



**Suncor (U.S.A.) Pipeline Company
Rocky Mountain Crude System Expansion
Project
(RMCSEP)**

Application for
Conditional Use Permit,
Commerce City, CO
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List of Acronyms and Abbreviations

ACOE	Army Corps of Engineers
C3	Commerce City Comprehensive Plan
CDPHE	Colorado Department of Public Health and Environment
CUP	Conditional Use Permit
MOP	Maximum Operating Pressure
OD	Outside Diameter
PHMSA	Pipeline and Hazardous Materials Safety Administration
ROW	Right of Way
RMCSSEP	Rocky Mountain Crude System Expansion Project
RTD	Regional Transportation District
Suncor	Suncor Energy (U.S.A.) Pipeline Company
UP	Union Pacific

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INTRODUCTION

On behalf of Suncor Energy (U.S.A.) Pipeline Company (Suncor), CH2M HILL has prepared this Conditional Use Permit (CUP) application in accordance with the requirements outlined in Commerce City Land Development Code (2009), Article III, Division 2 Review; C: Applications Requiring City Council Approval Section 21-3230 Conditional Use Permits, the Conditional Use Permit checklist, and submittal criteria as defined in the Commerce City pre-application meeting held September 18, 2012, and in accordance to the Commerce City C3 Vision Comprehensive Plan. In addition, this CUP application incorporates additional information per the letter dated January 22, 2013, from Commerce City, which outlines comments from the Development Review Team. Comments and associated responses that were not applicable to sections of the CUP are provided on Exhibit K. This CUP application is organized in order as to address the requirements of 1) the Facts to Know for Conditional Use Permit submittal requirements and 2) additional required information as outlined in the pre application meeting referenced above.

PROJECT SUMMARY

Suncor is proposing to construct a 103 mile crude oil pipeline from Cheyenne, Wyoming, to the refinery owned and operated by Suncor Energy (U.S.A.) Inc., and located in Commerce City, Colorado (Commerce City Refinery). Named the Rocky Mountain Crude System Expansion Project (RMCSEP or Project), the crude oil pipeline consists of a long section of 16-inch nominal diameter steel pipeline and a shorter section of 10-inch nominal diameter steel pipeline located closer to the Commerce City Refinery. The RMCSEP is intended to help ensure a consistent and long-term supply of crude oil from production areas, including in Colorado and Wyoming, for the Commerce City Refinery and to help increase efficiency by reducing truck traffic in and around Commerce City and the surrounding areas. Currently, crude oil is delivered to the refinery via existing pipelines and tanker trucks. The RMCSEP is vitally important, as the Commerce City Refinery is the only refinery in Colorado, and it is a major supplier of gasoline, diesel fuel, jet fuel, asphalt, and other refined petroleum products to the Denver metropolitan region. Suncor is in a sound financial condition and has the technical expertise to plan, construct, operate, and maintain the RMCSEP. The total estimated project value (labor and materials) for the pipeline construction within Commerce City is approximately 4.9 million dollars.

PROJECT OVERVIEW

Suncor currently operates a 10-inch crude oil pipeline system originating in Wyoming and terminating in Commerce City. An overview map showing the general location of the existing 10-inch pipeline within the boundaries of Commerce City is provided on Exhibit J. The existing pipeline delivers crude oil to the Commerce City Refinery, as well as refineries in Cheyenne, Wyoming. It is currently at capacity and Suncor desires to update it. The RMCSEP will greatly improve the reliability of the crude oil supply to the Commerce City refinery. Upon completion of all three phases of the RMCSEP, the new 16-inch pipeline capacity will increase from approximately 65,000 bpd (barrels per day) to 90,000 bpd. Suncor currently plans for the existing 10-inch crude oil pipeline to remain in low pressure service to transport Colorado

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gathered crude to the Commerce City Refinery and will serve to supplement the new 16-inch pipeline.

The northernmost 12 miles of the RMCSEP located in southern Wyoming and northern Colorado was completed in 2010. The 16-inch and 10-inch pipeline within Commerce City is scheduled to be completed by the end of 2013 and the remainder of Phase II is scheduled to be completed in 2014. Phase III is currently scheduled for completion in 2016. The entire RMCSEP will be fully operational upon completion of Phase III. Within the boundaries of Commerce City, Suncor is proposing to install 1.45 miles of 16-inch nominal diameter steel pipeline and 1.53 miles of 10-inch nominal diameter steel pipeline. The proposed route through Commerce City is depicted on Exhibit A attached hereto. The 10-inch portion of the pipeline is a relocation of the old 10-inch pipeline, which is being rerouted to provide a better receipt point within the Commerce City Refinery.

Suncor has been planning the Phase II portion of the RMCSEP for a number of years. Included in those planning efforts was a concerted effort to evaluate a number of potential routes. Suncor's original plan to utilize the existing right-of-way associated with the Boulder Spur route then owned by Union Pacific (UP) was delayed for several years due to negotiations between UP and the Regional Transportation District (RTD) related to RTD's acquisition of the Boulder Spur right-of-way for RTD's FasTracks Project. During that time, Suncor considered a number of other potential routes for the RMCSEP, some of which were previously discussed with Commerce City.

Descriptions of alternative routes considered for the Project, including the preferred route, are described here. The alternatives routes considered are identified on Exhibit I.

- **Union Pacific Railroad (UPRR) Route** – This route along the UPRR Greeley Sub ROW is currently used by the existing 10-inch Suncor pipeline. UPRR initially agreed to consider this route for the Project, but later rejected it due to certain urban development plans. Several options were considered, including eastern alternatives.
- **Southeast Route** – This route was investigated as an alternative to the Boulder Spur Route. This route is the same as the Boulder Spur Route for the northern 15 miles, but continues adjacent to an existing Sinclair pipeline corridor to the Sinclair terminal at 96th Avenue. The route continues through Adams County and Commerce City and has substantial construction in urban areas, including over a mile of in-street construction. This route had significant resistance from developers and local jurisdiction(s).
- **Boulder Spur Route** – This is the preferred and selected route and proceeds southwest from Fort Lupton for approximately 15 miles where it joins the Boulder Spur railroad ROW and follows the right of way approximately 17 miles south into the Refinery. This route was chosen due to the least impact on the public and jurisdictions, as well as being a relatively direct route into the Refinery. When this route was initially investigated, UPRR owned the right of way and was in negotiations with RTD to acquire the right of way for the North Metro Rail (passenger) Line. RTD has now acquired the Boulder Spur right of way from UPRR and

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is open to the RMCSEP routing within the ROW. The Project has been designed in parallel with RTD's desire to obtain a rail easement on the west side of the Refinery. The proposed pipeline corridor allows for the future final design and construction of the North Metro Rail Line. The Project team has worked with RTD to develop a route and design that will satisfy this RTD requirement. The Boulder Spur Route is identified as the preferred route subject to finalized easement and commercial negotiations between Suncor Pipeline and RTD. On December 18, 2012, the RTD Board approved a resolution authorizing the RTD General Manager to negotiate and execute the easement agreements that will be required to allow Suncor to use the RTD ROW. Suncor is continuing to work with RTD to complete the final details of these easement agreements. On March 15, 2013, RTD sent a letter to Adams County stating their intent to enter an agreement with Suncor and affirming that Suncor's use of the RTD ROW for its Project will enhance RTD's development of the ROW for transit purposes. A copy of that letter is presented as Exhibit N.

Suncor considered several factors including, but not limited to, construction feasibility, existing and future development, and potential environmental impacts to determine the preferred Phase II pipeline route from Fort Lupton to Commerce City. Several municipal agencies were consulted for input on route selection. To the greatest extent possible, route selection made an attempt to avoid densely populated areas. The Refinery is located within a densely populated area of Commerce City, so avoidance of all residential areas is not possible.

For many reasons, the proposed Boulder Spur route provides an ideal corridor for the RMCSEP. The proposed route will minimize impacts to adjacent property owners by utilizing existing utility corridors, and reducing truck traffic to the refinery. Suncor's longer term objective is to utilize new truck unloading facilities within Weld County, then to utilize the existing 10-inch pipeline to transport the Colorado gathered crude to the Suncor Refinery, allowing trucks to unload crude deliveries much closer to production sites. This will reduce truck traffic congestion in Commerce City. In addition, the proposed route will maximize Suncor's ability to efficiently complete construction of the pipeline through a portion of the metro area that has seen a great deal of growth and development since Suncor's original pipeline was constructed in 1948. Suncor is currently working to finalize the alignment at the I270 crossing and has designed an alternative route as shown on Exhibit L. This alternative alignment is proposed to accommodate the landowner, Farmers Reservoir and Irrigation Company.

PIPELINE DESCRIPTION

The proposed route of the RMCSEP through Commerce City was selected to minimize impacts on surrounding property owners by utilizing existing utility corridors and to facilitate long-term operations and maintenance. Within Commerce City, the pipeline is proposed within or adjacent to existing utility corridors, Commerce City and Adams County-owned rights-of-way, RTD right-of-way and limited areas of privately owned lands. Please refer to Exhibit A for an overall view of the project located within the boundaries of Commerce City. The 16-inch pipeline is approximately 1.45 miles in length with approximately .91 miles located within

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existing right of ways and the new 10-inch pipeline is approximately 1.53 miles in length with approximately .36 miles located within existing right of ways. The pipe material for both the 16-inch and 10-inch pipelines will be Carbon Steel. The 16-inch pipe will have a minimum wall thickness of 0.312-inches, except within water body, wetland and road crossings, where it will have a minimum thickness of 0.500-inches. The 10-inch pipe will have a minimum wall thickness of 0.500-inches.

The pipelines will generally have a cover depth of 60-inches, except where a greater depth is required beneath roadways or other crossing locations. Many roadways and waterways will be crossed via boring or horizontal directional drilling (HDD), which will avoid surface impacts in these areas. No above ground valves are anticipated within Commerce City except inside the boundaries of the existing refinery. Cathodic protection, which protects steel pipelines from corrosion, is anticipated to be utilized along the pipeline. Cathodic protection equipment may include test stations which will consist of a small pole, rectifiers and a three foot by two foot box. At this time; however, the locations for such protection equipment has not been determined. Exhibit M depicts typical Cathodic protection equipment that may be used.

The right-of-way containing the pipeline will generally be an 80-foot wide construction easement, 60 feet of which is permanent easement and 20 feet of which is temporary construction work space. Within the RTD ROW the permanent easement will be approximately 20-30 feet wide with an additional 50-60 feet of temporary construction workspace. Exceptions will occur where physical constraints, landowner or regulatory requirements or construction needs demand a different configuration.

In anticipation that Commerce City will be annexing a portion of land north of the current boundaries of Commerce City, which would include Commerce City's proposed 72nd commuter rail station, Suncor proposes to position the pipeline right of way west of the proposed station to avoid any impact in this area. Reference Exhibit D to review the location of the pipeline ROW in relation to the proposed 72nd Avenue commuter station. No impacts are anticipated to future development for the property adjacent to the Fastracks station that is located west of the pipeline ROW. The ROW will generally be a permanent 60-foot ROW except in the RTD ROW which will be a permanent easement of 20-30 -feet. No development of permanent structures or buildings will be allowed in the permanent ROW. Any improvements outside the permanent ROW would be decided on per the property owners of the lands in question. The pipeline alignment is consistent with RTD development plans.

Construction of the pipeline is regulated by the United States Department of Transportation in accordance with the Federal Pipeline Safety Act, 49 U.S.C. 60101, et. seq. The RMCSEP will be designed, constructed and operated to meet or exceed federal and state standards and safety requirements applicable to the proposed facilities. Safety measures include, but not limited to, mainline block valves (valve with the capacity to block movement in one or more directions), corrosion protection, pressure control, and routine inspection of the pipeline. Reclamation of disturbed land will occur in accordance with landowner, agency or local or State

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governmental requirements as applicable. Discussions are currently underway or have been conducted with applicable federal, state, and local agencies' jurisdictions. Suncor is in the process of obtaining all applicable permits and approvals for the installation and completion of the pipeline along the entire route.

During construction there may be some effects on neighboring property owners, such as increased noise and construction related traffic, but following completion, no additional impacts on Commerce City services or adjacent properties are anticipated. Suncor is working with landowners in the acquisition of the necessary easements and temporary construction workspace prior to construction. Construction activities will take place within these acquired areas and will be temporary. Mitigation measures during the construction phase will be utilized as outlined in the Narrative and Statement of Operations below. To address any potential conflicts that may arise near homes along the pipeline corridor, a Right of Way Agent will be available in the field during construction to address homeowner concerns. In addition, a RMCSEP point of contact will be made available to the City to address any issues and concerns related to pipeline construction that may occur.

CONDITIONAL USE PERMIT - SUBMITTAL REQUIREMENTS

The Commerce City Land Development Code provides that oil and gas pipelines require a Conditional Use Permit for all zoning districts. Each required submittal element for a Conditional Use Permit is discussed below.

WARRANTY DEED

Suncor understands that warranty deeds are not a required element for this application. Suncor is currently negotiating easement agreements with the property owners along the proposed route. Suncor will not commence construction on pipeline segments if Suncor has not obtained possession of an easement or similar right on the underlying property. Only limited fee simple acquisition is anticipated on the route through Commerce City.

CERTIFIED BOUNDARY SURVEY

Suncor understands that a boundary survey is not a required element for this application. Exhibits A and C attached hereto show the locations of temporary and permanent easements as well as proposed fee simple acquisition. The exact locations are subject to minor revision.

NARRATIVE:

COMPLIANCE WITH PURPOSE, GOALS AND OBJECTIVES OF THE COMMERCE CITY COMPREHENSIVE PLAN (C3)

- 3 C's of Sustainability:
 - *Commerce & Economy: Vital economic development and fiscal stability, focusing on retaining existing businesses and attracting new business that fit with the goals of the community. The*

economic development and fiscal stability of retaining the Commerce City Refinery and attracting new jobs during the construction phase of the project is beneficial to Commerce City's bottom line.

- *Context and Environment: Orderly growth and development that leads to a balanced city with great neighborhoods and commerce, sufficient infrastructure, connected parks and open space, and a positive appearance and image.* The RMCSEP uses existing and proposed RTD ROW for to help foster a multi-functioning corridor of orderly growth of the corridor itself and the surrounding area. The RMCSEP adds capacity to the Commerce City Refinery and constitutes positive, healthy growth for an existing business.
- *Community & Social Well Being: Community and social facilities that provide safety, health and well being for its residents and promote efficient and wise use of resources, ensuring that future generations have opportunities for meaningful livelihoods.* The RMCSEP will provide a safer method of transporting crude oil to the Commerce City Refinery by decreasing truck traffic, resulting in lower traffic impacts to the environment and Commerce City roads.. This proposed project is consistent with the Comprehensive Plan. Further details of compliance with the 12 Guiding Principles as outlined in C3 follow.
- *Land Use and Growth: Grow Commerce City in a balanced and compact pattern of neighborhoods and commerce centers, where residents have access to employment, services and shopping. Promote infill and phase new growth to avoid inefficient and costly leapfrog development.* The RMCSEP promotes efficient infrastructure by using “like” corridors to house multiple utilities and services. The reduction in truck traffic, emissions and increased capacity at the Commerce City Refinery is a community benefit. The area proposed for the RMCSEP is a Tier I Growth area as defined in the C3 Vision Plan.

The strategic planning areas for the proposed project lie within Southern Industrial (Historic City) and Adams City. The Historic City is located within the southernmost part of Commerce City and is home to the greatest concentration of industrial sites within the community. Lands surrounding the area proposed for the RMCSEP are currently zoned in a mix of heavy industrial (I-3) and agricultural (Ag). Existing land uses can occur without interruption, except for some minor disturbances during construction activities. The development of permanent structures or buildings will not be allowed in the permanent ROW limiting future incompatible land uses directly on top of the pipeline ROW, but such restriction should not detract from attracting high quality commercial and industrial growth in the surrounding area. The I-3 land use category's primary

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uses allow medium intensive and heavy industrial uses consistent with a pipeline. The Ag use category allows utilities and other similar facilities with a conditional use permit.

- Economic Development.*** *Maintain a strong employment base; help create a jobs/housing balance; define appropriate locations for a range of industry and businesses (including green businesses); and be a home for major corporations.* The RMCSEP will support growth by allowing the only refinery within the State of Colorado to reliably provide gasoline and other refined products to the region. The RMCSEP will permit the Commerce City Refinery to thrive, thereby protecting existing jobs in and around Commerce City. The RMCSEP within Commerce City's urban growth areas will not adversely impact future planned uses. Future C3 zoning designations for the tracts intended for the RMCSEP are general industrial and open space. Please refer to Table 1 for the zoning designations attributable to the tracts proposed for the RMCSEP.

Table 1: Zoning Designations for parcels containing ROW within Commerce City

Parcel Number	Owner Name	Current Zoning	Future Zoning
N/A	UPRR ROW	N/A	N/A
0182306300012	Juhl, Betty R.	I-3 Heavy Industrial	General Industrial
0182501402002	Guildner Investments LLC	I-3 Heavy Industrial	General Industrial
0182501400006	Juhl, Raymond	Ag	General Industrial
0182501402001	Magnolia Enterprises	I-3 Heavy Industrial	General Industrial
0182501400028	Juhl, Raymond	Ag	General Industrial
0182501400026	Rogers, Jane (Ayala, Baltazar)	Ag	General Industrial
0182501400027	Ayala, Baltazar	Ag	General Industrial
0182501400036	3541 Enterprises	I-3 Heavy Industrial	General Industrial
0182501400035	3541 Enterprises	I-3 Heavy Industrial	General Industrial
0182501400033	Delaney, Thomas C & Ginger K.	I-3 Heavy Industrial	General Industrial
0182501400022	Klein and Christenson, et al	Ag	General Industrial
0182512101001	Farmers Reservoir & Irrigation	Ag	Open Space
0182512101002	Farmers Reservoir & Irrigation	Ag	Open Space
0182512102040	WE Holdings Inc (Weaver Electric Co)	I-3 Heavy Industrial	Open Space
0182512101063	Hagen, Kenneth G.	I-3 Heavy Industrial	General Industrial
0182512101081	Waste Management of Colorado Inc. C/O Waste Management	I-3 Heavy Industrial	General Industrial
0182512102003	Suncor Energy	I-3 Heavy Industrial	Open Space
0182306300033	South Adams County Water &	Public	Industrial /

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	Sanitation District		Distribution
0182307200030	C.B. Brighton Ltd	I-3 Heavy Industrial	General Industrial

The purpose and intent of the heavy intensity industrial I-3 zoning district is to provide areas designed to accommodate normal operation of almost all industries, subject to those regulations necessary for the protection of nearby property owners in the lawful use of their respective properties. The purpose and intent of the Ag zone district is to provide areas for large lot, single family detached dwelling uses, limited production of agricultural crops and livestock, and holding areas for land that has no future use proposed at the time of annexation or that is in transitional stage with regard to its ultimate development. (City of Commerce City Comprehensive Land Development Code 2009).

