

Planning Division  
15151 E. Alameda Parkway, Ste. 2300  
Aurora, Colorado 80012  
303.739.7250



April 25, 2025

Carlo Ferreira  
The Aurora Highlands, LLC  
141 Union Blvd Ste 150  
Lakewood, CO 89228

**Re: Third Submission Review:** The Aurora Highlands Subdivision Filing No 31 - Plat  
**Application Number:** DA-2062-60  
**Case Numbers:** 2024-3022-00

Dear Carlo Ferreira:

Thank you for your submission. We have reviewed your plans and attached our comments along with this cover letter. There are a few items to be addressed, however, there is no reason for resubmittal until after the Aurora Highlands Subdivision Flg. No. 30 is recorded.

When you resubmit, include a cover letter specifically responding to each of the attached comments. The Planning Department reserves the right to reject any resubmissions that fail to address these items. If you have made any other changes to your documents other than those requested, be sure to also specifically list them in your letter.

Note: Projects that have gone one year without a submission will be considered inactive and require a 25% restart fee to be reactivated. After 18 months of inactivity, projects that are not reactivated will be closed and retired.

As always, if you have any comments or concerns, please let me know. I may be reached at 303-739-7261.

Sincerely,

A handwritten signature in black ink, appearing to read "Debbie Bickmire".

Debbie Bickmire, Senior Planner  
City of Aurora Planning Department

Attachments: DEN Comments

cc: Patrick Chelin, Matrix Design Group  
Jeff Killion, Matrix Design Group  
Jacob Cox, Director of Development Services  
Justin Andrews, ODA  
Filed: K:\\$DA\2062-60rev3.rtf



## *Second Submission Review*

### PLANNING DEPARTMENT COMMENTS

#### **1. Completeness and Clarity of the Application**

1A. Add TAH Flg No. 27 to the Vicinity Map.

### REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

#### **2. Real Property (Roger Nelson / 720-587-2657 / [ronelson@auroragov.org](mailto:ronelson@auroragov.org) / Comments in magenta)**

2A. Add tic marks on all R.O.W. lines, Tract lines, easement lines or centerlines whenever the bearing changes. COA 2025 Subdivision Plat Checklist Item #16.b. (typical)

2B. All easements to be dedicated by separate document must include a reception number or be removed prior to acceptance.

2C. All missing reception numbers will need to be inserted prior to plat acceptance.

2D. Update the Title Commitment to be within 30 calendar days of the plat approval date. The commitment should be submitted at the time of final submission of the electronic plat for recording.

2E. Provide the Certificate of Taxes Due obtained from the County Treasurer's Office showing taxes are paid in full up to and through the plat approval date of recording. This Certificate of Taxes should be submitted at the time of your final submittal of the electronic plat for recording.

2F. Be advised - sometimes the margins or scale factor may not match the County or City standards as stated on the Subdivision Plat Checklist. If any of these factors are misaligned or the scale does not match the drawing information, then this may cause the plat to be sent back and corrected thus adding time to your submittal. And in turn, you may need to update the Title Commitment to bring it within the 30-day time limit. Please check these items before sending the plat in for recording.

#### **3. Xcel Energy (Donna George / [donna.l.george@xcelenergy.com](mailto:donna.l.george@xcelenergy.com))**

3A. No further submittals required.

#### **4. Denver International Airport-Planning ([denplanningreferrals@flydenver.com](mailto:denplanningreferrals@flydenver.com))**

4A. See attached noise impacts. The development requires an avigation easement.



## MEMO

Date: April 18, 2025

To: City of Aurora                      From: DEN Planning + Real Estate                      Through: Camilla Soechtig

**Subject: 1799754 – Aurora Highlands Flg #31 - Plat**

Denver International Airport (DEN) received your referral letter, and we appreciate the opportunity to comment on the proposal. DEN provides the following comments:

- The proposed development is in the **“5-Mile ‘Known - Wildlife Attractant Separation Area”** for the final build-out of future DEN Runways, as defined by the Federal Aviation Administration (FAA). The USDA Wildlife Biologists assigned to DEN ([#dia-operations-usdawildlife@flydenver.com](mailto:#dia-operations-usdawildlife@flydenver.com)) assist in implementing DEN's Wildlife Hazard Management Plan and have requested coordination as this project progresses. USDA and DEN will provide assistance with the requirements outlined in the current version of FAA Advisory Circular 150/5200-33C (see link below). DEN also requests that the landscape plan include maintenance of trees and grasses to reduce attractants for wildlife such as raptor species, blackbirds/starlings, and geese. Fruit-producing trees and shrubs should be avoided. Water quality ponds/detention structures must be designed to meet a 48-hour drain time following a 100-year event.
- Not enough information in listed documents to make comments. Refer to comments from 9.24.24 regarding Aurora Highlands.

[https://www.faa.gov/airports/resources/advisory\\_circulars/index.cfm/go/document.current/documentnumber/150\\_5200-33](https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5200-33)

- An avigation easement is required for this development.



