PHILLIPS 66 PIPELINE LLC
Denver Terminal
3960 East 56th Avenue

Denver Products Terminal
2018 Conditional Use Permit (CUP)

Denver Products Terminal

Denver Terminal Information

Name:	*Phillips 66 Pipeline LLC a subsidiary of Phillips 66 Company (Phillips 66)*
Address:	*3960 East 56th Avenue* *Commerce City, CO 80022*
Parcel IDs:	0182318200057 0182513100003 0182513100006 0182513100012
Phone Number:	*303-376-4363*

Terminal Organizational Chart

Southwest Region Manager

Clean Products Operations Superintendent

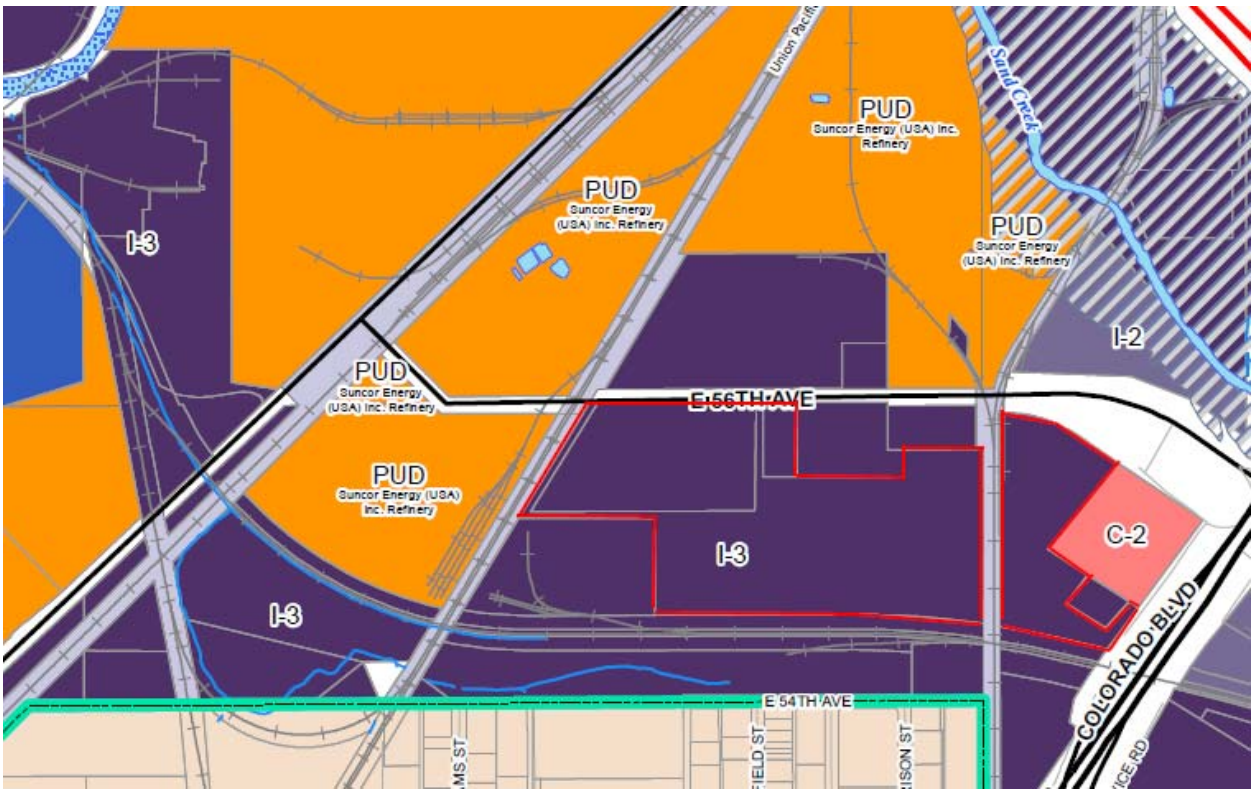
Area (Terminal) Supervisor (onsite)

Operator (onsite)
Operator (onsite)
Operator (onsite)
Operator (onsite)
Operator (onsite)
Operator (onsite)
Operator (onsite)
Operator (onsite)

Phillips 66 Pipeline LLC – Company Denver Products Terminal

Phillips 66 (PSX) is a diversified energy manufacturing and logistics company. With a portfolio of Midstream (Terminals and Pipelines), Chemicals, Refining, and Marketing and Specialties businesses, the company processes, transports, stores and markets fuels and products globally. Specific to the Midstream segment: Our Midstream segment provides crude oil and refined product transportation, terminaling and processing services, as well as natural gas liquids (NGL) and liquefied petroleum gas (LPG) transportation, storage, processing and marketing services, mainly in the United States. This segment includes our master limited partnership, Phillips 66 Partners LP (PSXP), as well as our 50 percent equity investment in DCP Midstream, LLC (DCP).