- **Fiscal Stability:** *Continue as a fiscally stable city by fortifying revenues while efficiently maintaining and providing services and infrastructure.* The RMCSEP will not require new facilities or services for its operation. It will comply with local, state and federal standards for construction and operation and will be implemented in a fiscally responsible manner. Additional revenues from construction project workers will help strengthen the Commerce City economy.
- **Housing and Neighborhoods:** *Provide multiple types of housing serving a range of current and future residents and incomes in vibrant neighborhoods where people want to live.* The RMCSEP does not create additional housing or directly impact existing housing. The RMCSEP route was chosen to reduce impacts to surrounding residents by utilizing an existing utility corridor. To the greatest extent possible, route selection made an attempt to avoid densely populated areas. The Refinery is located within a densely populated area of Commerce City, so avoidance of all residential areas is not possible.
- **Redevelopment and Reinvestment:** *Promote new centers while maintaining the integrity of existing districts by continually renewing and reinvesting.* The RMCSEP will enhance and increase the crude oil delivery capacity to the Commerce City Refinery thereby investing in the refinery and generating construction related jobs. Construction workers are likely to spend money in Commerce City for food, gas and other services that would provide economic benefits back to Commerce City.
- **Transportation:** *Ensure a quality community by providing efficient, effective and varied modes of transportation that integrate and connect neighborhoods, the community and the region.* Importantly, the RMPSEP will greatly diminish the truck traffic on Commerce City streets; thereby increasing the safety and efficiency of existing transportation modes. Once the RMCSEP is fully operational, there is the potential to decrease truck traffic by approximately 30-50

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trucks a day. In the longer term and upon completion of a separate project, Suncor would have the capability to reduce truck traffic by 200 trucks a day. The RMCSEP may temporarily cause minor localized increases in traffic during the construction activities. The impacts will be limited to the extent of areas under active construction. Such impacts will be mitigated with proper traffic control plans. Long term transportation impacts are expected to be negligible.

- *Safety and Wellness:* *Increase the health and well being of residents through healthy living, access to medical facilities, and public safety and hazard planning.* The RMCSEP should increase the health and well being of Commerce City residents by reducing truck traffic. Those tracts crossed by the RMCSEP where historic landfills are located will be surveyed prior to commencing construction activities to determine the contents and possible hazard level. The survey will be coordinated with Tri-County Health Department and the results will be reviewed with the proper authorities and the Colorado Department of Public Health and Environment (CDPHE) for construction methodology recommendations. The RMCSEP crosses Sand Creek, which is under the jurisdiction of the Army Corps of Engineers (ACOE). The pipeline crossing in the area of Sand Creek will be constructed in a manner that adheres to all applicable regulations for health and safety. Please refer to Exhibit E for a complete list of regulatory agencies involved in the project.
- *Parks, Open Space and Recreation:* *Provide ample and well distributed parks and recreation facilities and a connected system of trails and open space, to provide for outdoor recreation, relaxation and rejuvenation and to protect views.* The RMCSEP will not have adverse impacts on parks, open space or recreation within Commerce City. Several tracts of land crossed by the RMCSEP are currently I-3 heavy industrial. Some of those tracts are designated on the future zoning map as open space. Those tracts are located on both sides of Sand Creek. The pipeline in those areas will be constructed using horizontal directional drill (HDD). As such, the buried pipeline in those areas will not cause any adverse impacts to these tracts, or compromise their ability to be used for open space in the future. The Fernald Trail and the Sand Creek Trail will also be crossed via HDD, resulting in no disturbance to accessing the trails during pipeline construction.
- *Public Facilities and Infrastructure:* *Ensure adequate and efficient public facilities and infrastructure for current and future residents and businesses.* Currently, crude oil is delivered to the Commerce City Refinery using trucks. Once the RMCSEP is complete and the capacity to deliver crude oil to the Commerce City Refinery via pipeline is increased, the number of trucks utilizing roadways within Commerce City will be reduced.

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The RMCSEP will not require new public facilities or infrastructure for construction, operation or maintenance. No buildings, structures, or electrical work outside of the refinery that would require a permit through Commerce City Building and Safety Division are proposed for RMCSEP. There will be a temporary period of increased traffic during construction lasting approximately six months. During this time, construction activities will primarily consist of delivery of equipment and materials to the construction areas, installation of the pipeline (workers, trucks, and equipment traffic), dust suppression (as needed), and hydrostatic testing. The contractor will comply with all applicable federal, state and local requirements to minimize adverse effects on traffic safety, operation, maintenance and aesthetic qualities of Commerce City, county roads and state highway systems. Suncor expects the impacts of construction activities on the roads and the traffic patterns within Commerce City will be minimal. No traffic impacts are anticipated post construction or during the operational phase of the project.

The extent and duration of impacts will be limited to the specific areas under construction. Construction vehicles may be entering or exiting roadways via temporary access roads. Access to the project areas will be via fee-owned easements as well as city, county and state roadways near the pipeline route. A temporary access road may be constructed within the pipeline ROW if an existing access road does not already exist. Post-construction activities within Commerce City will consist of normal operation and maintenance of the pipeline.

The pipeline route crosses several roadways within Commerce City. Impacts to road traffic due to construction of the pipeline through the road crossings will be mitigated by the use of boring and (HDD) techniques. These techniques avoid temporary closure of roadways during construction. Exhibit G depicts a typical cross section of a HDD boring. The HDD boring techniques will comply with Commerce City's Department of Public Works Engineering Construction Standards and Specifications, as outlined in Section 7.03 of that document. In addition, construction methods and bore diameter will be approved by the City Engineer as necessary as part of the right-of-way permit process. The minimum depth of cover for the pipeline installation at road crossings is 5-feet, which exceeds Commerce City's Department of Public Works minimum of 30-inches. In areas where boring and/or HDD techniques are not feasible, closure of roadways will be coordinated with the Commerce City Public Works Department and/or the local agency with jurisdiction of the roadway crossing location and will be managed in accordance with an approved traffic control plan. In areas where the pipeline crosses roadways, it will be constructed with heavy wall steel. Road Crossings within Commerce City will be permitted through the Commerce City Public Works Department and will comply with applicable Commerce City

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Engineering Construction Standards. Those Commerce City Roadways crossed by the ROW are detailed in the table below.

Table 2: Commerce City Road Crossings

ROAD CROSSING	JURISDICTION			SEC	TWN	RNG	MIN. DEPTH OF COVER (FT)
	CDOT	ADCO	CITY				
Colorado Blvd			X	1/6	3S	68W/67W	5
Colorado Blvd			X	1/12	3S	68W	5
East 64th Ave			X	1/12	3S	68W	5
East 64th Ave			X	6/7	3S	67W	5
Brighton Blvd (a.k.a. Hwy 265)	X			7	3S	67W	5
I-270	X			12	3S	68W	5

- Appearance and Design: Enhance the positive image of the city at all gateways, along corridors, and in neighborhoods and commercial districts.* The RMCSEP will not cause significant changes to the area topography, will not affect visual amenities, as it would be primarily constructed underground, and it will not impact culturally or historically significant areas. The current plan proposes no outdoor storage locations within Commerce City boundaries, except for areas within the Commerce City Refinery.
- Cultural Facilities and Tourism: Become a destination for tourism and visitors, drawing people and businesses to arts, history, culture, sports, commerce and other attractions.* The RMCSEP will not adversely affect cultural facilities or tourism in Commerce City.
- Conservation and Stewardship: Increase recycling, conservation, and the use of renewable energy sources, while reducing energy and resource use overall.* The majority of the RMCSEP within Commerce City will be constructed within existing linear corridors and buried underground. The ROW will be restored and reseeded in accordance with the property owner's requirements as set forth in each easement agreement. The RMCSEP conserves resources by reducing truck traffic thereby reducing the impact such traffic has on infrastructure and energy consumption.

HARMONY WITH THE CHARACTER OF THE NEIGHBORHOOD

The RMCSEP creates harmony with the character of the neighborhood in several ways. First, a large portion of the pipeline in Commerce City will be located within an existing

utility corridor, which will co-locate utilities and infrastructure within a common RTD right-of-way, creating minimal impact to the character of the neighborhood. Second, due to the pipeline being installed underground, it will not visually impact the surrounding area. No above ground appurtenances are anticipated within Commerce City along the ROW. Upon completion of construction, the ROW will be re-contoured and reseeded to landowner specifications and reclaimed to a condition similar to the condition it was in prior to construction therefore retaining harmony with the character of the neighborhood.

COMPATIBILITY WITH THE SURROUNDING AREA

The surrounding industrial area is well-suited for the RMCSEP, and the pipeline is compatible with current and future zoning for parcels it traverses within Commerce City. Current zoning for 9 of the 17 parcels that will be crossed by the proposed project is I-3, heavy industrial and future zoning of 13 of the 17 parcels is general industrial or industrial distribution per Commerce City Comprehensive Plan (Reference Table 1). Post construction, areas currently zoned as agricultural will not be adversely affected due to the pipeline being installed underground. The same applies for areas that have future zoning of open space. No above ground appurtenances are expected to be within Commerce City, except inside the boundary of the existing refinery. Due to the pipeline being installed in an existing industrial area of Commerce City, it is compatible with the character of existing businesses and possible future industrial growth.

COMMUNITY NEED FOR THE PROPOSED PURPOSE:

There are several community benefits resulting from the RMCSEP. First, the construction portion of the project will create new jobs for workers and the additional income from construction project workers would help strengthen Commerce City revenue. Second, the economic development and fiscal stability of retaining and upgrading the Commerce City Refinery infrastructure is beneficial to the community and Commerce City's economic development. The Commerce City Refinery is the only refinery in Colorado and is a major supplier of gasoline, jet fuel and other refined petroleum products to the Denver area and the region. Third, the RMCSEP will reduce truck traffic into the refinery by creating an efficient method of transportation for delivery of crude oil. A reduction in truck traffic would be beneficial to both the community and the environment due to a reduction in both noise and truck exhaust/emissions.

EFFECTS ON ADJACENT PROPERTIES:

The RMCSEP will have minimal impacts on adjacent properties. During construction, there will be a small increase in noise and dust near the project site. In addition, minor vibrations may exist in close proximity to equipment, but this is not anticipated to affect adjacent properties. Once the pipeline is fully operational, no adverse effects are expected on adjacent properties. The pipeline will be buried underground and the ROW will be reclaimed and reseeded according to landowner specifications. Once completed, the proposed project will not be visible to adjacent properties for the majority of the project in Commerce City.

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EFFECTS ON PUBLIC IMPROVEMENTS AND CITY SERVICES

The RMCSEP construction activities will have minimal impacts on the roads and the traffic patterns within Commerce City. No traffic impacts are anticipated post construction or during the operational phase of the project. The RMCSEP will not require new public facilities or infrastructures for its construction or operation. Temporary periods of increased traffic during construction (approximately six months) are anticipated.

SITE CHARACTERISTICS SUCH AS SIZE SHAPE, LOCATION, TOPOGRAPHY, AND OTHER NATURAL FEATURES

The RMCSEP consists of a buried pipeline, constructed within existing leveled and graded corridors and other tracts of land. A large portion of the ROW is located within an existing utility corridor to be used by RTD. Following construction, ground contours will be restored as close to the pre-construction condition as possible. The proposed project crosses Sand Creek, a natural water creek within Commerce City. As previously stated, the pipeline in that area will be constructed using HDD techniques, which will not disrupt the natural flow or other features near the creek. Prior to construction, a Floodplain Permit will be obtained through the Commerce City Engineering Division for the crossing of Sand Creek and will comply with applicable Commerce City Engineering Construction Standards.

LANDSCAPING AND SCREENING THAT INSURES HARMONY WITH ADJACENT USES

The RMCSEP consists of a buried pipeline, constructed within existing leveled and graded corridors and other tracts of land. As stated, no above ground appurtenances are anticipated within Commerce City. Following construction, ground contours will be restored as close to the pre-construction condition as possible.

NOISE, DUST, VIBRATIONS, ODOR AND OTHER NUISANCES BEYOND INTERIOR BUFFER YARD LINE.

Pipelines are a common method of transporting natural resources throughout Colorado's Front Range. Due to the majority of the equipment being installed below ground, pipeline nuisances are typically temporary and generally only occur during the construction phase. Anticipated short-term impacts include a temporary increase in traffic, construction equipment exhaust, and the clearing and preparation of the construction areas and ROW. As discussed below, all activities will comply with the Performance Standards outlined in Section 21-5120 of the Commerce City Land Development Code.

- Noise

Noise generated from construction activities will comply with Commerce City's Code of Ordinances Section 6-2011. Construction activities will generally take place between the hours of 7 AM and 5 PM, 6 days a week, excluding Sundays and holidays. The construction phase (approximately 6 months) will produce noise associated with the

heavy machinery typically required to install pipelines. Noise levels will vary throughout the construction process and will be dependent on the construction activity and equipment being used. Following installation, no noise is expected to be generated by the pipeline or by its associated equipment during normal operations.

Mitigation measures will be implemented to reduce the temporary impact of adverse noise during construction activities. Mitigation measures could include notifying landowners near the proposed project area of the anticipated noise, fitting suitable muffler systems on all internal combustion engines, and utilizing sound controlling devices as provided on equipment.

- Dust

Dust is expected to be generated by construction activities throughout the construction phase of the project (approximately 6 months). To reduce the temporary impact of dust near the proposed project area, water will be utilized for dust suppression. Water will be obtained from approved municipal sources in the project vicinity and will be trucked to the project area via water haul trucks. Dust generation is limited to construction activities and is not expected to occur during normal operations of the proposed pipeline.

- Odor

Odor caused by construction activities is expected to be minimal. Vehicles traveling to the proposed project area will generate exhaust odor. Construction equipment will also generate typical fumes and exhaust in the vicinity of the project area. Odor emissions will be short term, limited to the project area and dispersed by natural air movement, and are therefore not anticipated to be a nuisance to the surrounding area. Post construction, no odor is anticipated during normal operations of the proposed pipeline or associated equipment.

- Vibrations

Minimal vibrations from construction equipment are anticipated during the construction phase of the proposed project (approximately 6 months). Vibrations could occur due to movement of heavy machinery and activities such as trenching. Any vibrations generated are expected to be temporary and will be limited to the ROW and any temporary use areas. Vibrations are not expected to be experienced outside of the project area. No vibrations are anticipated to be generated during normal operations of the proposed pipeline and associated equipment.

STATEMENT OF OPERATIONS:

HOURS AND DAYS OF OPERATIONS

Construction of the RMCSEP is scheduled to begin in the third quarter of 2013. Construction scheduled work hours will be dependent on the Contractor, but will

SUNCOR RMCSEP

APPLICATION FOR CONDITIONAL USE PERMIT

generally occur from 7 AM to 5 PM Monday through Saturday, unless otherwise specified by Commerce City. Construction work hours on Sunday or outside of the 7AM to 5 PM timeframe may take place as determined by construction personnel on an as-needed basis. The construction phase of the proposed project is expected to be completed within the fourth quarter of 2013, with hydrostatic testing and final tie-in of the pipeline to follow. Clean up and final restoration of the ROW will follow. From that point, standard operations of the crude oil pipelines are expected to commence.

NUMBER OF EMPLOYEES

The number of employees will vary depending on the construction stage of the project and will also depend on the Contractor that will complete the work. The Contractor has not been selected at this time; therefore the number of employees is to be considered an estimate and may be subject to change. During the construction peak of the proposed project, it is estimated that approximately 2-4 crews of 5-10 employees, for approximately 40 total workers will be on the project site for an estimated period of 6 months. It is not anticipated that this number of workers will be on site every day for the entire 6 months.

NUMBER OF REQUIRED PARKING

Parking and vehicle storage for construction worker employees is anticipated to be primarily at approved staging areas for the proposed project. At the peak of construction, the staging areas will have sufficient parking for all employees and equipment. No staging areas are expected to be located within the boundaries of Commerce City, except within the Commerce City Refinery. As construction commences through the ROW, equipment and vehicles necessary to complete the construction activities in a safe manner, may be parked and utilized on the ROW as determined by construction personnel.

AVERAGE DAILY PEAK TRIPS GENERATED

During the construction phase of the proposed project, trip generation will be associated with the delivery of materials and equipment to the approved staging areas, construction activities related to the installation of the pipeline (workers, trucks, and equipment traffic), dust suppression and hydrostatic testing. Table 3 lists the various vehicles and equipment that are anticipated to be used on the project.

Note that the Contractor has not been selected at this time; therefore, the specifics of the Construction Plan are not finalized and are subject to change. The estimated number and type of construction vehicles that will access the project site will include, but are not limited to the following:

- Pickup trucks: approximately 7 trips per day
- Welding trucks: approximately 6 trips per day
- X-ray trucks: approximately 6 trips per day

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- Lowboy trailer transport trucks: approximately 5 per week
- Inspection trucks: approximately 2 per day
- Water trucks: approximately 3 trips per week
- Bus or Van: approximately 6 trips per day

It should be noted that traffic impacts for the project will be temporary (approximately 6 months), will vary from day to day, and will have minimal adverse impacts to the community. Post construction activities within Commerce City will be associated with standard maintenance and operation of the pipeline. Suncor personnel will complete normal operational procedures at the Commerce City refinery and along the pipelines as necessary and on an as-needed basis consistent with normal procedures and maintenance of the pipelines. Minimal use of vehicles and workers are anticipated during normal operations and any activities will be restricted to the permanent ROW area.