## Project Review for Aurora Highlands – 1758992

Document Reviewed – The Aurora Highlands Framework Development Plan (FDP)

The Aurora Highlands development is within the Denver International Airport (DEN) 5-mile separation distance, as detailed in Federal Aviation Administration (FAA) Advisory Circular (AC) 150-5200-33C. It is within the approach/departure corridors of four out of six runways, as well as other frequently used circling airspace. Additionally, the project boundaries are approximately 4.5 miles from Colorado Air and Space Port property, and 3.5 miles from Buckley Space Force Base property. Therefore, the Aurora Highlands project exists within a complex aeronautical environment near multiple airports, all of which are managed for wildlife hazards to aviation by the United States Department of Agriculture, Wildlife Services (WS). The site on which the project will be executed previously existed as agriculture and/or grazed land, providing little outstanding habitat attractants as compared to the surrounding area.

Multiple portions of AC 150-5200-33C potentially apply to the Aurora Highlands development and should be considered by planners and developers to not introduce avian wildlife attractants to this critical airspace. The Aurora Highlands FDP doesn't address the potential to introduce hazardous wildlife attractants within the 5-mile separation zone. While its proximity to DEN is discussed in the document, this potential to increase risk to aviation safety may not be considered or known.

The following items within the Aurora Highlands FDP will potentially attract wildlife and should be modified to mitigate risk to aviation safety:

- **Landscaping:** WS recommends against the establishment of any landscaping or vegetation in the 5-mile separation buffer which may attract wildlife. Throughout the document there are images and plans for dense, linear, and overlapping segments of landscaping (e.g. page 21). While these are aesthetically pleasing, they have high potential to increase bird abundance to the area which previously existed as relatively low-quality grazing land. The landscaping plans discuss the introduction of “abundant trees and shrubs” onto the property. Page 30 lists plans to introduce 5305 trees at street frontage, 849 trees in open space, and 8493 shrubs in open space. This will likely transform the current landscape and introduce attractive wildlife habitat.

WS generally discourages introducing trees and shrubs in to the 5-mile separation zone. If this recommendation cannot be adhered to, tree and shrub species should be significantly spaced as to prevent the establishment of a continuous canopy or dense cover. WS recommends against plant “layering” as described on page 17. Long-term plant growth should also be considered when spacing. Introduced plants should also be of species or varieties which do not produce seed, fruit, or any other food attractant. Any grass species not currently listed in the DEN WHMP approved seed mixes is not recommended for use within the 5-mile separation buffer.

WS also recommends against the introduction of pollinator gardens (ref. page 30), or pollinator attracting plants in general, in the 5-mile separation zone. Pollinator plants increase insect and bird abundance.

**Reference FAA AC 150-5200-33C for guidelines on landscaping for projects within the 5-mile separation zone.**

- Community and Neighborhood Parks: Open turf grass areas such as parks will enhance the attractiveness of the area to wildlife. As previously mentioned, the conversion from grazed land to irrigated, turf grass conditions with “layered” plants will attract wildlife. Parks with short turf grass also have high potential to attract Canada geese and Snow geese. Goose species are empirically and quantitatively shown to present an increased potential for damaging aircraft strikes. Community parks often allow for the establishment of resident Canada goose populations also. These individuals may not migrate and often present year-round strike risk. WS recommends diligent efforts to prevent geese from utilizing any parks near DEN.
- Detention Ponds, Wetlands, and other Water Sources: WS recommends against the introduction of open water sources (lakes, ponds, etc..) within the 5-mile separation buffer zone. FAAAC 150-5200-33C states “Drinking water intake and treatment facilities, storm water and wastewater treatment facilities, associated retention and settling ponds, ponds built for recreational use, ponds and fountains for ornamental purposes, and ponds that result from mining activities often attract large numbers of potentially hazardous wildlife. Where possible, airport operators should modify stormwater detention ponds to allow a maximum 48-hour detention period for the design storm”. Additionally, “Detention basins should remain totally dry between rainfalls”. WS recommends against the establishment of any body of water which does not completely drain within 48 hours. Enhancement of existing riparian areas or wetlands through vegetation establishment, water flow alteration, landscaping, etc. may also increase attractiveness to wildlife and is not recommended within the 5-mile separation zone.

**Reference FAA AC 150-5200-33C for guidelines on water-based attractants within the 5-mile separation zone.**

Many of the landscaping standards listed in *Appendix 14 – Landscaping Ordinance* have the potential to increase wildlife abundance and strike risk in the project area and should be reconsidered within the 5-mile separation zone. While WS recognizes the importance of environmental conservation and aesthetically pleasing landscaping and water features, aviation safety is paramount and should be prioritized in the FAA designated safety zones. Given the geographic orientation and size of the Aurora Highlands development, WS recommends that the Aurora Highlands FDP and all relevant plans be significantly modified and specifically reference practices which will mitigate the potential to increase avian wildlife hazards near DEN.

Reference the USDA General Project Review 2024 document for additional information on wildlife attractants which are common to development projects near DEN.

Respectfully,

Jared Myers, Wildlife Biologist  
USDA Wildlife Services, CO