The Denver Products Terminal (terminal) is located at 3960 East 56th Avenue in the City of Commerce City located within Adams County in the State of Colorado. The property totals approximately 40.5 acres (property) in size. The property is zoned as Heavy Intensity Industrial District or I-3 according to the City of Commerce City's Land Development Code (LDC). The below image identifies the terminal (outlined in red) within the I-3 zoning in the City of Commerce City.



Existing Use of the Property and Operations

The terminal has been operating as a petroleum "refined products" storage and truck terminal since around 1951. The property was acquired in 1946 and over the next five years the terminal was built and became operational around 1951. At the time of the terminal becoming operational, the company conducted business under the company name of Phillips Petroleum Company. In 2012, the terminal was assigned to Phillips 66 Pipeline LLC a subsidiary of Phillips 66.

With the terminal operating as a storage of refined products, it also operates a loading and unloading truck rack of the refined products for 3rd party and customer trucks.

The terminal currently operates twenty-four (24) hours - three-hundred and sixty-five (365) days a year with nine (9) employees working on-site during one (1) of three (3) specific shifts and the terminal maintains an "on-call" rotation outside of the normal operational hours worked, as needed. In addition, to the terminal operations, the terminal also houses staff for the following groups: pipeline operations for Colorado and Wyoming, environmental, internal Department of Transportation (DOT), and Real Estate Services. There are approximately twenty-seven (27) spots allocated for employee parking. Below, is an aerial image of the property and terminal outlined in orange.

Access / Drives

The terminal has six (6) access locations on the northern perimeter of the property, off East 56th Avenue. Of the six (6) access locations three (3) are primary locations that are controlled by electric sliding gates that are operated by either pre-programmed remotes (for employees) or by a mounted keypad (for employees and 3rd parties) for access during/outside normal business hours.

The drives allocated for primary use on the property are east of the BNSF rail line that separates the terminal utilized for employees and the 3rd party truckers at the terminal, as well as for access of the administrative building. They are the most often the heaviest traveled drives on the property and are therefore composed of both asphalt and concrete. These drives are found at both gated access locations and throughout the entire trucking operations, and also around the terminal's administration and warehouse building.

The three (3) additional drives that are located on the west of the BNSF rail line are limited to employees and contractors. These drives are utilized on an as needed basis, typically for the purpose of inspections, maintenance, or projects of the tanks and supporting piping components.

Existing Structures

Currently, there are twenty-two (22) existing refined product storage tanks, thirty (30) LPG tanks, a seven (7) bay truck rack, the administrative office/warehouse building, a smaller office building, and other warehouse/operation buildings that exist on the property and are used for varying operations of the terminal. The administrative office/warehouse building and smaller office building are the only regular occupied buildings on site, the remaining buildings act as housing for either mechanical, safety, electrical operations, or as temporary operations and storage.

The administrative office/warehouse building is approximately 45,000 square feet in size and functions as the terminal's administrative building and storage warehouse. This building is a single-story, steel-framed brick structure and has access to the following amenities electricity, natural gas, sewer, potable water, fiber communications, and an installed HVAC system for heating, ventilation, and cooling. Electricity and natural gas at the terminal is provided by Xcel Energy. Water at the terminal is provided by both Denver Water and South Adams County Water and Sanitation District (SACWSD), in addition, SACWSD provides solid waste service. Fiber Communications is provided by AT&T.

Administrative office/Warehouse building

The other smaller office building is approximately 1,600 square feet in size and functions as a leased office space.

For the trucking operations conducted at the terminal, the truck rack is a steel-framed structure with sheet metal siding on the north and south facing sides, covered with a steel canopy and contains seven (7) loading bays. In addition to the truck rack, there are an additional four (4) buildings that are used as support buildings (rest room, meter shed, testing shed, etc...) for the trucking operations and vary in size from forty-one square feet (41 SF) to two-hundred twenty square feet (220 SF).

The remaining structures on the property are located on the western side of the property and near the storage tanks. The storage tanks will be outlined on page 7. The remaining structures are used as support buildings (warehouse, control building, electrical service building, etc...) for the storage tanks and vary in size from forty-five square feet (45 SF) to one-thousand and one hundred square feet (1,100 SF).

Lighting

Lighting of the property is provided by light poles and wall-mounted light fixtures located outside; these fixtures currently exist at specific perimeter/access drives locations and on the existing structures

and storage tanks. Over-head fluorescent light fixtures provide interior lighting of the existing buildings. These appurtenances provide for adequate lighting during low light or nighttime conditions.

