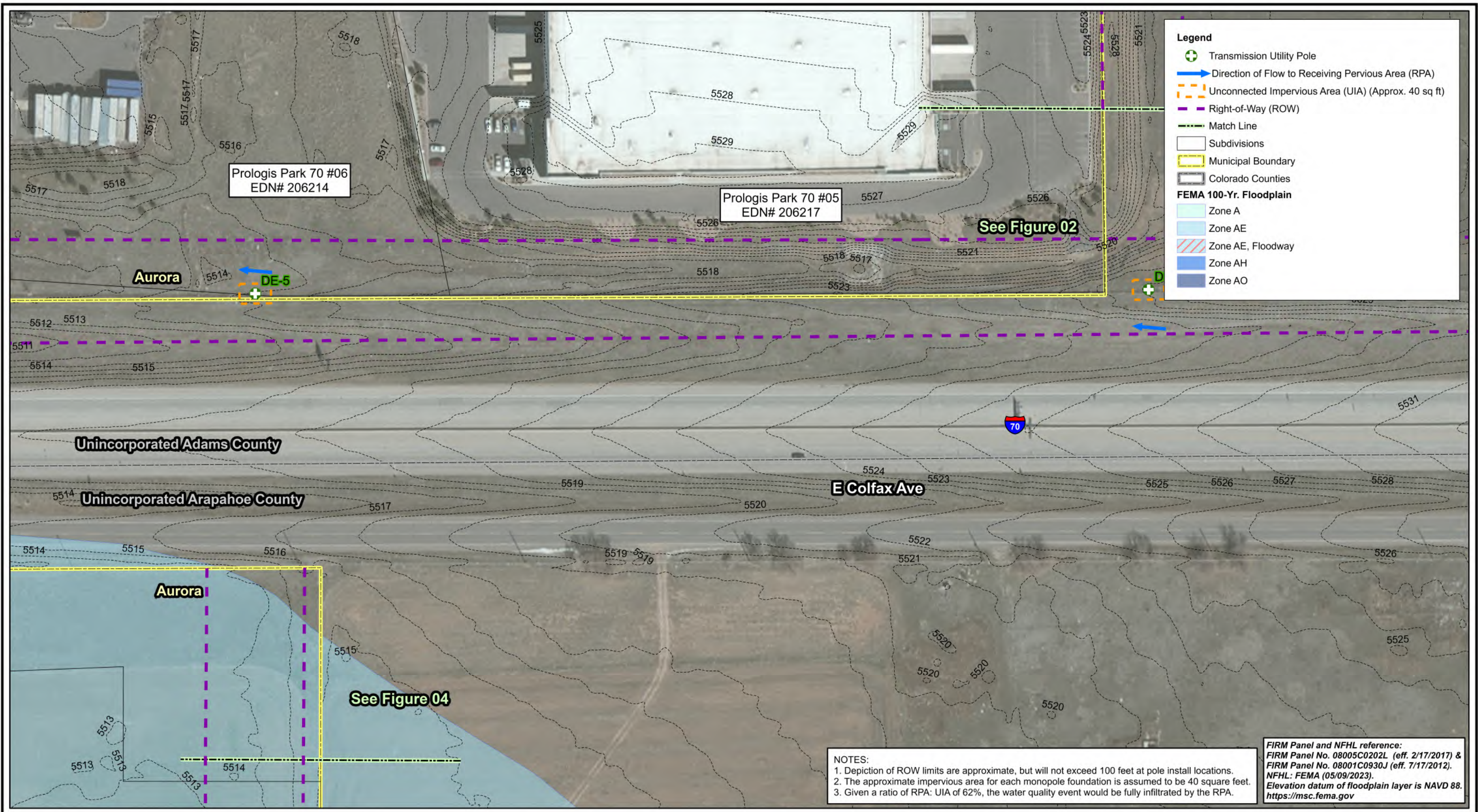
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