TYPE OF EQUIPMENT OR PROCESSES USED

The RMCSEP will be designed, constructed, and operated to meet or exceed federal, state and local regulations along with all safety requirements applicable to the proposed facilities. Prior to any construction activities occurring, Suncor will put into place an Emergency Response Plan with Commerce City and work with local authorities and emergency responders to coordinate activities for effective emergency response. Processes and techniques used for construction activities will comply with Commerce City's Department of Public Works Engineering Construction Standards.

Suncor has compiled an expected construction sequence for the proposed project. The below table outlines the construction processes (activities) that will be utilized to complete the installation of the pipelines, along with the type of equipment that is generally associated with that particular construction activity.

Table 3: Anticipated Construction Activities and Equipment

Construction Activity and Sequence	Construction Equipment
Clearing/Grading	Dump Truck Loader Backhoe Trackhoe Motor Grader Pickup Truck Service Truck Inspection Vehicle

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APPLICATION FOR CONDITIONAL USE PERMIT

Trenching/Stringing/Bending Pipe Assembly Welding/X-Ray/Field Coating Lowering In and Tie-Ins	Pipe/Material Hauling Truck/Trailer Truck and Lowboy Trailer Pickup Truck Side Boom Welding Truck X-Ray Truck
HDD Construction	Drill Rig Mud Pump Small Crane Welding Truck X-Ray Truck Side Boom Pipe Rollers Pickup Truck
As-built Survey	Survey Truck GPS Equipment All Terrain Vehicle
Pad and Backfill, Hydrotesting	Dump Truck Loader Dozer Trackhoe Pick Up Truck Test Water Transport 2000 Gallon Water Truck
Clean Up and Restoration	Motor Grader Reclamation Vehicle Pickup Truck Inspection Vehicle

The first step in the construction sequence will be to clear and grade the ROW. This will involve clearing any existing vegetation and structures within the approved ROW and grading it as required for construction activities. In addition, safety measures for not only the construction workers, but also local residents and businesses will be implemented. Possible safety measures could include posting signs and other traffic control measures on roadways where appropriate to alert motorists of construction, the use of temporary fencing and gates where appropriate, signage on overhead height restrictions and landowner notification of the project. The Contractor will be required to have off hours security services to monitor the equipment and ensure unauthorized personnel do not enter the construction area.

The next step will be to excavate the pipe trench with equipment as listed above and according to site conditions, to approximately 80-inches deep by 3-4 feet wide in order to install the pipeline. The 10-inch and 16-inch pipelines will be housed in separate trenches that will be approximately 10-feet apart. The construction crew will string pipe joints to align the individual pieces of pipe along the ROW. After stringing, the pipe may

need to be bent to accommodate the contours of the land within the ROW in order to begin pipe assembly.

The pipeline will then be welded together and x-rayed to test the integrity of each weld. If any defects are detected, the welds will be repaired and the pipe will be prepared for field joint coating. Field coating will be applied to provide protection for the pipeline and at the welded areas. Inspection of the pipeline and the field joint coating will be completed to ensure no flaws exist in the external pipe coating. Prior to lowering the pipe into the trench, the walls and bottom of the trench will be inspected by construction personnel for rocks and other debris that could damage the pipeline and coating. In areas where the soil conditions of the trench contain boulders or rock debris, the trench bottom will be padded to ensure the pipe and coatings are protected. The pipeline will be lowered into the trench using a Side Boom or other related equipment.

To ensure additional safety, Cathodic Protection equipment may also be installed along the pipeline. Cathodic Protection is a technique to control the corrosion of a metal surface by making it work as a cathode of an electrochemical cell. All metal is susceptible to corrosion over time. When pipelines are placed underground, the first line of defense against corrosion inducement are the construction practices utilized. Suncor strictly adheres to specifications during all phases of construction to ensure the pipeline is not damaged or compromised during installation. The second line of defense for buried pipe is the external coating that is applied at the coating mill. The coating protects the pipe from external corrosion. The third line of defense is the cathodic protection (CP) impressed upon the pipeline, which is a low level of direct current that ensures that if there is a 'holiday' (imperfection in coating) within the coating, there will be no corrosion of the pipeline steel. Suncor's cathodic protection measures meet or exceed the minimum Federal requirements outlined within the Pipeline & Hazardous Materials Safety Administrations 49CFR195 regulations. Cathodic Protection equipment is commonly used to protect steel, water, and fuel pipelines and may consist of test stations, a small pole, rectifiers and a 3 foot by 2 foot box. As stated earlier, Cathodic protection equipment locations have not been determined at this time.

Prior to backfilling the trench an in ditch (as-built) survey will be completed to provide exact locations of the entire pipeline route, individual weld joints, and any ancillary equipment. The surveyors will not enter the ditch to conduct this survey. Once the survey is completed, the trench will be carefully backfilled, padded and compacted.

HDD installation is a separate operation that consists of stringing the pipe over the pull back area, welding the pipe, coating the joints and conducting a pre-pull back hydrostatic test. While the pipe is being welded, a drill rig on the opposite side of the crossing will drill the pilot hole for the HDD with the drill rig. The Contractor directionally controls the drill rig to meet the specified depth, profile and length requirements of the HDD. After the pilot hole has been completed and verified as acceptable by Suncor, the hole will be

enlarged by the reaming process of pulling reamer(s) back through the pilot hole until the adequate hole diameter is achieved. The final step is to pull the pipe string that is on rollers in the pull back area back through the completed hole, complete tie in welds, coating and x-ray to connect with the pipeline described above.

A hydrostatic test will be conducted to evaluate the integrity of the entire completed pipeline. During hydrostatic testing, the pipeline is filled with water and pressurized to a higher level than the maximum operating pressure (MOP) to verify pipeline integrity and determine if any leaks are present.

After testing, final tie-ins will be completed. The ROW will be cleaned up, re-graded and restored to a condition similar to the condition of the lands prior to the pipeline installation. Surface drainage patterns will be re-established and erosion control devices will be installed. The ROW will be re-contoured and seeded with an approved seed mixture as determined by the landowner executed easement agreement. Pipeline markers will be installed per federal regulations along the pipeline route to make local residents aware of its approximate location. Markers are typically 4-feet tall and are spaced in the line of sight approximately 500-feet apart. Markers will also be established on either side of roadways, water bodies, and other crossings.

Upon completion of restoring and reclaiming the ROW construction areas, operations will commence and the proposed project will become fully functional. Inspections and maintenance of the pipeline and appurtenances would also begin. Exhibit F outlines general ROW inspection guidelines for the proposed pipeline within Commerce City. Any procedures that are required along the ROW will be completed per Suncor's Maintenance Procedures Guide.

SAFETY AND MAINTENANCE PROCEDURES

Historically, pipelines have proven to be the safest and most reliable means of transporting energy products. Per the U.S. Bureau of Transportation Statistics, pipelines have a better safety record than any other mode of oil transportation; they are 3,000 times less likely to experience an accident than transport by truck.

Pipelines must follow a wide variety of safety-related statutes and regulations regarding pipeline design, construction, operation, maintenance, integrity management, and spill response planning. The Pipeline and Hazardous Materials Safety Administration's ("PHMSA") Office of Pipeline Safety ("OPS") an agency of the Department of Transportation, is the agency that has primary authority to regulate pipelines under these statutes and regulations, which are found primarily at 49 CFR §195. PHMSA monitors pipelines' compliance with safety requirements through inspections, incident investigation, and direct communication with operators. PHMSA also has a full range of enforcement mechanisms to make sure operators follow the statutes and regulations,

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APPLICATION FOR CONDITIONAL USE PERMIT

take appropriate and timely corrective actions for violations, and take preventive measures to preclude future failures or non-compliant operation of their pipelines.

Suncor pipelines meet or exceed federal regulations regarding design, construction, operation, maintenance, and integrity management. Suncor has established high standards for operation and maintenance, including aerial right-of-way inspections conducted bi-weekly, continuous leak detection and computer monitoring, 24/7 remote pipeline operations monitoring, and joint planning with community emergency response officials. In addition, In-line valves are utilized to isolate sections of the pipeline for testing or emergencies.

In accordance with the regulations set forth by PHMSA, Suncor's utilizes integrity management programs and on-going maintenance to ensure that a clear picture is established and maintained regarding the pipeline condition. Suncor implements the following requirements to ensure that it adequately maintains pipeline integrity:

- The pipe is carbon steel, low alloy, high strength designed for internal pressures and external loading and is manufactured to API 5L requirements. 49 CFR §195.112
- The pipe internal design pressure is 1,685 psi for direct bury pipe and 2,700 psi for horizontally drilled or bored pipe. 49 CFR §195.106
- The pipeline will be hydrotested to a minimum of 1,850 psi for 8-hours prior to operation. 49 CFR §195.304
- Normal operating pressure for the crude oil line within Commerce City will typically be less than 100 psi.
- A baseline In-Line Inspection (ILI) tool will be pushed down the line to examine the condition of the pipeline (construction damage and/or corrosion) after construction is completed. 49 CFR §195.452
- The pipeline operation is monitored 24/7 remotely by Control Center Operators via satellite communications and data acquisition. 49 CFR §195.446
- A leak detection system is utilized to continuously monitor operations and notify Control Center Operators of any deviation. 49 CFR §195.134, 49 CFR §195.444
- Local area operations monitor activities near the line by responding to One-Calls. 49 CFR §195.442
- Aerial monitoring of the line occurs every two weeks. 49 CFR §195.412
- High Consequence Areas are reviewed and updated annually. 49 CFR §195.452
- Line maintenance is prioritized based on High Consequence Area status (Commerce City will be within a high consequence area) per PHMSA requirements. 49 CFR §195.452
- A minimum of every 5 years, In-Line Inspection tools will be pushed down the pipeline to monitor third party damage and corrosion. 49 CFR §195.452
- Pipeline coating is utilized to protect against external corrosion and is inspected prior to lowering pipe into the ditch and/or as the pipe is pulled through the bore. 49 CFR §195.557, 49 CFR §195.561

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- Cathodic protection is utilized to inhibit pipeline external corrosion in any area in which there is a pipeline coating holiday (electrical pathway to the pipe steel). 49 CFR §195.563
- Annual cathodic protection surveys are completed to assess the effectiveness, cathodic protection systems are inspected bi-monthly to ensure proper operation. 49 CFR §195.571, 49 CFR §195.573

The RMCSEP pipeline design is based on 50 years, but with Suncor's integrity management and on-going maintenance programs as described above, the life of the pipeline can be extended well beyond this.

Suncor's electronic Control Center for the pipeline operation is located in Edmonton, AB, Canada. The Control Center is manned 24/7 by trained and qualified staff who monitor pipeline operations and respond to alarms and emergencies. In addition, local maintenance and operation personnel are located at the Fort Lupton and Commerce City facilities. Local personnel respond to one-calls, maintain equipment, and perform daily operational tasks.

Pipeline communications will be transmitted via satellites located at respective stations. Information is relayed concerning pertinent operating parameters, system status, and alarms. Backup communications are provided via land-line phone connections in the event of satellite loss. Local Programmable Logic Controllers (PLC) are utilized to control local system operations and provide fail-safe automatic shutdown of the facility in the event of abnormal operating condition. Pipeline relief systems are provided at the terminus to ensure pressure is maintained below design during abnormal operating conditions. Suncor also conducts liquid spill and rupture volume analyses for pipelines it operates as part of its integrity management programs.

Additionally, safety checks for the RMCSEP include a leak detection system which is utilized to continuously analyze the pipeline operation. Suncor's integrity management programs are utilized as long term system safety validation. As well Suncor checks and calibrates system transmitters per established preventative maintenance procedures and timelines. Individuals who perform these tasks are qualified to procedural requirements set forth by Suncor.

As a result of these safety measures and many others, Suncor's crude oil pipeline system from Cheyenne, Wyoming to Commerce City, Colorado has operated with no significant issues or releases over its 60+ year history.

DESCRIPTION, LOCATION, AND QUANTITY OF HAZARDOUS MATERIALS (EXISTING AND USED)

Suncor adheres to the pipeline safety regulations established within CFR 49, by the Pipeline and Hazardous Materials Safety Administration (PHMSA), which is the Federal

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authority with the mission to protect people and the environment from the risks inherent in transportation of hazardous materials. PHMSA has dedicated goals that include safety, environmental stewardship, reliability, global connectivity, and preparedness and response. No known existing hazardous material is currently stored in the proposed project area, nor is it anticipated that any hazardous material will be stored on the proposed project site. Any encounters with hazardous material during the construction phase of the proposed project will comply with all federal and state regulations and also the Performance Standards as outlined in Section 21-5120 of the Commerce City Land Development Code.

- Description

Hazardous materials that may be used during construction activities include those found in diesel fuel, gasoline coolant, and lubricants in machinery. These materials are mainly associated with equipment and vehicles. Vehicles will be equipped with spill kits and fire extinguishers as precautionary measures for spill prevention and control. Enclosed containment will be provided for trash disposal. Waste generated from the construction site including all trash, garbage and other solid waste, petroleum products, along with other potentially hazardous materials, will be removed during the construction process and taken to an approved disposal facility authorized to accept such materials. Construction workers will also be trained in spill prevention and countermeasures.

- Location

Hazardous materials are not expected to be generated by the proposed project. No hazardous materials will be stored on the proposed project site. Vehicles and equipment containing diesel fuel, gasoline coolant and lubricants will be stored within approved staging areas and on the ROW as required for construction activities. Daily inspections of vehicles and equipment will take place to ensure equipment is safe for use and all components are in check and working properly.

There are 13 permitted closed landfills reported by the Tri County Health Department located within or adjacent to the Project. Exhibit H provides initial understanding of materials and contaminants that could be expected to be encountered during construction excavation. Prior to construction, Suncor Pipeline will execute a Site Investigation Plan, performing soil borings every 150 feet along the length of the pipeline to a depth of eight feet at the locations of the landfills, in order to characterize the nature and extent of the landfill contaminants. Based on the results of the Site Investigation Plan, Suncor Pipeline will develop a Materials Handling Plan to address how to properly dispose of contaminants encountered during pipeline construction.

The project is not located within the Flammable Gas Overlay District; therefore, pre-construction monitoring for flammable gases near the surface is not required. Field measurements during the site investigation will include methane, carbon dioxide, hydrogen sulfide, Volatile Organic Compounds and oxygen levels.

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- Quantity

No quantity of hazardous material will be stored on the proposed project site except for those found in diesel fuel, gasoline coolant, and lubricants that would be found in the operating parts of the vehicles and equipment.

LIST OF REGULATORY AGENCIES, CONTACT NAME, PHONE NUMBER, AND THEIR INSPECTION FREQUENCY.

Reference attached Exhibit E for a list of regulatory agencies that have been or will be notified and/or are involved in the proposed project. Note that inspection frequency has not been determined at this time and some agencies may not require inspection of the proposed project.

SEVERED MINERAL RIGHTS

Severed mineral rights notification is not required for this project.

DEVELOPMENT PLAN

A development plan was not requested at the pre-application meeting held on September 18, 2012.

ADDITIONAL REQUEST FROM PRE-APPLICATION MEETING

A Biological report was requested at the September 18, 2012, pre-application meeting. A copy of this report in its entirety will be provided as an Addendum with the application submittal. Note that no prairie dogs were present in the survey area within Commerce City. Also note Figure R2 in the report identifies a preliminary alignment north of the Fastrack station. The current proposed routing is to stay on the west side of the RTD ROW until the south side of the O'Brian canal as shown on Exhibit A. The initial Biological Report had a preliminary route, however, the coverage of the report is still applicable as a 300' corridor was surveyed and utilized for the report.

CONCLUSION

The RMCSEP meets all criteria discussed in the pre-application meeting and as set forth in the Commerce City Land Development Code for a Conditional Use Permit. Table 4 below sets forth this Applicant's response to the Conditional Use Permit requirements.