Security

To secure the property during both business and non-business hours from unauthorized persons, intruders or trespassers, the property is secured by a six-foot tall chain-link fence with three strands of angled barbed wire for protection along the perimeter of the entire property's boundaries. All access gates are constructed with the same fencing and wire.

In addition, outdoor security cameras are utilized on the property. Footage is viewable locally from secured computer monitors.

The property has external electric lighting, at multiple locations within the access locations, truck rack, parking area, exterior wall-mounted light fixtures on structures, and light poles illuminating the storage tankage area.

Fire Protection

The terminal has a fire suppressant and fire foam system onsite that will cover every operation conducted on the property. The fire suppressant and fire foam system has been designed per National Fire Protection Agency (NFPA) regulations. Additionally, regularly inspected fire extinguishers with current tagging are also located throughout the property and on all company vehicles that are located onsite.

Finished Products Storage

As previously identified, refined products are the products transformed from the refining of crude oil. Refined products can consist of the following products: asphalt, gasoline, diesel oil, jet fuel to propane and butane.

The refined products stored at the Denver Products terminal include butane, ethanol, bio-diesel, diesel, gasoline (all grades), jet fuel, and propane. All products are transported for tank storage to the terminal by either pipelines or truck. Currently, a total of twenty-two (22) refined product storage tanks exist on the property. Total product storage an approximate total refined product storage capacity of 297,776 barrels (or 12,506,598 gallons).

The thirty (30) LPG storage tanks vary in size and capacity, but all LPG storage tanks are purpose built to store propane.

The twenty-two (22) storage tanks vary in size, capacity, and type of refined product stored. As of 2018, four (4) storage tanks store gasoline, seven (7) store diesel, three (3) store ethanol, and two (2) store jet fuel, and seven (7) store additives or other products. The below table provides detail on the design type, size, and capacity of each storage tank that exists at the terminal.

Tank Number	Design Type	Height	Capacity (bbls*)
D-02	Cone Roof	25' 0"	423
D-03	Cone Roof	25' 1"	423
D-06	Cone Roof	18'	572
D-07	Cone Roof	12'	245
D-051	Cone Roof	40' 1"	4,205
D-052	Fixed Roof	40' 1"	5,000
D-053	Fixed Roof	40' 1"	5,000
D-054	Cone Roof	40' 1"	3,286
D-101	Cone Roof	39' 11"	7,992
D-102	Fixed Roof	40'	10,000
D-103	Fixed Roof	40'	10,000
D-104	Cone Roof	40'	7,991
D-105	Cone Roof	40'	7,992
D-106	Fixed Roof	40'	10,000
D-107	Fixed Roof	39' 9"	10,000
D-201	Internal Floating Roof	39' 9"	20,000
D-202	Fixed Roof	40' 1"	20,000
D-203	Internal Floating Roof	40'	20,000
D-204	Fixed Roof	40' 3"	20,000
D-301	Cone Roof	40' 1"	26,790
D-501	Internal Floating Roof	40' 1"	47,857
D-601	Fixed Roof	48'	60,000

**bbl, or barrel, is a unit of measurement in the oil and gas industry and is defined as 42 gallons = 1 barrel*

Internal Floating Roof Design – Tank #D-201

Internal Floating Roof – Tank #D501

Fixed Cone Roof – Tank #D-52

LPG Tanks

The refined product storage tanks along with the LPG tanks, are located on the western part of the property and the refined product storage tanks are contained within an earthen diked perimeter, or berm, as federally regulated by the Environmental Protection Agency (EPA). The containment berm has been designed, documented, and is inspected regularly to meet all applicable requirements for the terminal-specific Spill Prevention Countermeasures and Control (SPCC) Plan, which can be found in Appendix A.

Design of the containment berm is specific for the terminals operations and capacity and to protect the environment, safety of the community and terminal personnel in the event of a release of refined product. The LPG tanks were constructed and follow all required NFPA and International Fire Code (IFC) regulations and setback requirements.

Existing Earthen Diked Containment

Access for each refined product storage tank is possibly for both vehicle and foot access. Access by foot is accessed by specific entry points on the dike. Access by vehicle is provided by drives that are located in-between and around the entire refined product storage tanks

Transfer of product to the refined product storage tanks (both receipt and delivery takes place by an internal pipeline system that consist of piping and valves. Piping apparatuses range in diameter from two (2) to ten (10) inches, they are X42 grade carbon steel, and are fully coated using an epoxy paint to protect the pipe from weather and corrosion. Inspection of pipes and supporting components and required maintenance are conducted by qualified personnel. Pumps are utilized for transporting the refined products for the terminal's operations. A dedicated meter accompanies the pumping of product to monitor for any potential for loss of refined product during operations. The equipment utilized for product transfer, occurs for the transferring of product between storage tanks, between truck loading and offloading bays, and transfer by pipeline to and from P66's facilities off-site.