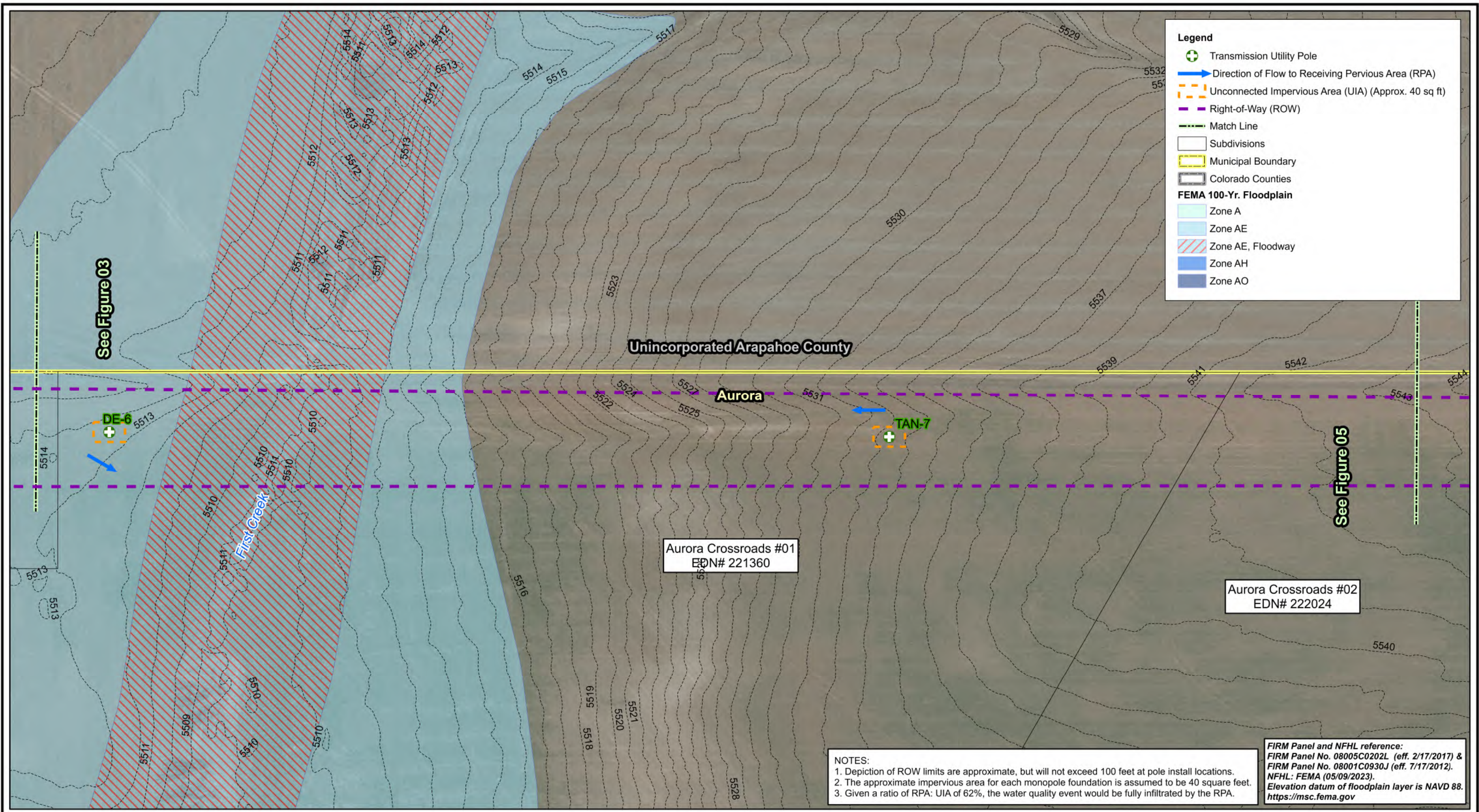
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