Table 4: Commerce City Submittal Requirements

CRITERIA	RESPONSE IN THIS APPLICATION
Land Use Application w/fee	See Attached
General Warranty Deed w/Legal Description (Exhibit A's)	Not Applicable per City Planner
Certified Boundary Survey for Properties	Not Applicable per City Planner, see attached Alignment Sheet

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Narrative (15 copies): Compliance with the purpose, goals, and objectives of the Comprehensive Plan	Included in this Application
Statement of operations (15 copies)	Included in this Application
Severed Mineral Rights	Not Required per City Planner
Development Plan	Not Required per City Planner
Route Maps	See Attached
Neighborhood Meeting	To be conducted in December 2012
Planning Commission Hearing	To be scheduled post Application submittal
City Council Hearing	To be scheduled post Application submittal
Submittal Requirements <ul style="list-style-type: none">• One electronic copy of all application-related documents, in .PDF or .JPG format. submitted on a labeled CD Rom• One copy of an unstapled, fully legible, reproducible 8-1/2" by 11-inch, or 11-inch by 17-inch copy of the oversized plans.	See Attached
Additional Information Required	Biological Report is attached. No additional information has been requested at this time

REFERENCES

Adams County Master Plan, adopted as an Amendment to the Adams County Comprehensive Plan, March 10, 2005, <http://www.co.adams.co.us/>

Adams County Mineral Extraction Plan 2004, adopted as an Amendment to the Adams County Comprehensive Plan on March 10, 2005, <http://www.co.adams.co.us/>

City of Commerce City C3 Vision Comprehensive Plan, Commerce City, CO, Effective May 1, 2010, <http://www.c3gov.com/>

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City of Commerce City, Department of Public Works, Engineering Construction Standards and Specifications, Commerce City CO, Revision 16, 10/09/12 <http://www.c3gov.com/>,

City of Commerce City Land Development Code, Commerce City, CO, Effective April 2011, <http://www.c3gov.com/>

Commerce City Community Development, Facts to Know for Conditional Use Permit, Commerce City, CO, Effective March 2009, <http://www.c3gov.com/>

C.R.S. 24-65.5-102, Severed Mineral Rights

ERO Resources Corporation, Biological Resources Report Suncor Pipeline Adams and Weld Counties, Denver, CO June 15, 2012

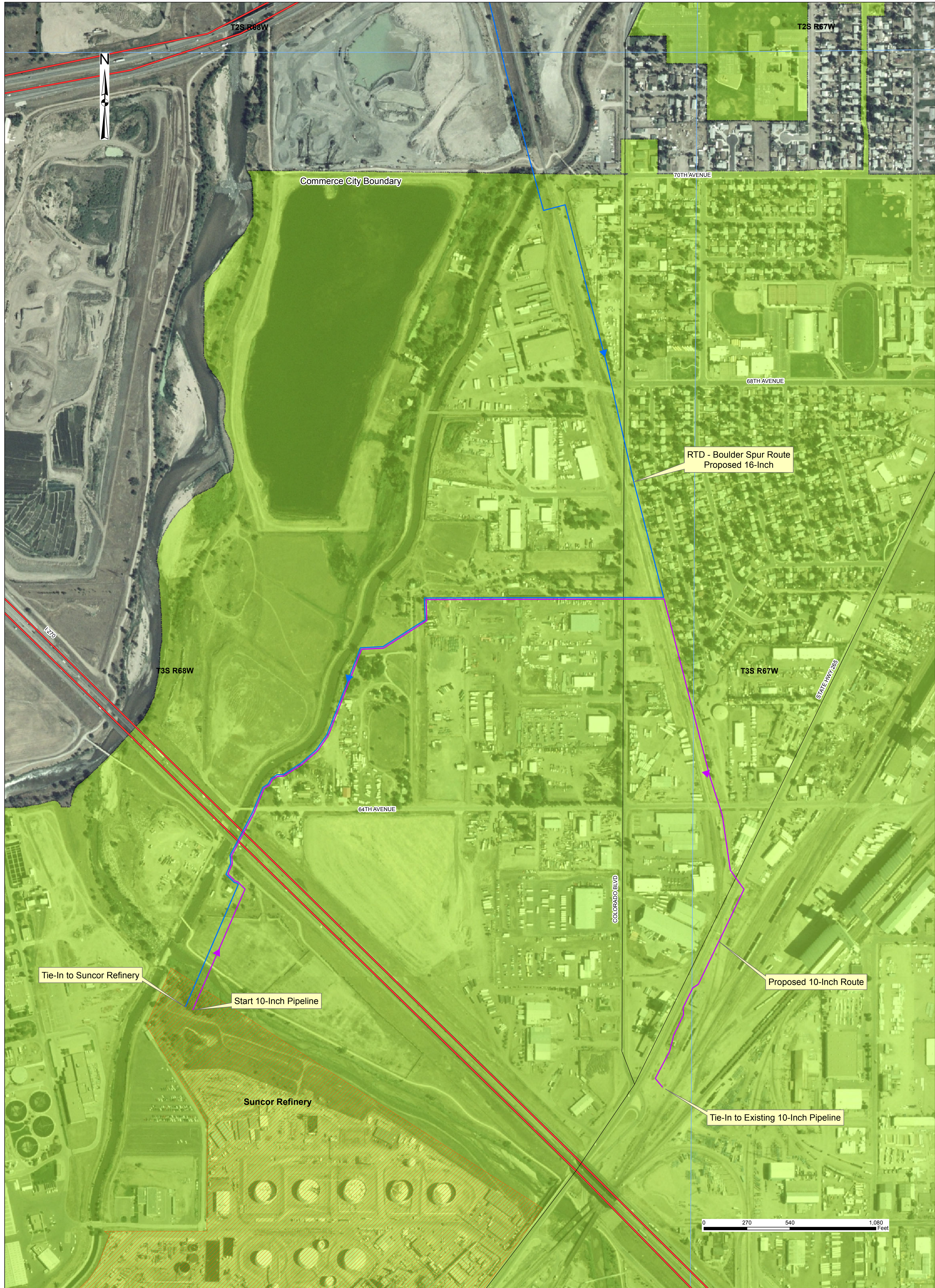
Federal Pipeline Safety Act, 49 U.S.C. Chapter 601 Safety, 01/03/12 (112-90), <http://uscode.house.gov/download/pls/49C601.txt>

U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA), CFR 49, <http://phmsa.dot.gov/pipeline/state-program>

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EXHIBIT A
Commerce City Map



- Legend**
- RTD - Boulder Spur Pipeline Route
 - Proposed 10-Inch Route
 - Suncor Refinery
 - City of Commerce City
 - ▲ Flow Direction - 16-Inch
 - ▲ Flow Direction - 10-Inch

Suncor Rocky Mountain Crude System Expansion Pipeline Project

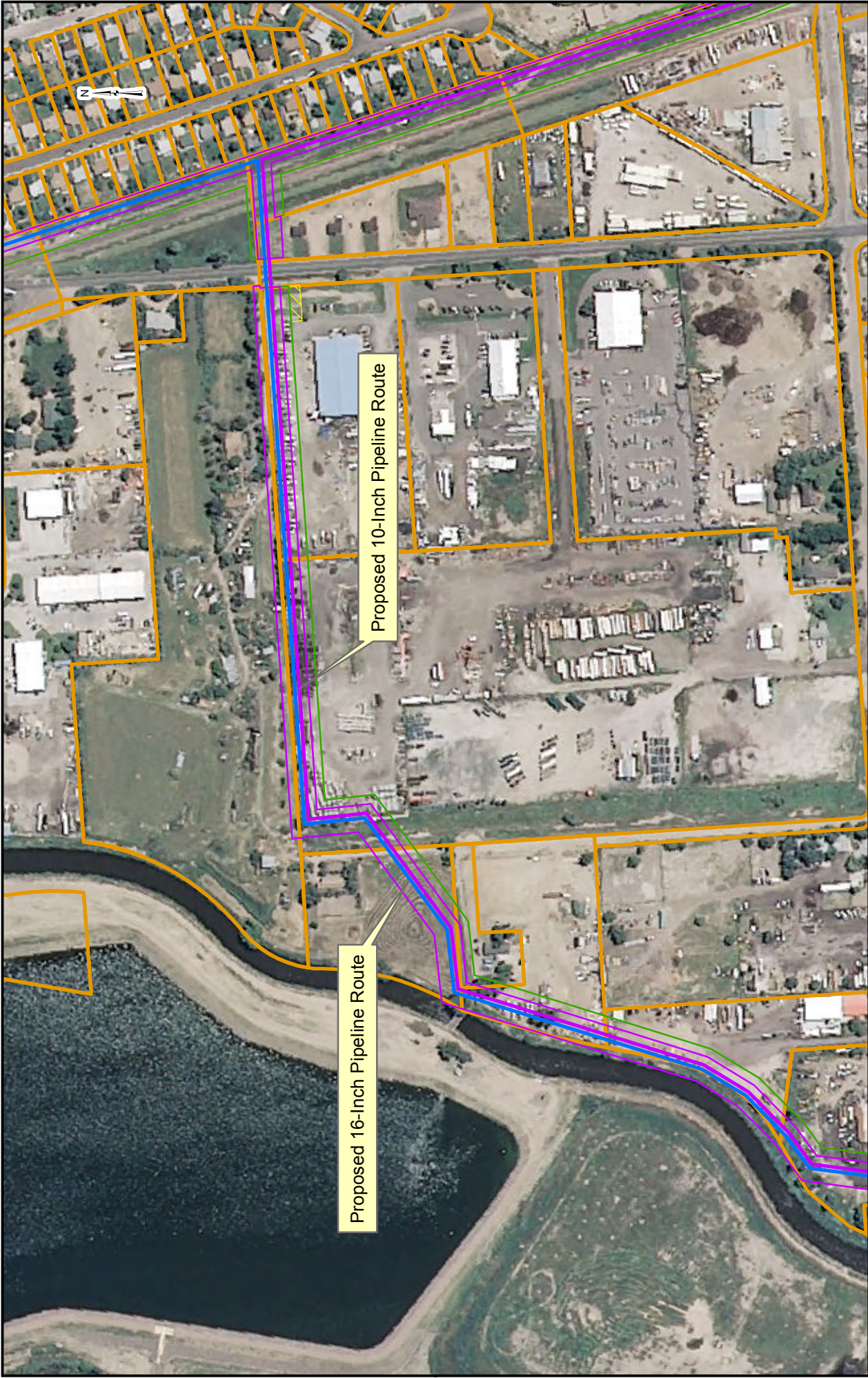
Commerce City Area

CH2MHILL

SUNCOR
ENERGY

Issue Date: November 28, 2012

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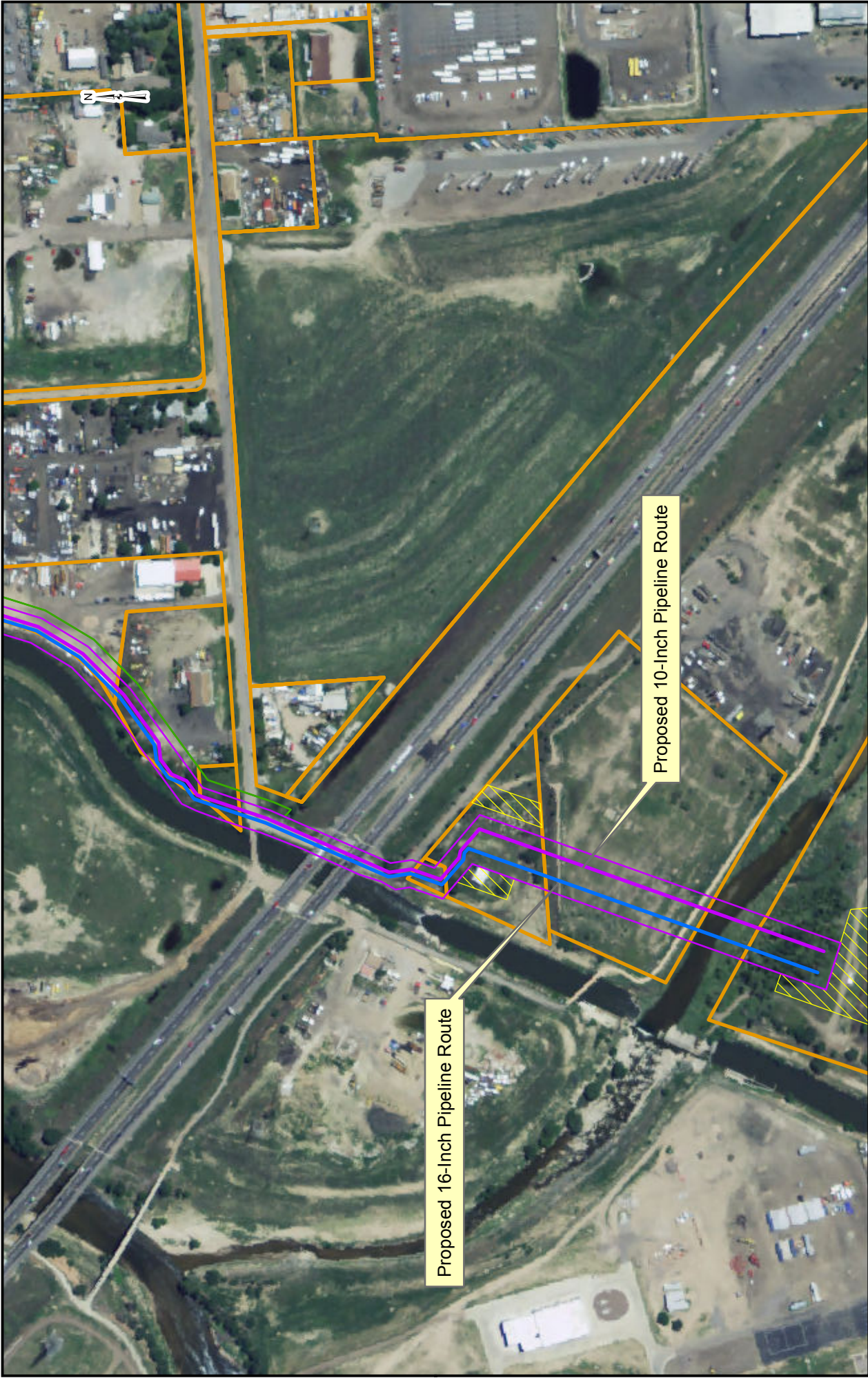
LEGEND

- Proposed 16-Inch Route
- Proposed 10-Inch Route
- Permanent Easement
- Temporary Easement
- Temporary Workspace
- Parcel Boundary

NOTES:

SCALE: 1 inch = 300 feet

0 105 210 420 Feet



NOTES:

SCALE: 1 inch = 300 feet

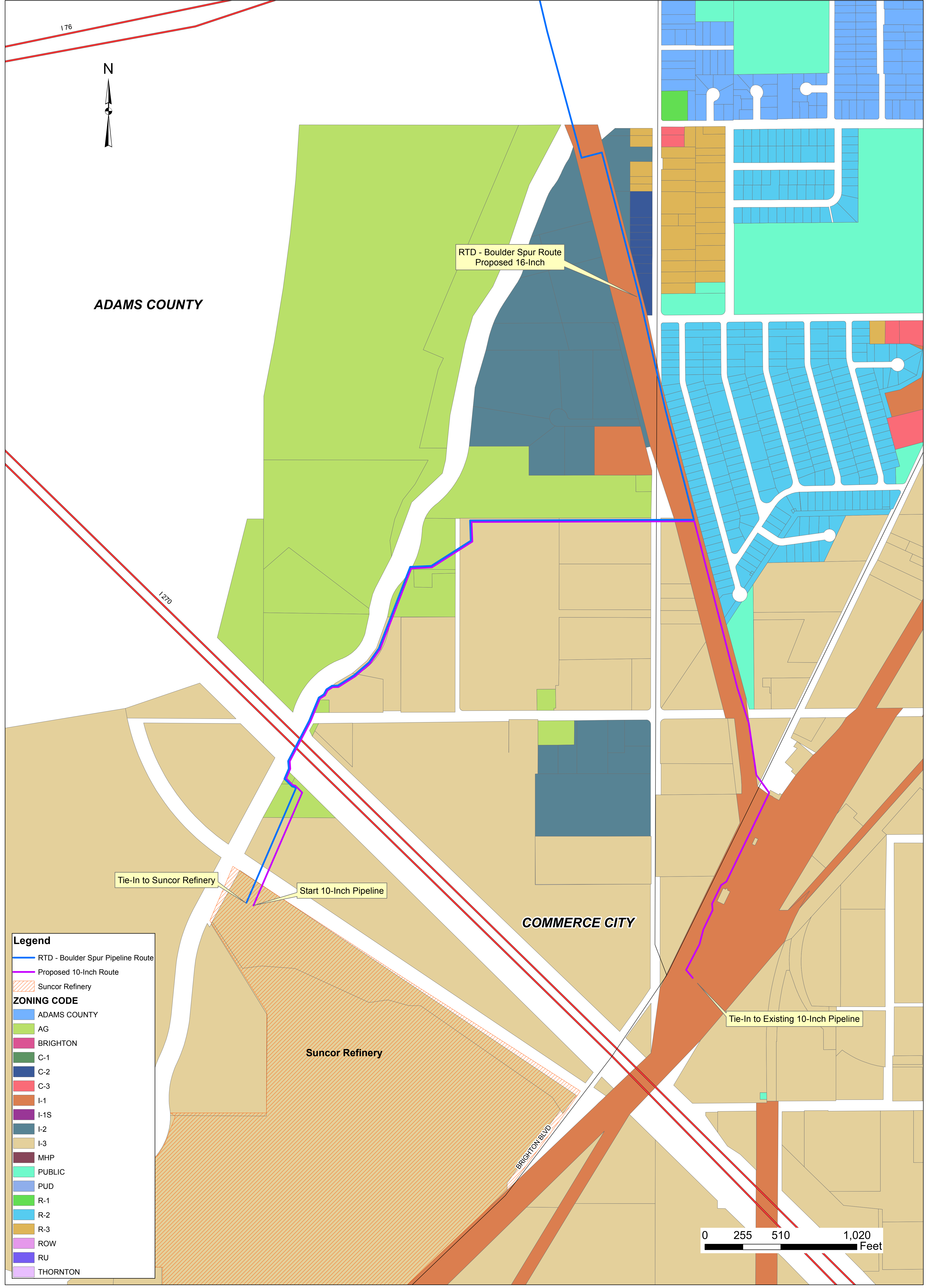
0 110 220 440 Feet

- LEGEND**
- Proposed 16-Inch Route
 - Permanent Easement
 - Temporary Easement
 - Temporary Workspace
 - ▨ Proposed 10-Inch Route
 - ▭ Parcel Boundary

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APPLICATION FOR CONDITIONAL USE PERMIT

EXHIBIT B Zoning Map



Rocky Mountain Crude System Expansion Pipeline Project

Zoning Map - Commerce City

CH2MHILL



Issue Date: November 28, 2012


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SUNCOR RMCSEP

APPLICATION FOR CONDITIONAL USE PERMIT

EXHIBIT C Alignment Sheet





CH2MHILL

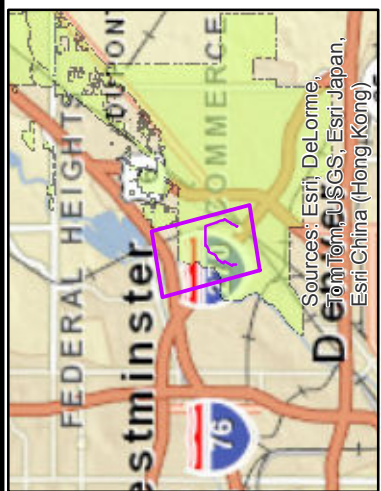
**Suncor Rocky Mountain Crude System
Expansion Pipeline Project**

COMMERCE CITY ROUTE MAP

SHEET 1 OF 1

GENERATION DATE
4/4/2013

DRAWING NUMBER
398019



LEGEND


- RTD - Boulder Spur Pipeline Route
- Proposed 10-inch Route
- Permanent Easement
- Temporary Easement
- Temporary Workspace
- PSCO - Electrical Tower
- PSCO - Electrical Span
- Culvert
- Access Roads
- Parcel Boundary
- Commerce City Boundary

NOTES:

Alignment at I-270 crossing shows alternative route as presented in the revised CUP.