Equipment for Transfer of Product Via Off-site Pipelines

Equipment for Transfer of Product between Storage Tanks

Equipment for Transfer of Product for and Between Truck Bays

Trucking Operations

The Denver Products Terminal has a truck rack that provides access twenty-four (24) hours per day, seven (7) days per week for the transporting of refined product by approved 3rd party carriers. The truck rack is located on the north east side of the terminal. Ingress and egress for the trucks takes place off East 56th Avenue. Approved 3rd party carriers access and exit the terminal via an automated gate located on the north east perimeter of the property.

Truck unloading of products for storage, as well as blending and loading of products for off-site retail, is performed at the terminal. Products for distribution at the terminal are gasoline, diesel, jet fuel, and bio- diesel. During the busiest months, the terminal may experience an average daily peak trip of approximately 200 trucks per day.

The loading of refined product for 3rd party carriers, with the exception of butane, occurs at the truck rack. The truck rack operations are protected by a steel canopy with steel beam support systems. Loading arms are extended and attached to each truck. Refined product is then loaded using a fully automated system that includes the following components: a computer system, a closed system of piping, and pumps.

Existing Truck Loading

Liquefied butane is transported to the terminal for off-loading and storage by means of 3rd party carriers. However, off-loading of butane occurs at its own location near the center of the property. Butane is blended with gasoline through a series of injection points. After the butane is analyzed, it is transferred to the main truck rack as a more oxygenated gasoline for 3rd party carriers and retail off-site.

Existing Butane Offloading

The terminal has an onsite Vapor Combustion Unit (VCU) for the trucking operations at the terminal and serves as a critical component in protecting the 3rd party carriers, onsite terminal personnel, and the community. The VCU is designed to burn off any excess vapors that may exist in the truck loading operations. The terminals onsite VCU is located down-wind and away from the truck rack. The

VCU is permitted according to the Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD). The VCU identified below will be upgraded from its current version to a "new" sixty-foot-tall (60') VCU to assist with operations. The VCU, based on the 60' height, has been approved (case #AH-1746-17) by the Board of Adjustment on December 12, 2017. The VCU is on hold for buildout while the CUP is submitted for consideration for approval.

Existing VCU

Containment for the trucking operations consists of an impervious concrete surface with floor drains designed to catch any spillage of refined product and is connected to an oil-water separator. An oil-water separator serves in the event that if there becomes an accumulation of oil and water and is designed to separate the oil from the water. The wastewater is then transported to a storage tank where it can be pumped into a truck and transported to an appropriate hazardous waste disposal terminal.

Hazardous Materials

Hazardous materials that are present on the property consist of additives, gasoline, diesel, bio-diesel, butane, gasoline, propane, and oil wastewater if generated during trucking operations. These products are stored in regulated tanks that are in accordance to federal specifications and standards. Inspections and maintenance of these storage tanks are conducted; as required.

Additional, hazardous materials stored onsite at the terminal include ice-melt, solvents and degreasers, equipment hydraulic fluid, epoxy coatings, antifreeze, and cleaning chemicals. These are used "as-needed" and stored in small quantities that are generally used in maintenance activities.

Safety Data Sheets (SDS) of all chemicals and materials located on-site are provided and updated and stored in a common location that allows access of the information by any person. MSDS are important and used to identify the properties of each chemical or material, including its chemical structure, boiling point, flash point, and freeze point. Specific health and safety information is also provided in an SDS, such as what type and what magnitude of impact may be as a result of unprotected exposure and how to temporarily mitigate its affects.

Environmental Compliance, Personnel, Customers, and Community Safety

Environmental Compliance

The terminal is required to comply with all state, county and federal environmental rules, laws & regulations applicable to the facility. Environmental compliance training is conducted for terminal staff annually to ensure all regulatory training requirements are met; and to ensure employees are aware of the environmental requirements affecting the facility. The training courses cover a variety of topics, including air, water, waste management, spill prevention and countermeasure control (SPCC) and emergency response requirements.

As required by the terminal's air permit issued by the CDPHE Air Pollution Control Division (APCD), the facility calculates and maintains a record of air pollutant emissions on a monthly basis for all emission sources. The data is provided to the APQD upon request. The purpose of the emissions tracking is to ensure the terminal is monitoring emission sources and complies with emission permit limits during every consecutive 12-month period.

Daily inspections of the terminal allow personnel to address any issues or concerns that may be identified. The daily inspections provide assistance for protecting the environment as it could prevent the release of product to the environment.