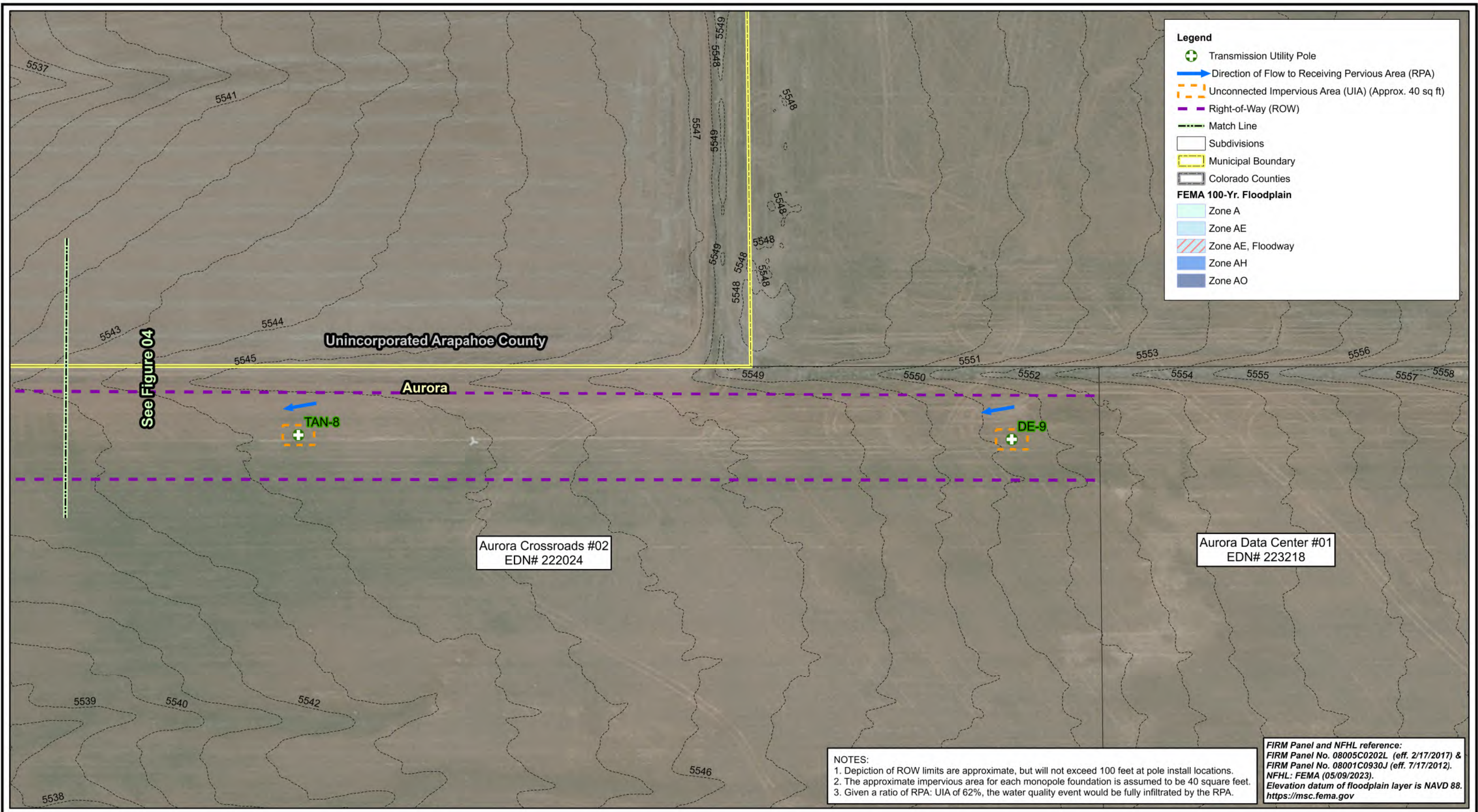
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