SCALE: 1 inch = 600 feet

0 325 650 1,300

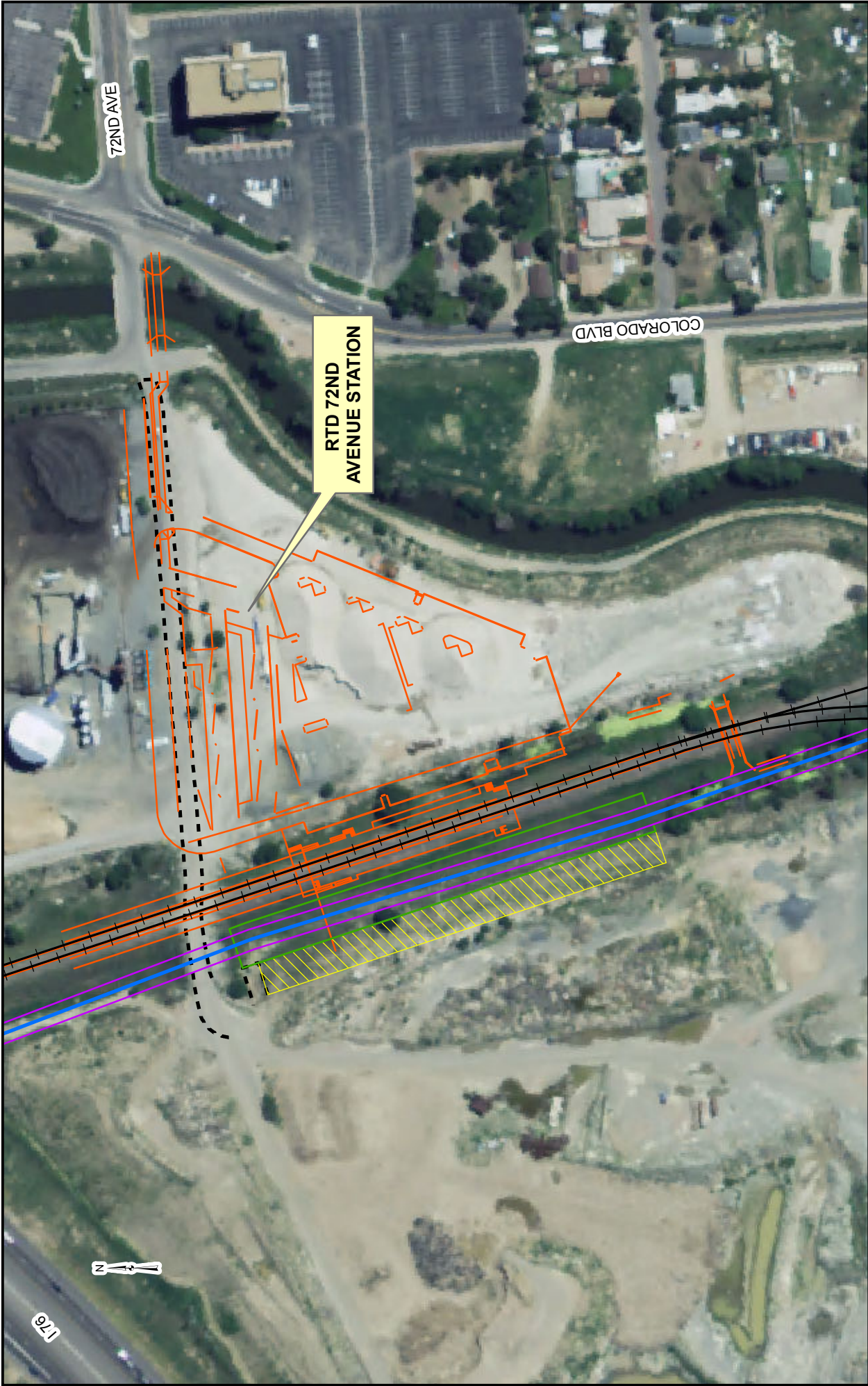


Feet

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APPLICATION FOR CONDITIONAL USE PERMIT

EXHIBIT D 72 nd Avenue Commuter Station



SUNCOR ENERGY	CH2MHILL
Suncor Rocky Mountain Crude System Expansion Pipeline Project	
NORTH METRO RAIL LINE 72ND AVENUE STATION	
GENERATION DATE: 12/3/2012	DRAWING NUMBER: 398019

LEGEND

- RTD - Boulder Spur Pipeline Route
- Permanent Easement
- Temporary Easement
- Temporary Workspace
- RTD Track
- RTD - 72nd Street Station
- Access Roads

NOTES:

SCALE: 1 inch = 200 feet

0 70 140 280 Feet

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APPLICATION FOR CONDITIONAL USE PERMIT

EXHIBIT E Agency Contact List

Suncor Rocky Mountain Crude Expansion - Phase II RTD Route - Permit List

Agency Contact List

updated 1.29.2012

Agency	Contact Info	Permit	Inspection Frequency
FEDERAL			
US Army Corps of Engineers Denver Regulatory Office 9307 South Wadsworth Blvd. Littleton, CO 80128-6901	Terry McKee Rina Brand 303-979-4120	Nationwide Permit 12	TBD
STATE			
Colorado Department of Public Health and Environment Water Quality Control Division 4300 Cherry Creek Dr. S. Denver, CO 80246-1530		Construction Stormwater Discharge	TBD
Colorado Department of Public Health and Environment Water Quality Control Division 4300 Cherry Creek Dr. S. Denver, CO 80246-1530	303-692-3500	Hydrostatic Test Water Discharge	TBD
Colorado Department of Public Health and Environment Water Quality Control Division 4300 Cherry Creek Dr. S. Denver, CO 80246-1530		Construction Dewatering	TBD
Colorado Department of Public Health and Environment Air Pollution Control Division 4300 Cherry Creek Drive South Denver, CO 80246-1530		APEN - Land Development (Fugitive Dust)	TBD
	Adam Wozniak 303-692-3150	Option 1: APEN - General Construction (Emergency Generator(s))	TBD
Colorado Department of Public Health and Environment Air Pollution Control Division 4300 Cherry Creek Drive South Denver, CO 80246-1530		Option 2: Modification of Existing Title V Operating Permit (Emergency Generator(s))	TBD

Agency	Contact Info	Permit	Inspection Frequency
<p>Colorado Department of Transportation, Region 4 1420 2nd St. Greeley, CO 80632</p> <p>Colorado Department of Transportation, Region 4 1420 2nd St. Greeley, CO 80632</p>	<p>David Torrez 970-350-2111</p>	<p>Utility/Special Use Permit(s) <i>Hwy 85 (and 30' strip adjacent to hwy) Hwy 52</i></p> <p>CDOT Access Permit(s)</p>	
<p>Colorado Department of Transportation, Region 6 2000 S. Holly Denver, CO 80222 (303) 512-4267</p>	<p>Mike Smith 303-667-2831</p>	<p>Utility/Special Use Permit(s) <i>Hwy 7 (160th Ave) State Hwy E470 Hwy 128 (120th Ave) Hwy 44 (104th Ave) Hwy 224 (74th Ave) I-76 Hwy 265 (aka Brighton Blvd) at 64th Ave I-270</i></p> <p>CDOT Access Permit(s)</p>	TBD
<p>Colorado Department of Transportation, Region 6 2000 S. Holly, Denver, CO 80222 (303) 512-4267</p> <p>COUNTY</p>			
<p>Weld County Planning and Zoning Department 1555 N 17th Ave Greeley, CO 80631</p> <p>Weld County Public Works - Engineering Department 1111 H Street Greeley, CO 80632</p> <p>Weld County Public Works - Engineering Department 1111 H Street Greeley, CO 80632</p>	<p>Tom Parko 970-353-6100 ext. 3572</p> <p>Clay Kimmi 970-304-6496 ext.9741</p> <p>Amy Burry 970-304-6496 ext. 3764</p>	<p>Site Plan Review Application</p> <p>Flood Hazard Development Permit</p> <p>Grading Permit</p>	<p>TBD</p> <p>TBD</p> <p>TBD</p>

Agency	Contact Info	Permit	Inspection Frequency
<p>Weld County Public Works - Engineering Department Weld County Public Works 1111 H Street Greeley, CO 80632</p>	<p>Janet Carter 970-304-6496 ext. 3726</p>	<p>ROW Use Permit (Road Crossings) WCRD 25 WCRD 23 WCRD 21 WCRD 20 WCRD 18 WCRD 16 - AKA 1st Street? WCRD 14 WCRD 19 WCRD 17 WCRD 12 - Hwy 52 - Mineral Road WCRD 6 WCRD 4 WCRD 15 WCRD 13 - Colorado Blvd WCRD 2 - Baseline</p> <p>Access Permit (Access Roads) South of CR20 CR20 East of CR25 West of CR25 South of CR20 South of CR21 East of CR19 East of CR19 East of CR19 East of CR15 East of CR15 East of CR15</p>	<p>TBD</p>
<p>Weld County Public Works - Engineering Department Weld County Public Works 1111 H Street Greeley, CO 80632</p>	<p>Janet Carter 970-304-6496 ext. 3726</p>	<p>Contractor's License</p>	<p>TBD</p>
<p>Weld County Public Works - Engineering Department 1111 H Street Greeley, CO 80632</p>	<p>Janet Carter 970-304-6496 ext. 3726</p>	<p>Special Transportation Permit</p>	<p>TBD</p>

Agency	Contact Info	Permit	Inspection Frequency
Adams County Department of Planning and Development 4430 South Adams County Parkway 1st Floor, Suite W2000A Brighton, CO 80601-8216	Chris LaRue 720-523-6800	Conditional Use Permit Road Crossing Permits <i>WCRD 2 - Baseline</i> <i>Hwy 7 (160th Ave)</i> 156th Ave 144th Ave 136th Ave York Street 100th Ave Thornton Pkwy 88th Ave Steele Street Colorado Blvd HWY 2 (at 64th Ave) Hwy 265 (aka Brighton Blvd) at 64th Ave	TBD
Adams County Public Works Department 4430 South Adams County Parkway 1st Floor, Suite W2000B Brighton, CO 80601-8218	Greg LaBrie 720-523-6875	Erosion and Sediment Control Plan	TBD
Adams County Public Works - Engineering Department 4430 South Adams County Parkway 1st Floor, Suite W2000B Brighton, CO 80601-8218	Greg LaBrie 720-523-6875	Floodplain Use Permit	TBD
Adams County Public Works Department 4430 South Adams County Parkway 1st Floor, Suite W2000B Brighton, CO 80601-8218	Greg LaBrie 720-523-6875	Contractor's Registration	TBD

Agency	Contact Info	Permit	Inspection Frequency
CITY			
City of Dacono Building and Planning Department 512 Cherry Street	Jon Rabas 303-833-2317	Excavation Permit/Road Crossings WCRD 10 WCRD 8	TBD
City of Thornton City Development Department 9500 Civic Center Drive Thornton, CO 80229	303-538-7295	License Agreement/Conditional Use Permit	
		Road Crossing Permits	
		Hwy 7 (160th Ave)	
		156th Ave	
		144th Ave	
		136th Ave	
		York Street	
		128th Ave	
		120th Ave	
City of Thornton City Development Department 9500 Civic Center Drive Thornton, CO 80229			
		100th Ave	
		Thornton Pkwy	TBD
		88th Ave	
		Steele Street	
		Hwy 224 (74th Ave)	
City of Thornton City Development Department 9500 Civic Center Drive Thornton, CO 80229	303-538-7295	Floodplain Development Permit	
City of Thornton City Development Department 9500 Civic Center Drive Thornton, CO 80229	303-538-7295	Construction Permit	
City of Thornton City Development Department 9500 Civic Center Drive Thornton, CO 80230	303-538-7295	Excavation Permit	
City of Commerce City Community Planning & Development Services 7887 E. 60th Ave. Commerce City, CO 80022	Paul Workman 303-227-8774	Conditional Use Permit	TBD

Agency	Contact Info	Permit	Inspection Frequency
City of Commerce City Public Works - Engineering Department 8602 Rosemary Street Commerce City, Colorado	Rachelle Urso 303-289-8174	Road Crossing Permits	TBD
		68th Ave*	
		Colorado Blvd	
		HWY 2 (at 64th Ave)	
City of Commerce City Public Works - Engineering Department 8602 Rosemary Street Commerce City, Colorado	Rachelle Urso 303-289-8174	Floodplain Development Permit	TBD
		Hwy 265 (aka Brighton Blvd) at 64th Ave	
City of Commerce City Public Works - Engineering Department 8602 Rosemary Street Commerce City, Colorado	Rachelle Urso 303-289-8174 Greg Graham (City Attorney's Office)	License Agreement	TBD
City of Commerce City Public Works - Engineering Department 8602 Rosemary Street Commerce City, Colorado	Rachelle Urso 303-289-8174	Grading Permit, Erosion and Sediment Control Plans	TBD
City of Commerce City Public Works - Engineering Department 8602 Rosemary Street Commerce City, Colorado	Rachelle Urso 303-289-8174	Right of Way Permit	TBD
City of Northglenn Land Use & Planning 11701 Community Center Drive Northglenn, CO 80233	Travis Reynolds 303-451-8326	Construction Water Permit	TBD
City of Northglenn Public Works Department 11701 Community Center Drive Northglenn, CO 80233	Travis Reynolds 303-451-8326	Right of Way Permit	TBD
112th Ave			
City of Northglenn Land Use & Planning 11701 Community Center Drive Northglenn, CO 80233	Travis Reynolds 303-451-8326	Temporary Use Permit	TBD
RAILROADS			
Union Pacific Railroad 1400 Douglas Street Omaha, NE 68179	Kylan Crawford 402-544-8536	Railroad Crossing	TBD
		UPRR Ft. Lupton Crossing E. 64th Ave & West of Hwy 265 crossing	

Agency	Contact Info	Permit	Inspection Frequency
UTILITIES			
Public Service Company of Colorado 1099 18th Street Denver, CO 80202	Anne MacRae (Electric Lines) 303-571-7082 Cheryl Diedrich (Natural Gas Lines) 303-571-3116	Encroachment- License Agreement <i>Public Service Company of Colorado</i> <i>Public Service Company of Colorado</i> NRC-CO 1, LLC NRC-CO 1, LLC Jukkola, John C. & Kristy A. <i>Public Service Company of Colorado</i>	TBD
MISC.			
E-470 Public Highway Authority 22470 East 6th Parkway, Suite 100 Aurora, CO 80018	Justine Brown 303-537-3751	Construction & Access Permit	TBD

SUNCOR RMCSEP

APPLICATION FOR CONDITIONAL USE PERMIT

EXHIBIT F ROW Inspection Guidelines
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Right-of-Way (ROW) Inspection—Guidelines