As described in previous sections, earthen dikes exist as containment in the event of a worse-case discharge of product around the storage tanks. In the event a discharge of that magnitude occurs, personnel are trained on appropriate emergency response procedures for varying situations. The terminal maintains a site-specific Facility Response Plan (FRP) and a Spill Prevention Control & Countermeasures Plan (SPCC) as required US EPA Oil Spills Prevention and Preparedness Regulations.

Personnel Safety

P66 personnel are required to become Hazardous Waste Operations and Emergency Response (HAZWOPER) certified. This certification trains and educates personnel on the proper handling, labeling, placement, and safety procedures of hazardous waste and how to respond to different emergency situations associated with it. Also, personnel are required to take lessons and tests on a variety of internet-

based safety modules throughout the year. In addition, the operation of certain machinery, such as fork lifts, requires P66 personnel to be trained and certified appropriately.

In the event of chemical exposure, safety eye wash stations are located on the property. Material Safety Data Sheets (MSDS) are also provided and are located in the administrative building which serves as a centralized and common location for access. These documents aid when identifying chemical properties, health and safety risks, and immediate first aid procedures.

As well as the FRP that outlines what to do in an emergency, the terminal displays a site-specific emergency evacuation plan for personnel to follow during an emergency situation. It includes the safest and quickest evacuation routes and muster points, and the locations of fire extinguishers, safety eye- wash stations, and first aid kits. If personnel are located within the diked containment area of the storage tanks, emergency evacuation is provided by means of secondary drives around the entire outside perimeter of the dike, as well as in between and throughout the storage tanks for the quickest route of evacuation.

In the event of a fire, the property has been designed according to the National Fire Protection Agency's (NFPA) regulations with a complete fire and foam suppressant system. Fire hydrants are located throughout the property and in close proximity to every operation conducted on-site.

Customers (Truck Drivers) Safety

Before a truck driver can enter the terminal, they are required to take a Driver Training course developed and held by P66. This course includes hands-on lessons at the terminal, a video, and a final test before they are issued the pre-programmed access cards that allow them to enter and exit through the automated gates. The purpose of the course is to educate 3rd party drivers on the use and operation of P66's truck loading and unloading system so that they are able to conduct operations effectively and safely, ultimately protecting themselves, those on-site, and the neighboring community. The course also provides customers with the terminal's emergency procedures and locations of fire extinguishers, eye wash stations, and MSDS.

In addition to education, the fully-automated computer-based system associated with the trucking operations, as well as, mechanical devices on the equipment, are used as safety precautions for customers. The computer-based system monitors the capacity and rate at which product is being either loaded or

unloaded and can shut off if safety is being jeopardized. Mechanical devices, such as automated valves, are employed in the event that operations are being conducted in an unsafe manner as well.

A separate 24-hour secure control center monitors changes in the system, troubleshooting issues where appropriate and dispatching field technicians as necessary. Any anomaly in pressure, volume, etc. will automatically trigger an alarm and, if appropriate, can immediately shut down the closed-pipe system.

Community Safety

As a result of the implementation and dedication to the safety practices and procedures that exist at the terminal to protect the terminal's personnel and customers, as well as the environment, the safety of the community is subsequently increased. This is achieved through the above-mentioned safety standards and fire protection systems that are currently executed at the terminal.

In conjunction with the mandated local, state, and federal regulations to be followed, the terminal has developed certain rules that are required to be followed on-site. In order to protect the safety of site personnel, customers, and the community, smoking anywhere on the property is prohibited. "No smoking" placards are placed around the perimeter and throughout the terminal. Also, proper procedures for operations are required to be followed including the location, appropriate tools, specific procedures, and personal protective equipment. For instance, welding activities may only be performed under specific conditions and distances away from hazardous areas, and with face shields specific for welding.

Security at the terminal also plays an important role in protecting the community. Restricted access, video surveillance, and the perimeter's barbed-wire fencing provide for the control of trespassing and tampering of equipment by unqualified persons. The terminal is also private and not open to the public.

The continual inspecting of the equipment and operations that are performed on-site also ensures the safety of the surrounding community. By being proactive, personnel become aware of and are able to provide immediate attention to any potential hazards that may exist, ultimately decreasing and removing the opportunity to harm the community, the customers, the environment, or themselves.

Regulatory Agencies, Contact Information, and Inspection Frequency

The Denver Products Terminal is required to operate and be in compliance with several State and Federal agencies. The below identifies each agency, the contact information, and their inspection frequency. Copies of the current terminal's permits are provided in Appendix B. As previously identified, a copy of the terminal's current SPCC and the Facility Response Plan (FRP) is provided in Appendix A and C, respectfully.

Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD) –Title V Operating Permit Number 96OPAD160

Contact:	Matt Burgett
Phone:	(303) 692-3183
Address:	4300 Cherry Creek Drive South Denver, Colorado 80246

Inspector:	Thomas E. Lovell, Environmental Protection Specialist
Phone:	(303) 692-3204
Frequency:	Annual inspections. To date, the terminal has no violations.

Environmental Protection Agency (EPA) – Compliance of SPCC and Facility Response Plan (FRP):

Contact:	US EPA – Region 8
Phone:	(303) 312-6312 or (800) 227-8917
Address:	1595 Wynkoop Street Denver, Colorado 80202

Inspection Frequency: Inspections by the EPA are unannounced and infrequent. However, facility personnel conduct routine inspections to look for signs of corrosion, leaks, brittle facture, overflows and other problems. In addition, the SPCC and FRP plans are reviewed annually by P66 management and updated accordingly. To date, the terminal has no violations.

Department of Transportation (DOT), Pipeline and Hazardous Materials Safety Administration (PHMSA) – Emergency Response and Management Manual (ER&MM):

Office of Pipeline Safety – Emergency Support and Security Division:

Contact: David Lehman, Acting Director

Phone: (202) 366-4439

Address: 1200 New Jersey Avenue, S.E.
Washington, D.C., 20590

Inspection Frequency: ER&MM updated annually and revised / updated as necessary. To date, the terminal has no violations.

Proposed Request of the Conditional Use Submittal

Additional Storage Tank

P66 has proposed to construct a new above-ground storage tank that have been designed as the final component of its current growth project and expansion of the terminal's storage capacity, as shown on the included Development Plan. The tank will be constructed within an earthen diked containment and located to comply with the governing rules, regulations, and specifications that American Petroleum Institute (API) tanks must be constructed according to. The tank will also be internally coated with an epoxy and externally coated with a polyeurthane-based paint in order to protect the steel from corrosive elements.

The tanks will be of similar design that currently exist on the property and identified with this submittal and development plan for the purpose of future planning and utilization of the property's characteristics that already exist. However, the proposed tank will be 52.5' and will exceed the allowable building height for I-3 zoning. Based on proposed tank exceeding the allowable building height, a Minor modification (See Appendix D) has been submitted requesting approval to exceed the allowable building height of 50'. The proposed locations for the new tanks can be found on the Development Plan found in Appendix E.

The proposed size and capacity of these tanks are provided in the table below.

Number of Tank(s) Proposed	Diameter (ft)	Height (ft)	Capacity (bbls*)
1	140'	52.5'	130,000

*bbl, or barrel, is a unit of measurement in the industry and is defined as 1 barrel = 42 gallons

Phasing of Projects

Construction of the new above-ground storage tank is anticipated to begin in the spring of 2019 and the approved "new" VCU commencing construction between the 4th Qtr of 2018 to the 2nd Qtr of 2019.

Operational Structure

Terminal's Operating Structure		
Structure	Current	Proposed
Hours of Operation (personnel)	24	24
Hours of Operation (trucking)	24	24
Days per Week (personnel)	7	7
Days per Week (trucking)	7	7
Number of Employees (inclds. Terminal, pipeline, and support groups)	40	40

Traffic

The construction of the new storage tank and the VCU will not impede the existing traffic patterns either at the terminal or on East 56th Avenue.

Utilities

There will be no need for new utilities on the property as the proposed additions will not change the fundamental operations of the terminal.

Lighting

Additional lighting will be installed that will be limited to five (5) devices. Four of the devices will be mounted to the tank no greater than thirty feet (30') per the City of Commerce City requirements and one (1) pole mounted light. The specifics of the lighting fixtures are included with Appendix E.

Drainage

Based on the current operations and property's characteristics, drainage is not anticipated to change on the property. The new storage tank is planned to be constructed within a similar earthen-diked containment area that currently exists at the terminal that will surround the storage tank and will not generate an increase in pervious surface area.

Property Characteristics and Compatibility

Location Description

The Denver Products Terminal is located in the Northeast ¼ of Section 13, Township 3 South, Range 68 West and the Northwest ¼ of Section 18, Township 3 South, Range 18. The property can be described as being a rectangle shape that has approximately 40.5 acres.

The topography in the area is relatively flat, with Sand Creek located approximately .2 miles to the north. The topography across the entire property is also relatively flat. According to the Federal Emergency Management Agency (FEMA)'s website, the property is not situated in any federally designated floodplains. The Flood Insurance Rate Map (FIRM), Map Number 08001C0612H, identifies the property as being located in an unshaded 'Zone X' area. The unshaded Zone X area is defined as an area that is determined to be outside the 0.2% annual chance floodplain. According to the interactive mapping service of the National Wetlands Inventory provided by the U.S. Fish and Wildlife Service, the property is not situated in any federally designated wetlands.

Surrounding Area Compatibility and Neighborhood Harmony

The Denver Products Terminal is compatible with the surrounding area and neighboring uses, the area is comprised mostly of industrial businesses and activity that are zoned I-3. There is one Commercial building that is vacant that is zoned C-2.