Inspecting a ROW—Ground Inspection

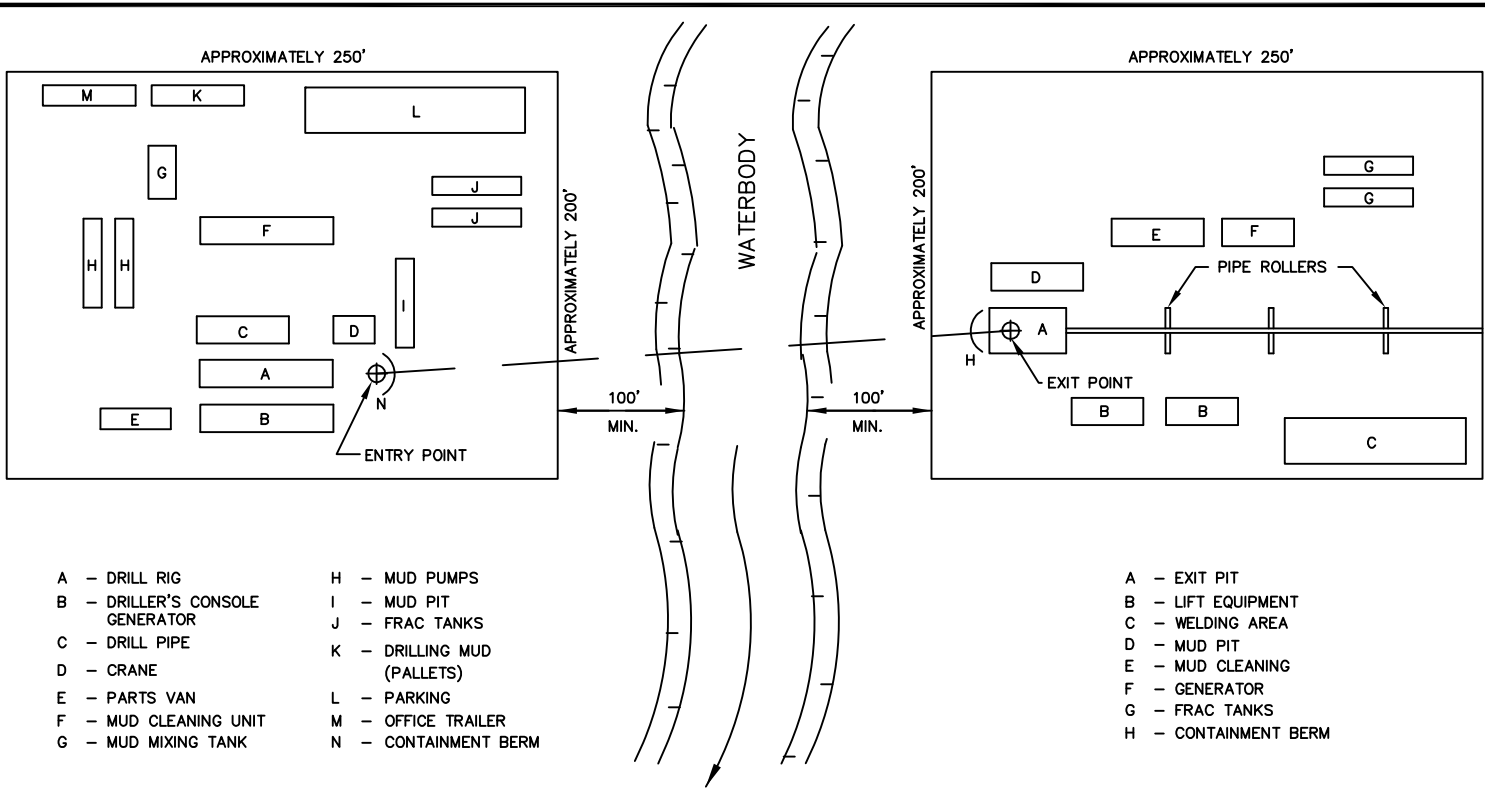
1. Check for and remove brush, trees, or any other wild overgrowth that restricts access for emergency response or impairs view for line patrols.
2. Check and repair fences and gates within ROW boundaries.
 - Replace broken posts or barbed wire as required.
3. Ensure all pipeline markers and signs are in good condition, are legible, located in the correct position, are free of damage and are fixed in place.
 - Line markers should be placed directly over pipeline so that they clearly indicate pipeline route.
 - Ensure sign text is clearly visible and marked on each sign. The Suncor emergency contact number must be clearly visible.
 - Exact milepost and depth of cover may be marked on back of sign, if required.
 - Ensure signposts are straight and installed securely.
 - At water crossings, ensure adequate line markers are on each shoreline. At navigable waterways, verify placement and condition of “DO NOT ANCHOR” and “DO NOT DREDGE” signs.
 - Replace damaged or defaced signs following company procedures.
4. Remove or control any vegetation that blocks a sign or marker from being clearly seen.
5. Replace worn or damaged decals as needed.
6. Cut grass or weeds within ROW boundaries, as necessary.
7. Inspect and service aerial markers to ensure they are in good condition and legible.
8. Check condition of all vent pipes on casings and paint as required.
9. Inspect pipeline ROW including waterway crossings, for abnormal surface conditions, such as:
 - Indications of oil or gas leaks.
 - Excavation or dredging on or near the ROW.
 - Unauthorized activities by non-company parties.
 - Heavy equipment on the ROW without authorization.
 - Encroachment on the ROW.
 - Construction/farming activities.
 - Debris on the ROW (dumping).
 - Seismic activity.
 - Forestry operations.
 - Exposed or floating pipe.
 - Soil defects (slides, erosion, sunken backfill cave-ins, or other surface disturbances).
 - Water crossings and flooding on the ROW.
 - Damage to company signs or property through natural or human causes.
 - Slopes for erosion, sloughing or other soil movement.
10. Place markers at exposed areas, and complete PLIR. Paint exposed pipe to ensure visible to aerial patrol. Exposed pipe must be inspected and documented on 3-year intervals per DOT requirements.
11. Document any ROW maintenance required, e.g. clearing, ditch settling, seeding, mowing, etc.

12. Record all foreign line crossings on PLIR and install line markers and cathodic protection test stations as needed.
13. Update maps with any changes noted during the inspection.
14. Inspect (remote) valve sites.
 - Inspect security fences and condition of gates, locks and chains.
 - Visually inspect valve for obvious defects or damage (seeps, leakage, mechanical damage), and repair.
 - Cut or pull grass or weeds within and around valve site.
 - Inspect and replace any signs in poor condition.
 - Inspect valve enclosure culvert. Ensure lid is locked and secure. Ensure pipe is not shorted to culvert.
 - Remove any debris or garbage.
 - Inspect coating condition above ground and at soil to air transitions.

SUNCOR RMCSEP

APPLICATION FOR CONDITIONAL USE PERMIT

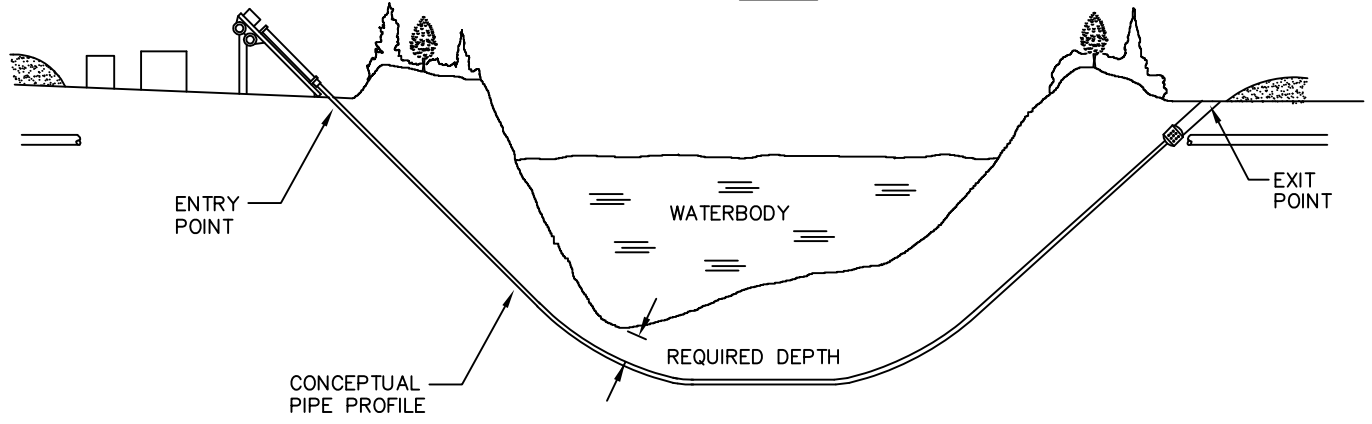
EXHIBIT G
Bore Typical



- A - DRILL RIG
- B - DRILLER'S CONSOLE GENERATOR
- C - DRILL PIPE
- D - CRANE
- E - PARTS VAN
- F - MUD CLEANING UNIT
- G - MUD MIXING TANK
- H - MUD PUMPS
- I - MUD PIT
- J - FRAC TANKS
- K - DRILLING MUD (PALLETS)
- L - PARKING
- M - OFFICE TRAILER
- N - CONTAINMENT BERM

- A - EXIT PIT
- B - LIFT EQUIPMENT
- C - WELDING AREA
- D - MUD PIT
- E - MUD CLEANING
- F - GENERATOR
- G - FRAC TANKS
- H - CONTAINMENT BERM

PLAN

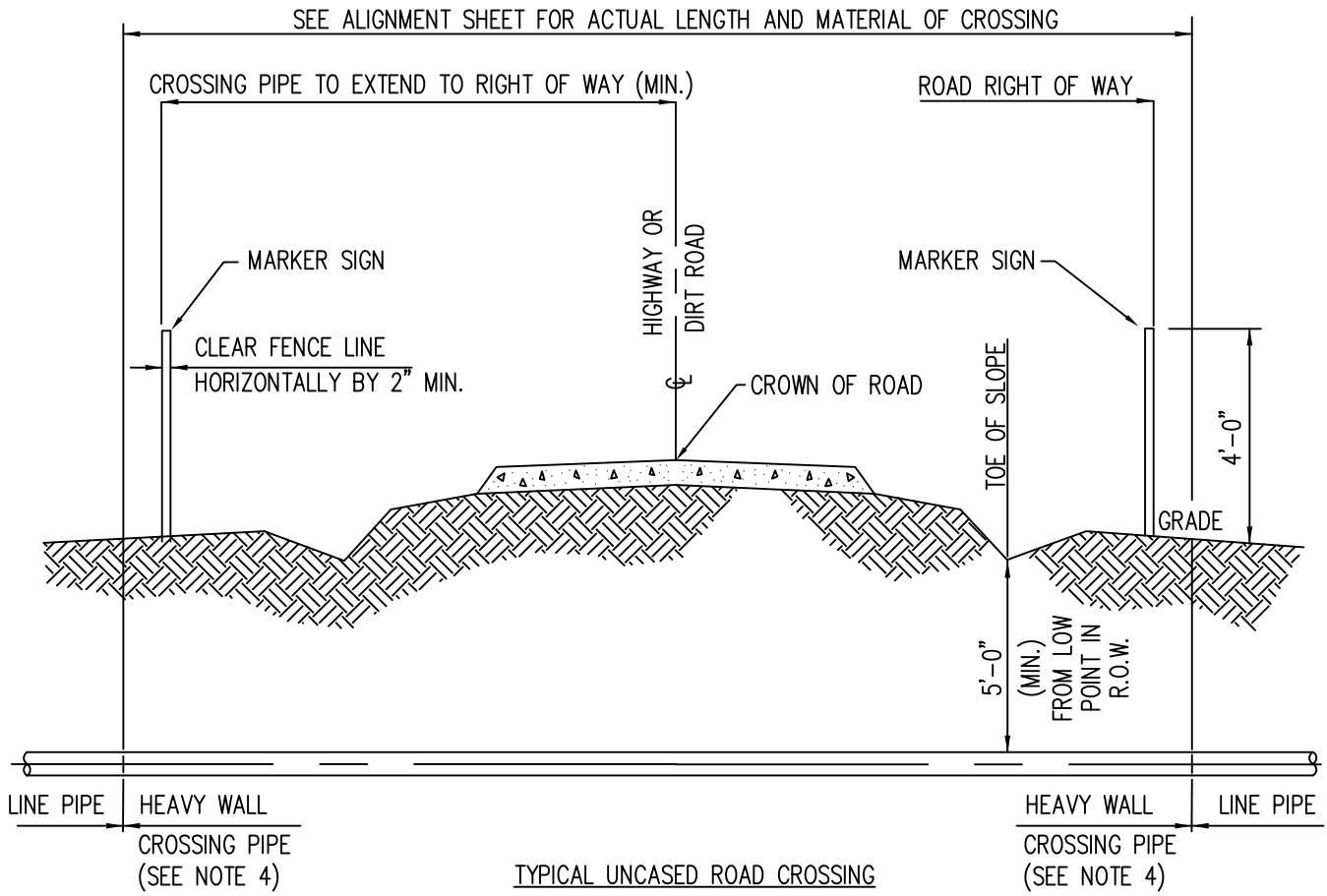


PROFILE

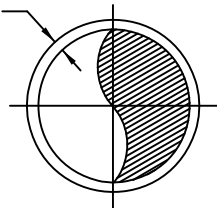
NOTES:

1. SET UP DRILLING EQUIPMENT A MINIMUM OF 100 FEET FROM THE EDGE OF THE WATERBODY. DO NOT CLEAR OR GRADE WITHIN THE 100 FOOT ZONE.
2. ENSURE THAT ONLY BENTONITE BASED DRILLING MUD IS USED. DO NOT ALLOW THE USE OF ANY ADDITIVES TO THE DRILLING MUD WITHOUT THE APPROVAL OF COMPANY'S INSPECTOR.
3. INSTALL SUITABLE DRILLING MUD TANKS OR SUMPS TO PREVENT CONTAMINATION OF WATERBODY.
4. INSTALL BERMS DOWNSLOPE FROM THE DRILL ENTRY AND ANTICIPATED EXIT POINTS TO CONTAIN ANY RELEASE OF DRILLING MUD.
5. DISPOSE OF DRILLING MUD IN ACCORDANCE WITH THE APPROPRIATE REGULATORY AUTHORITY REQUIREMENTS.
6. ENTRY AND EXIT SITE LAYOUT ARE APPROXIMATE DIMENSIONS, REFER TO CONSTRUCTION DRAWINGS FOR SITE SPECIFIC WORK AREAS.

REVISIONS						DRAWN BY:	KMR	<p style="margin: 0;">TYPICAL WATERBODY CROSSING H.D.D.</p>					
△						CHECKED BY:	CAM						
△						REVIEWED BY:							
△						APPROVED BY:							
△						PROJECT MANAGER:							
△	ISSUED FOR CONSTRUCTION	01/29/10	KMR	CAM		SCALE: NONE		PROJECT NUMBER	2056-01	DRAWING NUMBER	SUNCOR-TYP-015	REV.	0





BORE ANNULUS TO BE NO LARGER THAN 1" GREATER THAN COATED LINE PIPE



NOTES:

1. CROSSINGS SHALL BE IN ACCORDANCE WITH APPLICABLE PERMIT.
2. ROAD CROSSING PIPE SHALL EXTEND AT MINIMUM TO RIGHT OF WAY LINE.
3. THE TYPE AND MINIMUM REQUIRED LENGTH OF PIPE FOR CROSSINGS OF ROADS SHALL BE AS SPECIFIED ON ALIGNMENT SHEETS.
4. PIPE FOR BORED CROSSINGS TO INCLUDE ADDITIONAL COATING PER SPECIFICATION.
5. PIPELINE MARKER & TEST STATIONS TO BE INSTALLED ON ROW LINE NEXT TO FENCE IF POSSIBLE.
6. THE CROSSING PIPE SHALL BE STRAIGHT WITH NO VERTICAL OR HORIZONTAL BENDS WITHIN ROAD RIGHT OF WAY.
7. TEST STATIONS SHALL BE PLACED ON DOWN STREAM SIDE OF ROAD CROSSING.

REVISIONS						DRAWN BY:	KMR	  TYPICAL UNCASSED ROAD CROSSING: BORED		
△						CHECKED BY:	CAM			
△						REVIEWED BY:				
△						APPROVED BY:				
△						PROJECT MANAGER:				
△	RE-ISSUED FOR CONSTRUCTION	11/26/12	ASJ	AWG		SCALE: NONE PROJECT NUMBER: 2056-01 DRAWING NUMBER: SUNCOR-TYP-005 REV. 1				
△	ISSUED FOR CONSTRUCTION	01/29/10	KMR	CAM						
NO.	DESCRIPTION	DATE	BY	CHK.	APPR.					

SUNCOR RMCSEP

APPLICATION FOR CONDITIONAL USE PERMIT

EXHIBIT H Landfills in the Project Area
--

Exhibit H: Landfills Near the Project Area

Tri County Landfill No	Landfill/ Land Use	Years of Operation	Location	Section/ Township/ Range	Adams County Parcel Number	Current Owner	Methane Gas Monitoring	Landfill Depth	Other Known Contaminants of Concern
AD-117	Non-permitted former sludge disposal site	Unknown	North of 60th; south of Sand Creek; east of Steel St; west of Brighton Blvd (outside Sand Creek floodplain)	12/3S/68W	182512102003	Suncor	No data on file	Unknown	Asbestos, PCBs, dichloroethane, VOCs, Semi-VOCs, Total Recoverable Petroleum Hydrocarbons
AD-057	Permitted Brighton Blvd. Sanitary Landfill (also known as Viking Steel Landfill) contains waste from residential, commercial, and industrial sources	1974-1977	North of Sand Creek; south of I-270; east of Burlington Canal; west of RR ROW	12/3S/68W	182512102040 182512102041	Weaver Electric Co.	5/1978: 0% gas-70% LEL 6/1978: 37% gas 7/1979: 51% gas	Unknown	Groundwater analysis performed 2/1986 on all former Landfill, Inc. sites indicate elevated levels of manganese, 1,1-dichloroethane and trans-1,2 dichloroethene; source of contamination is presumed landfill related but no evidence of such.
AD-061	Permitted Brighton Blvd. Sanitary Landfill portions filled w/ demolition debris	1976	North of I-270; north of E 64th Ave.; majority of site sits west of the Burlington Canal with a small section crossing the Burlington Canal along E. 64th Ave.	1/3S/68W	182501400022	Christensen, Justin (aka Shirley, Justin D.)	4/1978: 13-22% gas 6/1978: 42% gas 7/1979: 58% LEL	2' in the NW section, 21' in the SW section (avg. 12)	Groundwater analysis performed 2/1986 on all former Landfill, Inc. sites indicate elevated levels of manganese, 1,1-dichloroethane and trans-1,2 dichloroethene; source of contamination is presumed landfill related but no evidence of such.
AD-059	Permitted Brighton Blvd. Sanitary Landfill. Land use, to include but not limited to sanitary sewage sludge, industrial, construction and demolition debris, and household wastes.	1974-1977	Bounded on the north by E. 64th Ave and on the southwest by I-270; east of Colorado Blvd. and north northwest of landfill 058	12/3S/68W	182512101063	Kenneth Hagen	4/1978: 5-42% gas 6/1978: 0-20% gas 6/1979: 0-52% gas	4-10' (avg. 8)	Groundwater analysis performed 2/1986 on all former Landfill, Inc. sites indicate elevated levels of manganese, 1,1-dichloroethane and trans-1,2 dichloroethene; source of contamination is presumed landfill related but no evidence of such.
AD-058	Permitted Brighton Blvd. Sanitary Landfill. Land use, to include but not limited to sanitary sewage sludge, industrial, construction and demolition debris, and household wastes.	1974-1977	South of E. 64th Ave; east of Colorado Blvd; bounded on the southeast by Brighton Blvd., and southwest by I-270. (directly southeast of landfill 059)	12/3S/68W	182512101079	Waste Management of Colorado	4/1978: 5-42% gas 6/1978: 0-20% gas 6/1979: 0-52% gas	4-10' (avg. 8)	Groundwater analysis performed 2/1986 on all former Landfill, Inc. sites indicate elevated levels of manganese, 1,1-dichloroethane and trans-1,2 dichloroethene; source of contamination is presumed landfill related but no evidence of such.
AD-060	Permitted Brighton Blvd. Sanitary Landfill	5/1976-12/1976	North of E. 64th Ave; east of Burlington Canal; east of Monroe St.; west of Colorado Blvd. Physical Address: 3740 E. 64th Ave., Commerce City, CO	1/3S/68W	182501402001	Magnolia Enterprises, LLC	4/1978: 0-6% gas 6/1978: 0-7% gas 7/1979: 0-90% LEL	20' throughout most of site, 6' w/in 100' for site's western boundary	Groundwater analysis performed 2/1986 on all former Landfill, Inc. sites indicate elevated levels of manganese, 1,1-dichloroethane and trans-1,2 dichloroethene; source of contamination is presumed landfill related but no evidence of such.
AD-062	Non-permitted sanitary, construction & demolition debris fill. Private property (hog and cattle farm). TCHD Letter dated 5/14/1971 requested owner to halt improper disposal of solid waste on property.	Unknown	East of the Burlington Canal; west of Colorado Blvd.; south of Eagle Blvd. Physical Address: 6691 Colorado Blvd., Commerce City, CO	1/3S/68W	1825801401004	High Desert Custom Vans, Inc.	4/1985: 0-12% gas 9/1988: 0-16% gas	Unknown	Unknown
AD-062	Non-permitted sanitary, construction & demolition debris fill. Private property (hog and cattle farm). TCHD Letter dated 5/14/1971 requested owner to halt improper disposal of solid waste on property.	Unknown	East of the Burlington Canal; west of Colorado Blvd.; south of Eagle Blvd. Physical Address: 6641 Colorado Blvd., Commerce City, CO	1/3S/68W	182501401011	Nuanes, Richard	4/1985: 0-12% gas 9/1988: 0-16% gas	Unknown	Unknown