Similar to the zoning and operations held at the Denver Products Terminal, the surrounding area is comprised of varying heavy industrial businesses and activity. Surrounding businesses include Suncor Refinery, NuStar, and Denver Rock Island Railroad. These businesses conduct similar industrial operations.

P66 maintains positive relationships with neighboring properties, having no complaints or negative interactions. Due to the screening methods such as fencing and location of operations that are conducted at the terminal are not readily visible to the surrounding properties. This has allowed the terminal to maintain harmony with the surrounding properties.

Aerial of Property Vicinity

City and Surrounding Area: Effects, Harmony, and Compatibility

Effects on Public Improvements and City Services

As the tank is a non-habitable dwelling, it is not anticipated to impact the traffic flow that exists on East 56th Avenue. In addition, with this "new" tankage is not anticipated to cause a growth in traffic congestion with 3rd party truck traffic visiting the terminal, as the terminal is able stack/queue trucks within the terminal property. With regard to emergency services, since the "new" tank will be non-habitable, we do not anticipate an increase in additional city services (i.e. emergency services) than what is currently utilized today.

Adjacent / Adjoining Properties

The proposed operations for the terminal will not affect the adjacent or adjoining properties negatively. Traffic entering the property has a dedicated turning lane into the property and access thru the secured fence takes less than 30 seconds and does not constrict traffic going west on 56th Avenue.

With the location of the terminal being situated in an area with other similar heavy industrial businesses and activities, there is no impact to residential or commercial properties.

Landscaping, Screening, and Property Upkeep

The employees at the Denver Products Terminal not only maintain the equipment and materials associated with the terminal's operations, they recognize the importance of property upkeep and therefore continually participate in efforts to maintain and improve it.

Landscaping at the Denver Products Terminal exists and can be immediately noticed upon approach of the property. Shrubs and trees are located at the easternmost access gates of the property adjacent to East 56th Avenue. Trees and shrubs were planted in several groups and mulched for a more aesthetic view of the property. The landscaped areas are constantly maintained; any debris or litter that may have blown onto the property is removed, fallen branches are removed and discarded, and the landscaping is irrigated and fertilized during the spring, summer, and fall months.

Existing Landscape

The maintenance of the landscaped areas, the grounds are kept clean of debris and trash. Good housekeeping of equipment and materials is held with high importance at the terminal as it not only is visually appealing for the neighboring community, it aids in the safety of personnel and customers during daily operations.

In addition, P66 as part of this CUP request, anticipates to install the following landscaping as a visual barrier on the west portion of its property: 10 Shade Master Thornless Honeylocust trees and 30 Peashrub shrubs and will utilize either rocks, mulch, or a combination of both as part of planting s of the trees and shrubs.

Nuisances – Noise, Vibrations, Dust, Odor

The Denver Products Terminal does not currently cause or generate any nuisances such as excessive noise, vibrations, dust generation, or odor nor have any been identified with the terminal from neighbors or governmental agencies. The proposed “new” tank for the terminal will also not increase any such nuisances, as they are the same as current operations.

Minimal noise is generated on the property as a result of day-to-day operations. The majority of noise created is the result of general driving operations of transport trucks.

All operations that currently take place at the terminal are done through closed systems, eliminating the potential for odor nuisances.

The terminal's operations do not utilize heavy machinery that would cause excessive vibrations or their associated noise.

With daily vehicular travel being a part of the terminal's operations, the locations of constant vehicular traffic on the property are considered primary access and drives and have both asphalt and concrete paved surfaces. The locations of that are only utilized for maintenance and inspection needs are considered secondary drives and are composed of crushed rock.