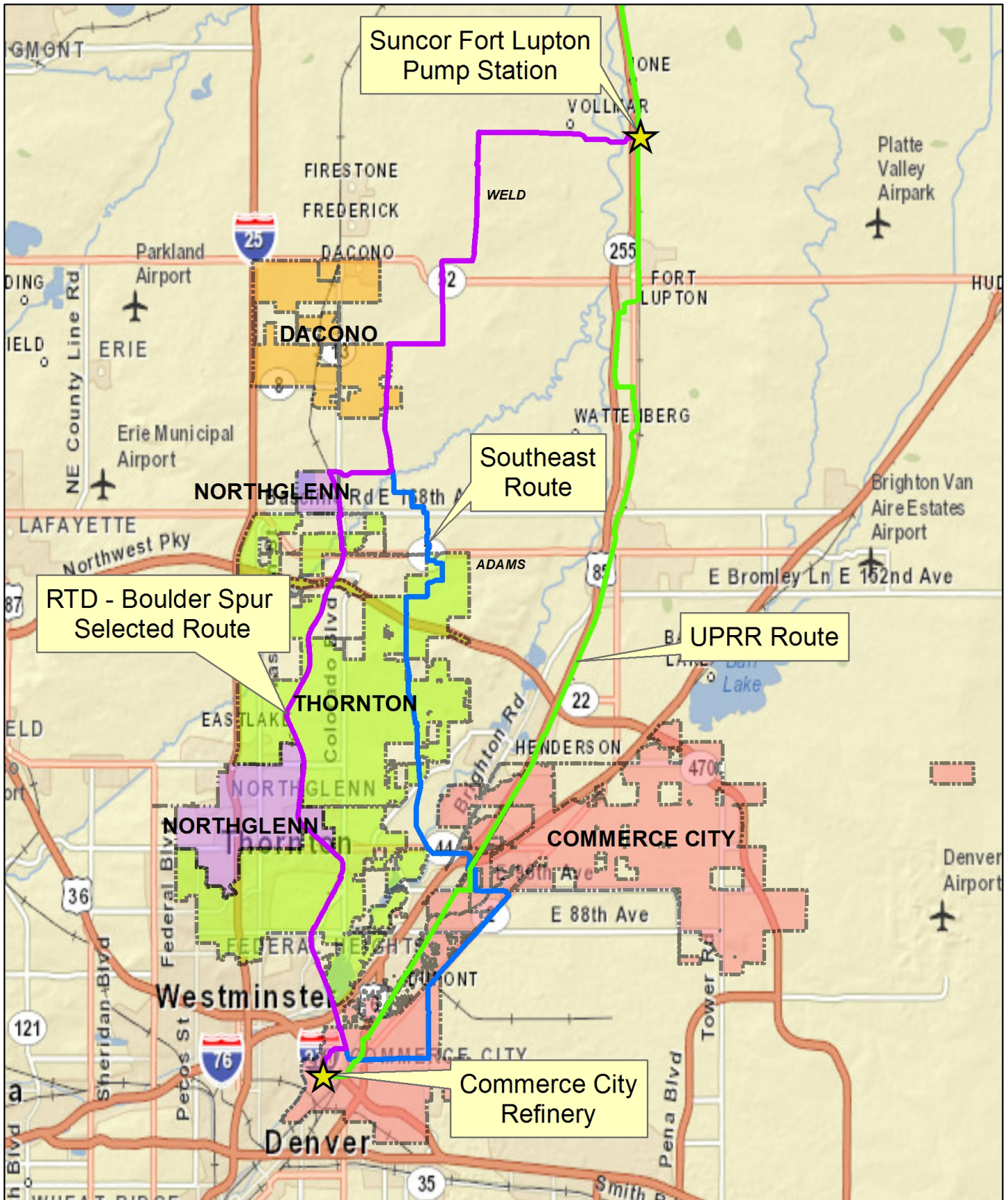
Tri County Landfill No	Landfill/ Land Use	Years of Operation	Location	Section/ Township/ Range	Adams County Parcel Number	Current Owner	Methane Gas Monitoring	Landfill Depth	Other Known Contaminants of Concern
AD-180	Regulated solid waste site; name unknown	Unknown	68th & Colorado Blvd (west of Colorado Blvd); east along Burlington Ditch	1/3S/68W	N/A	N/A	No data on file	Unknown	Unknown
AD-065	Private property, not licensed as construction demolition debris. TCHD letter dated 5/12/1971 ordered the owner to desist from improper disposal of solid waste on property.	3/1971-1973	South of E. 70th; east of R.R ROW (north end of parcel)	1/3S/68W	182501101025	Sykstra, Roy	None as of 2/1997	Unknown	Unknown
AD-065	Private property, not licensed as construction demolition debris. TCHD letter dated 5/12/1971 ordered the owner to desist from improper disposal of solid waste on property.	3/1971-1973	South of E. 70th; east of R.R ROW	1/3S/68W	182501101028	Co-Arc Enterprises, LLC	None as of 2/1997	Unknown	Unknown
AD-065	Private property, not licensed as construction demolition debris. TCHD letter dated 5/12/1971 ordered the owner to desist from improper disposal of solid waste on property.	3/1971-1973	South of E. 70th; east of R.R ROW (south end of parcel)	1/3S/68W	182501101029	Torres, Alfonso & Anita c/o Commerce City	None as of 2/1997	Unknown	Unknown
AD-111	Bromley Fill (permitted, inert fill)	6/1978-?	Southeast of the Burlington Canal; west of Colorado Blvd; south of E. 72nd; north of E. 70th Ave.; parcel sits along the east side of RR. ROW (72nd & Colorado Blvd, Commerce City, CO)	1/3S/68W	182501100015	Richdell Properties	None as of 3/1997	Unknown	Unknown
AD-111	Bromley Fill (permitted, inert fill)	6/1978-?	Northwest of the Burlington Canal; west of Colorado Blvd; south of E. 72nd; north of E. 70th Ave.; parcel sits along the east side of the RR ROW (72nd & Colorado Blvd, Commerce City, CO)	1/3S/68W	182501100013	Frei, Albert LLC	None as of 3/1997	Unknown	Unknown
AD-063	Permitted Fernald Inert Landfill. Construction and demolition debris fill	10/1994-pres.	South of I-76; east of Platte River; west of R.R ROW; north of E. 70th Ave.	36/2S/68W	N/A	Frei, Albert LLC	No data on file	Unknown	Unknown
AD-056	Construction/debris fill (unknown if permitted)	11/1971-1976 (estimated)	Approximately 60th and Albion St.	N/A	N/A	N/A	No data on file	Unknown	Unknown
AD-153	Construction/debris (unknown if permitted)	Unknown	One block east of Brighton Blvd, south of E. 60th Ave	N/A	N/A	N/A	No data on file	Unknown	Unknown

Tri County Health Department file records for landfill tracking numbers: AD-056, AD-057, AD-058, AD-059, AD-060, AD-061, AD-062, AD-063, AD-065, AD-111, AD-113, AD-153, AD-180, AD-180, (1971-1997).

SUNCOR RMCSEP

APPLICATION FOR CONDITIONAL USE PERMIT

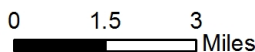
EXHIBIT I Historical Routes



Legend

- Southeast Route
- UPRR Route
- RTD - Boulder Spur Route

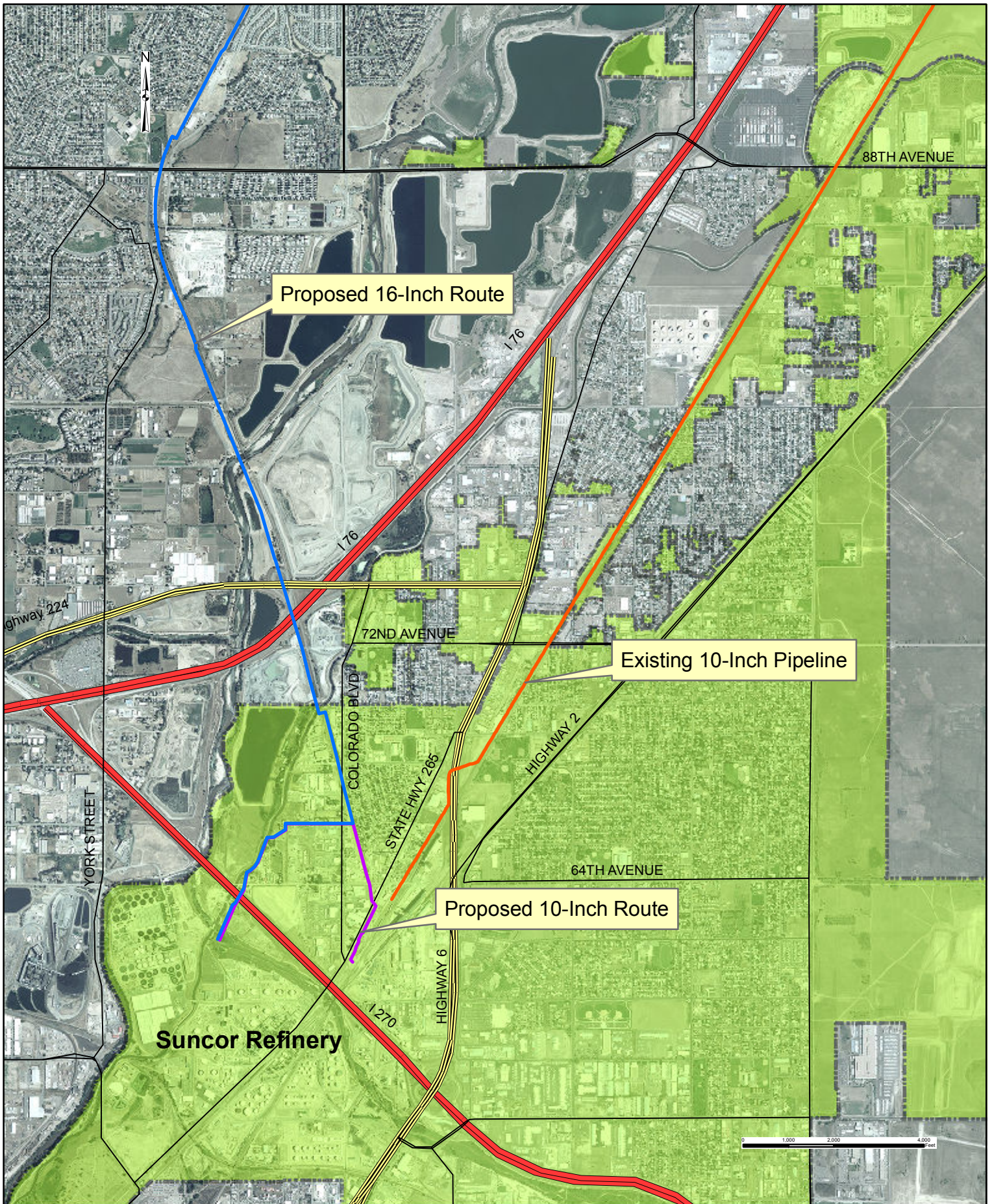
**Rocky Mountain Crude System Expansion Project
Alternative Routes
Figure 2**



SUNCOR RMCSEP

APPLICATION FOR CONDITIONAL USE PERMIT

EXHIBIT J
Approximate Location of Existing 10-Inch Pipeline



- Legend**
- Existing 10-Inch Pipeline
 - Proposed 16-Inch Pipeline Route
 - Proposed 10-Inch Pipeline Route
 - City of Commerce City

Suncor Rocky Mountain Crude System Expansion Pipeline Project

Commerce City Area



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SUNCOR RMCSEP

APPLICATION FOR CONDITIONAL USE PERMIT

EXHIBIT L 1270 Crossing Options



TOWNSHIP 3 SOUTH, RANGE 68 WEST
 A PORTION OF NE 1/4 OF SECTION 12
 ADAMS COUNTY, COLORADO

LEGEND:

NOTES:

REFERENCE DRAWINGS

REVISIONS

NO.	DESCRIPTION	DATE	BY	CHK.	MAO
1	ISSUED FOR REVIEW	07/09/13	AMS	MAO	MAO
2	REVISED ROUTE	04/03/13	AMS	MAO	MAO

SUNCOR ENERGY

SUNCOR RMCSEP 1-270 CROSSING OPTIONS

ADAMS COUNTY, COLORADO

SCALE: N.T.S. DRAWING NUMBER: SKF-1

DATE: 07/09/13 CHECKED: MAO PLOT DATE: AMS 07/09/13

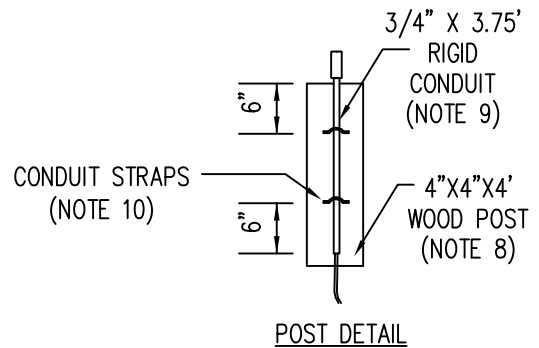
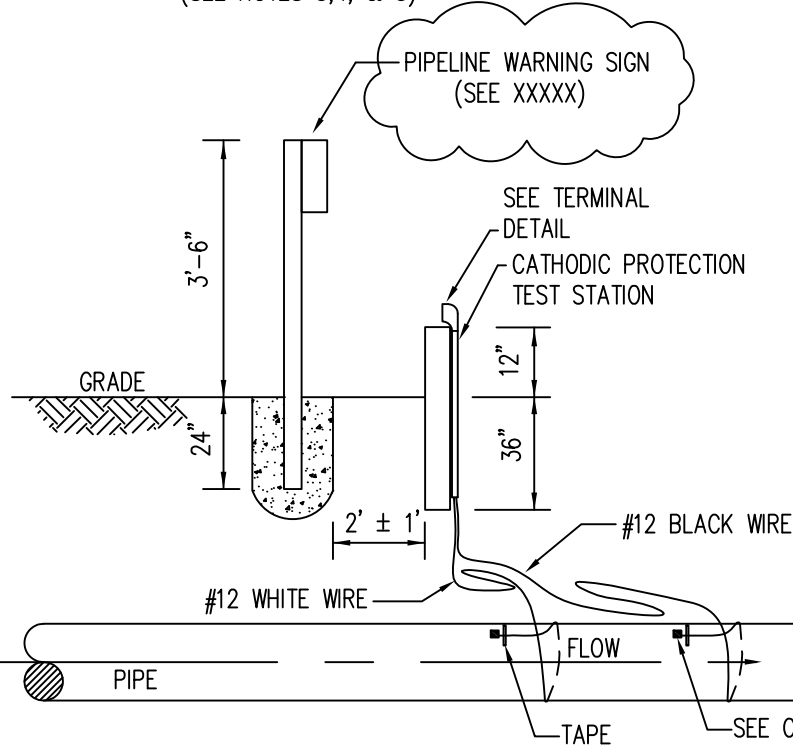
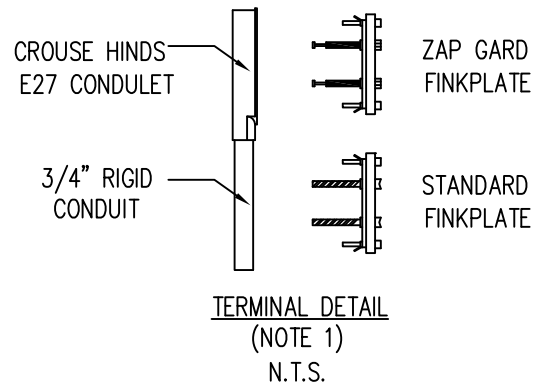
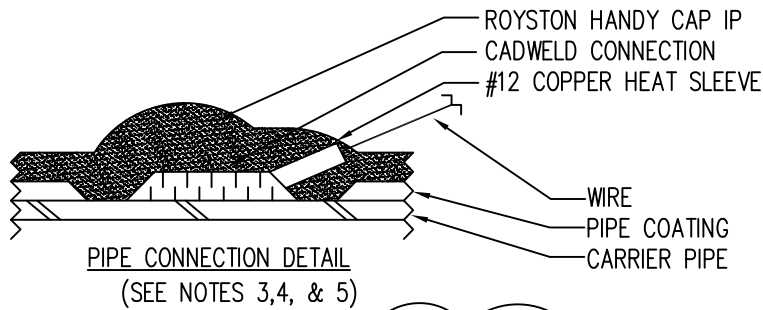
CH2MHILL

REV. B

SUNCOR RMCSEP

APPLICATION FOR CONDITIONAL USE PERMIT

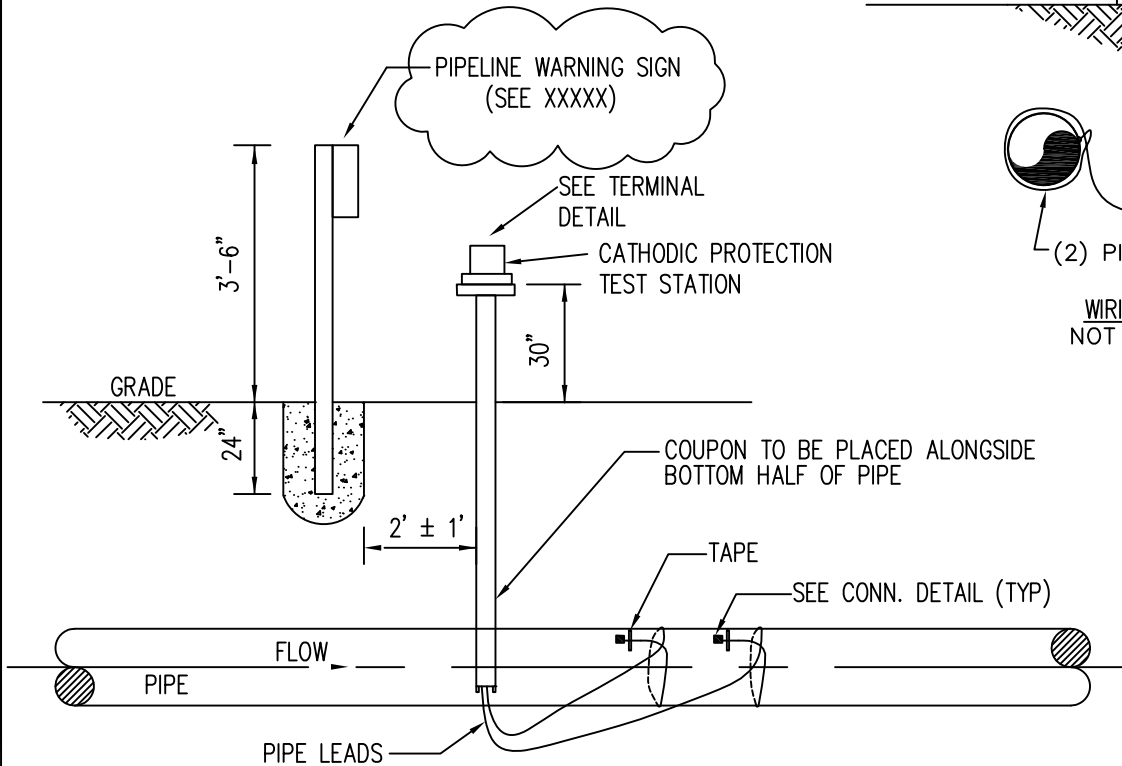
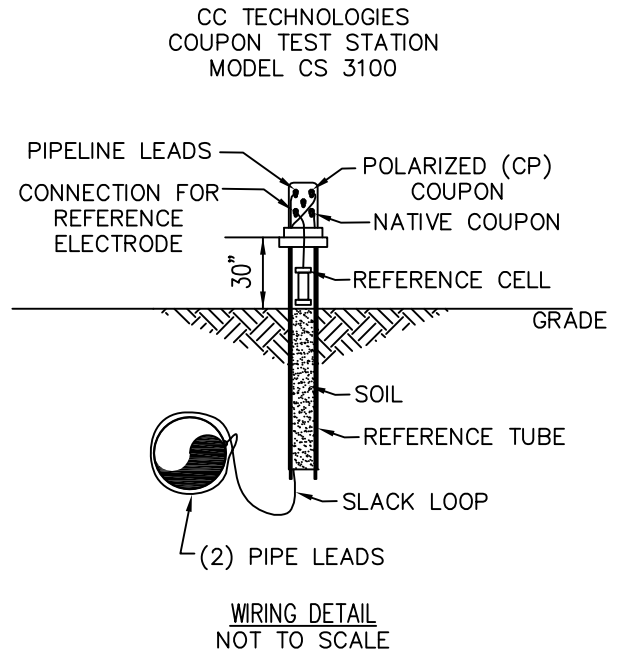
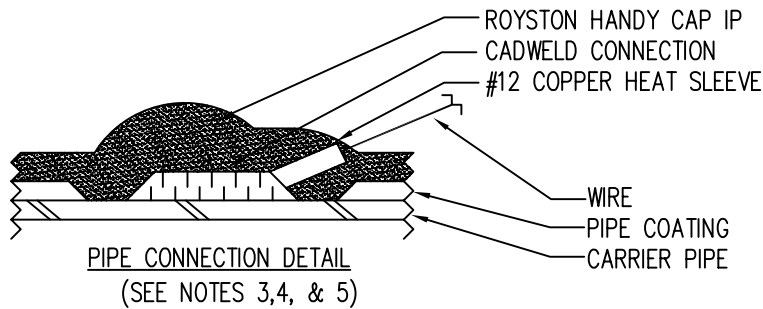
EXHIBIT M Cathodic Protection Typical
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NOTES:

1. TERMINAL FINKPLATES SHALL BE COTT 775-00P BLACK 3/4" WITH 2-ZAP GUARD IN HVAC AREAS OR IN ALL OTHER AREAS 1/4" 316 SS HEX HEAD BOLTS, 3/4" LENGTH.
2. ALL WIRE SHALL BE INSULATED STRANDED COPPER #12 THHN. AS SHOWN ABOVE.
3. TERMINAL BLOCK SHALL BE WIRED BY CONTRACTOR AS SHOWN IN TERMINAL DETAIL ABOVE. WIRES SHALL TERMINATE WITH 1/4" RING LUGS.
4. ALL WIRE CONNECTIONS TO CARRIER PIPE SHALL BE MADE AS SHOWN IN DETAIL ABOVE. WIRE SHALL BE CONNECTED TO PIPE BY CADWELD PROCESS WITH COPPER HEAT SLEEVE.
5. CADWELD WIRE CONNECTIONS SHALL BE PRIMED WITH ROYSTON SPRAY PRIMER OR EQUAL AND ALLOWED TO DRY 3 TO 4 MINUTES OR UNTIL TACKY, AND COVERED WITH ROYSTON HANDY CAP IP. RD-6 OVERLAY SHOULD BE APPLIED AT HANDY CAP EDGES.
6. WIRE INSULATION SHALL BE PROTECTED FROM DAMAGE.
7. LAY WIRES ALONGSIDE PIPE, NOT OVER OR UNDER PIPE. WIRES SHALL HAVE A SLACK LOOP AS SHOWN ABOVE.
8. WOOD POST TO BE PRESSURE TREATED CEDAR OR REDWOOD, CONSTRUCTION GRADE.
9. RIGID CONDUIT TO BE THREADED ON ONE END (TOE-NPT) AND BEVELED ON OTHER END (REAMED & GROUND).
10. CONDUIT STRAPS TO BE 2 HOLE RIGID STRAPS AFFIXED WITH 2" WOOD SCREWS.
11. CATHODIC PROTECTION TEST STATION AND ALL OTHER MATERIALS SHALL BE FURNISHED BY CONTRACTOR.
12. INSTALL AT ALL LOCATIONS INDICATED ON ALIGNMENT SHEETS.

REVISIONS						DRAWN BY: KMR		TYPICAL CATHODIC PROTECTION TEST STATION					
△						CHECKED BY: CAM							
△						REVIEWED BY:							
△						APPROVED BY:							
△						PROJECT MANAGER:							
△	ISSUED FOR CONSTRUCTION	10/17/2007	KMR	CAM		SCALE: NONE		PROJECT NUMBER	2056-01	DRAWING NUMBER	SUNCOR-TYP-065	REV.	0

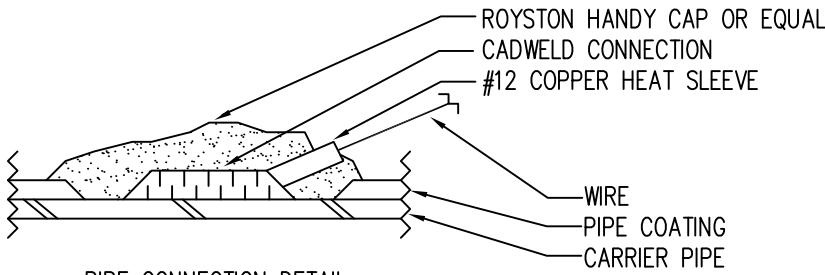


NOTES:

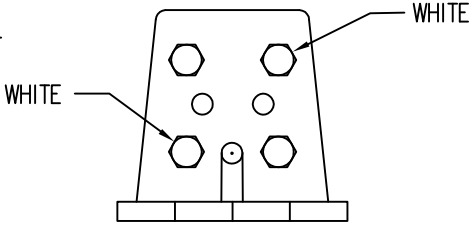
1. COUPON TEST STATION TO BE CC TECHNOLOGIES COUPON TEST STATION, MODEL CS 3100, WITH BIG FINK TEST HEAD. 10' LENGTH, FIELD ADJUSTED.
2. ALL WIRE SHALL BE INSULATED STRANDED COPPER #12 THHN. AS SHOWN ABOVE.
3. TERMINAL BLOCK SHALL BE WIRED BY CONTRACTOR AS SHOWN IN TERMINAL DETAIL ABOVE. WIRES SHALL TERMINATE WITH 1/4" RING LUGS.
4. ALL WIRE CONNECTIONS TO CARRIER PIPE SHALL BE MADE AS SHOWN IN DETAIL ABOVE. WIRE SHALL BE CONNECTED TO PIPE BY CADWELD PROCESS WITH COPPER HEAT SLEEVE.
5. CADWELD WIRE CONNECTIONS SHALL BE PRIMED WITH ROYSTON SPRAY PRIMER OR EQUAL AND ALLOWED TO DRY 3 TO 4 MINUTES OR UNTIL TACKY, AND COVERED WITH ROYSTON HANDY CAP IP. RD-6 OVERLAY SHOULD BE APPLIED AT HANDY CAP EDGES.
6. WIRE INSULATION SHALL BE PROTECTED FROM DAMAGE.
7. LAY WIRES ALONGSIDE PIPE, NOT OVER OR UNDER PIPE. WIRES SHALL HAVE A SLACK LOOP AS SHOWN ABOVE.
8. CATHODIC PROTECTION TEST STATION AND ALL OTHER MATERIALS SHALL BE FURNISHED BY CONTRACTOR.
9. INSTALL AT ALL LOCATIONS INDICATED ON ALIGNMENT SHEETS.
10. AT THE DISCRETION OF THE COMPANY INSPECTOR, TEST STATION MAY REQUIRE ADDITIONAL MECHANICAL OR ENVIRONMENTAL PROTECTION SUCH AS A WOODEN SUPPORT POST OR STEEL SLEEVE.

REVISIONS						DRAWN BY:	KMR	CH2MHILL TYPICAL CATHODIC PROTECTION COUPON TEST STATION					
△						CHECKED BY:	CAM						
△						REVIEWED BY:							
△						APPROVED BY:							
△						PROJECT MANAGER:							
△	ISSUED FOR CONSTRUCTION	10/17/2007	KMR	CAM									
NO.	DESCRIPTION	DATE	BY	CHK.	APPR.	SCALE: NONE		PROJECT NUMBER	2056-01	DRAWING NUMBER	SUNCOR-TYP-066	REV.	0

COTT FINK PROBE
COUPON TEST STATION
9 FT. LENGTH

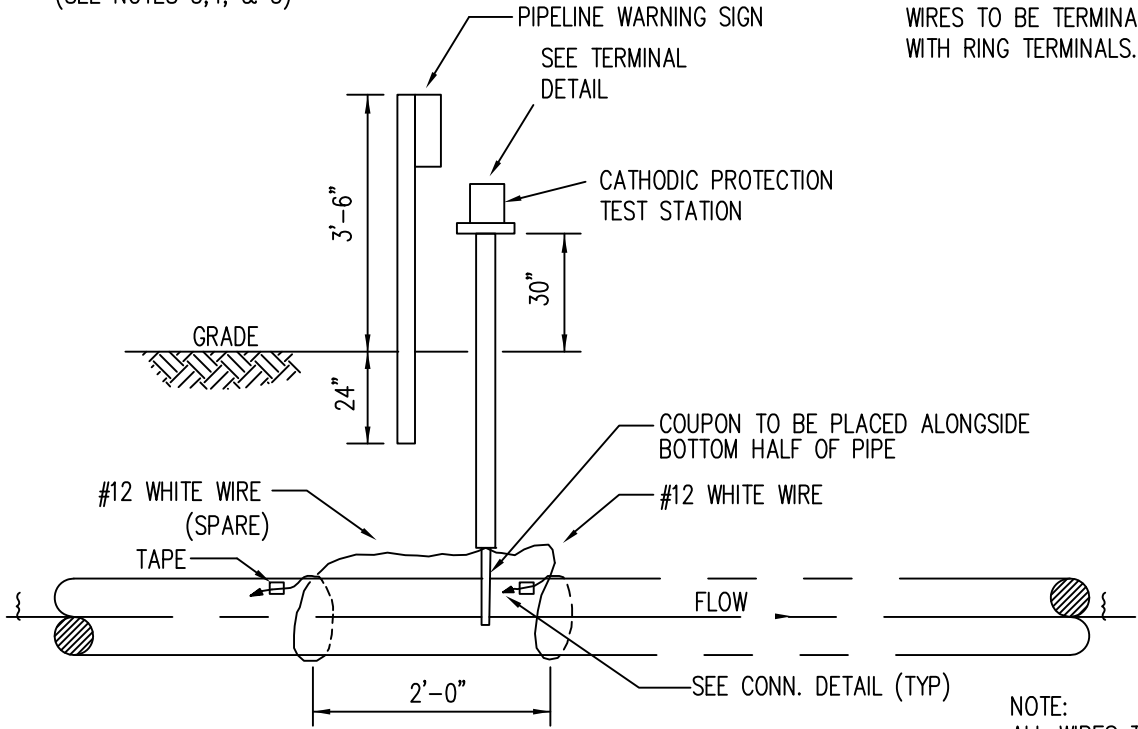


PIPE CONNECTION DETAIL
(SEE NOTES 3,4, & 5)



TERMINAL DETAIL


NOTE:
WIRES TO BE TERMINATED
WITH RING TERMINALS.



NOTE:
ALL WIRES TO MAKE A
COMPLETE LOOP AROUND
PIPE.

NOTES:

1. ALL WIRE SHALL BE INSULATED STRANDED COPPER #12 THHN. AS SHOWN ABOVE.
2. TERMINAL BLOCK SHALL BE WIRED BY CONTRACTOR AS SHOWN IN TERMINAL DETAIL ABOVE.
3. ALL WIRE CONNECTIONS TO CARRIER PIPE SHALL BE MADE AS SHOWN IN DETAIL ABOVE. WIRE SHALL BE CONNECTED TO PIPE BY CADWELD PROCESS WITH COPPER HEAT SLEEVE.
4. CADWELD WIRE CONNECTIONS SHALL BE PRIMED WITH ROYSTON SPRAY PRIMER OR EQUAL AND ALLOWED TO DRY 3 TO 4 MINUTES OR UNTIL TACKY, AND COVERED WITH ROYSTON HANDY CAP OR EQUAL.
5. WIRE INSULATION SHALL BE PROTECTED FROM DAMAGE.
6. LAY WIRES ALONGSIDE PIPE. NOT OVER OR UNDER PIPE.
7. CATHODIC PROTECTION TEST STATION AND ALL OTHER MATERIALS SHALL BE FURNISHED BY CONTRACTOR.
8. INSTALL AT ALL LOCATIONS INDICATED ON ALIGNMENT SHEETS.

REVISIONS						DRAWN BY:	KMR	 CH2MHILL TYPICAL CATHODIC PROTECTION COUPON TEST STATION			
△						CHECKED BY:	CAM				
△						REVIEWED BY:					
△						APPROVED BY:					
△						PROJECT MANAGER:					
△	ISSUED FOR CONSTRUCTION	01/29/10	KMR	CAM		SCALE: NONE					
NO.	DESCRIPTION	DATE	BY	CHK.	APPR.	PROJECT NUMBER	2056-01	DRAWING NUMBER	SUNCOR-TYP-066	REV.	0

SUNCOR RMCSEP

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EXHIBIT N RTD Letter to Adams County

March 15, 2013

Mr. Christopher C. LaRue
Adams County Planning and Development Department
4430 South Adams County Parkway
1st Floor, Suite W2000A
Brighton, Colorado 80601-8216

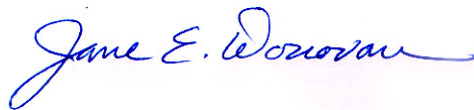
Dear Mr. LaRue:

I am writing to provide you with information regarding the Regional Transportation Districts (RTD) review of Suncor's Pipeline Project.

Suncor has worked cooperatively with RTD in designing the Pipeline Project to ensure that it will not interfere with the timing or development of RTD's North Metro Rail Line, including the planned transit stations. The RTD Board of Directors has given permission to RTD staff to enter into an easement agreement with Suncor which should be finalized in the next few months. The agreement grants Suncor an easement within the RTD owned corridor purchased from the Union Pacific Railroad in 2009. The agreement includes provisions for Suncor to provide RTD with funding for the North Metro Rail Line construction and several easements across Suncor's Commerce City property that are necessary for the North Metro Rail Line. These easements and additional funding will enhance RTD's ability to complete the North Metro Rail Line in accordance with its current schedule.

Please don't hesitate to contact me if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Jane E. Donovan". The signature is fluid and cursive.

Jane Donovan
Project Manager, North Metro