Local Economic Impacts / Community Need

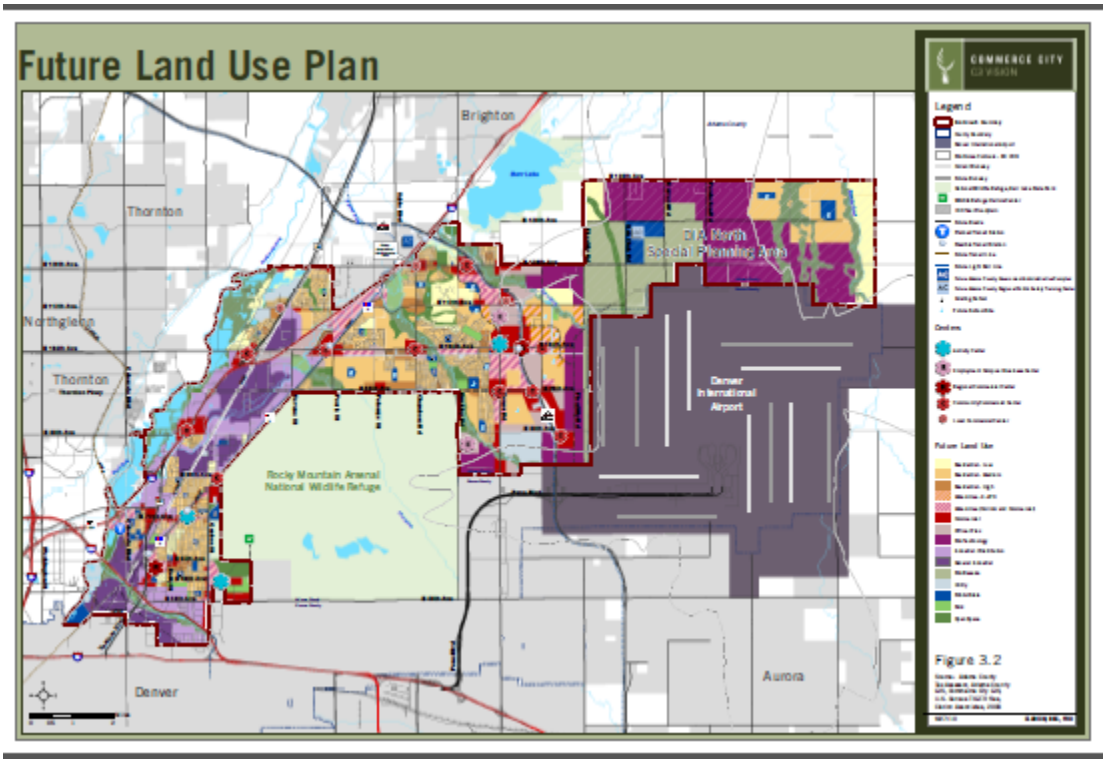
The construction of an additional storage tank at the terminal will provide the ability to increase capacity storage of refined product. Based on the community need, the need is significant, as the demand for refined product for the residents of Colorado to go about their daily activities of Home/Work/Play has increased:

- The increase in the population base in the Denver-Aurora-Lakewood MSA (inclds. Commerce City) has increased by ±310,000 from 2010 to 2016
- Commerce City is the second fastest growing suburb in Colorado (as of Q1 2017)
- The increase in construction related activities has increased, specifically, to Commerce City (as of Q3 2017)
    - Residential Building permits are up 111%
    - Employment is high at ±97.4%
    - Business growth in Commerce City continues to increase with a net gain of 76 additional business from 2016 to 2017

Compliance with the Comprehensive Plan

The property is currently zoned I-3 or Heavy Intensity Industrial District. Per the Future Land Use Plan map for Commerce City, as part of Commerce City's Comprehensive Plan. The property is classified as having a future land use of 'General Industrial'. This will be consistent with the property's current zoning classification, as well as the current and future operations at the terminal.

Future Land Use Plan – Commerce City



The community (residents, property owners, and stakeholders) and Commerce City have developed the C3 Vision Plan that affirms the community's dedication and a foundation to become a more sustainable city. Commerce City's C3 Vision Statement states that "*Commerce City will have a robust economy, drawing on its strength as a business-friendly city. It will have a quality natural and built environment with great neighborhoods, parks, and places in which to live, work, and play safely. The community will celebrate its culture and history and promote conservation and stewardship of resources for present and future generations.*" Based on the Comprehensive Plan and C3 Vision Plan, the City has developed specific goals as a commitment to this Plan, which are addressed as the three 'Cs' of Sustainability. These include Commerce and Economy, Context and Environment, and Community and

Social Well- Being. P66 is an established business that is committed to developing its terminal and growing as a successful business within Commerce City and views the C3 Vision Statement with regard between the relationship that exists with the Denver Products Terminal and the City's community.

Commerce and Economy and Community & Social Well-being

The terminal's operations work to provide the growth and development of the entire community by providing the various fuel needs for daily activities. In addition to this, the proposed construction of a "new" storage tank will support the community's vision of being a robust economy through growth and development. This will be accomplished with the "new" storage tank as it will increase the terminal's ability to store refined products, increasing the availability of refined product and ability to supply the community during increased demand.

Context and Environment

Protection of the environment is a goal maintained at the terminal and it employees and works to achieve during its daily operations. This is accomplished by the current design of its operations and procedures at the terminal, through the routine inspections and documentation. The proposed storage tank will be designed and constructed in accordance with API and EPA regulations. With the goal to limit any fugitive air emissions of the tank and to operate safely.

By working to achieve the C3 vision, Phillips 66 can continue to grow and improve its Refined Products Terminal while demonstrating and working with the City to advance the City of Commerce City's Comprehensive Plan.