



Planning Division
15151 E. Alameda Parkway, Ste. 2300
Aurora, Colorado 80012
phone 303.739.7217

AuroraGov.org

March 6, 2025

Rick Wells
DIBC Cargo LLC
270 St Paul St Unit 300
Denver, CO 80206

Re: Fourth Submission Review: E. 60th Avenue at Box Elder - Infrastructure Site Plan
Application Number: DA-1478-14
Case Numbers: 2024-6039-00

Dear Rick Wells:

Thank you for your fourth submission, which we started to process on February 20, 2025. We have reviewed your plans and found them to be ready for Administrative Decision on or after March 26, 2025. As the applicant, you will be required to post the property and mail notice to abutting property owners a minimum of 10 days in advance of the administrative decision date.

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 303-739-7126 or jfettig@auroragov.org.

Sincerely,

A handwritten signature in black ink that reads "Jeremiah Fettig".

Jeremiah Fettig, AICP – Planner II
City of Aurora Planning Department

cc: Beccah Bailey, Norris Design 1101 Bannock Street, Denver, CO 80204
Jasmine Marte, ODA
Filed: K:\\$DA\1478-14rev4



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Fourth Submission Review

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments, and Concerns

1A. Review comments were received by one (1) outside agency and have been incorporated into this letter.

2. Completeness and Clarity of the Application

- 2A. This application is ready for administrative decision. The abutting property owner notice must be mailed, and the property notice sign(s) must be placed no later than Friday, March 14th.
- 2B. Please prepare a mailing list of abutting property owners, including directly abutting property owners and property owners separated by only right-of-way or a tract. Staff will provide the required notice and HOA mailing addresses by email.
- 2C. The physical property sign(s) will be available at the Security Hub in the Aurora Municipal Center, 15151 E. Alameda Parkway.

Site Plan:

2D. Planning has reviewed and has no additional comments.

3. Landscaping Tammy Cook / 954-266-6488 / tdcook@auroragov.org / Comments in teal

3A. Landscaping has reviewed and has no additional comments.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS

4. Civil Engineering (Julie Bingham / jbingham@auroragov.org / Comments in green)

4A. Engineering has reviewed and has no additional comments.

5. Aurora Water (Casey Ballard / 303-7382/ cballard@auroragov.org / Comments in red)

5A. Aurora Water has reviewed and has no additional comments.

6. Land Development Services – Easements (Grace Gray / 303-739-7277 / ggray@auroragov.org)

6A. Easements has reviewed and has no additional comments.

REFERRAL COMMENTS FROM OTHER AGENCIES

7. USDA

7A. Comment letter attached.



Animal and Plant
Health Inspection
Service

Project Review for 60th Ave at Box Elder Development

Documents Reviewed – Letter of Introduction and Cover Sheet and Engineered Site

Wildlife Services CO

Date of Review: 02/26/2025

State Office
13922 Denver W
Parkway
Suite 100-WS
Golden, CO 80401

303.328.9041 Main
303.328.9047 Fax

The 60th Ave at Box Elder development is within both Denver International Airport (DEN) separation distances detailed in Federal Aviation Administration (FAA) Advisory Circular (AC) 150-5200-33C. It is 2.5 miles from the approach/departure corridors of runway 07/25, as well as other frequently used airspace. Additionally, the project boundaries are approximately from 5.5 miles from Buckley Space Force Base property and is also 7 miles from Colorado Air and Space Port property. Therefore, the 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 FAA AC 150-5200-33C potentially apply to the project and should be considered by planners and developers to not introduce avian wildlife attractants to this critical airspace. The following items within planning documents may attract wildlife and should be modified to prevent introducing hazards to aviation safety:

Landscaping: WS recommends against the establishment of any landscaping or vegetation in the 5-mile separation buffer which may attract wildlife. As of the date of this review, vegetation has already been introduced at the project site (trees, shrubs, and other aesthetic-oriented vegetation). Within the Cover Sheet and Engineered Site document is an example of plans for vegetative landscaping within a portion of the development. While the introduction of vegetative landscaping is aesthetically pleasing, it will likely increase bird abundance to the area which previously existed as grazed/agricultural land. Page 11 lists plans to introduce 305 trees, 3031 shrubs, and 421 ornamental grasses. WS generally discourages introducing trees and shrubs into the 5-mile separation zone. The introduction of this amount of vegetation to the site would likely attract birds and mammals. If this recommendation cannot be adhered to, tree and shrub species should be significantly reduced and spaced as to prevent the establishment of a continuous canopy or dense cover. WS recommends against planting layered vegetation. Long-term plant growth should also be considered when spacing. Any introduced plants should also be of species or cultivars which do not produce seed, fruit, or any other wildlife 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. The use of hardscaping such as large rocks, crushed stone, and other landscaping features which do not attract birds should replace plants to the greatest extent possible

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

- 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. FAA AC 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, however, the pond suggested by Box Elder Infrastructure Site Plan appears to meet this requirement. Despite this, enhancement of existing riparian areas or wetlands through vegetation establishment, water flow alteration, landscaping, etc. may still increase attractiveness to wildlife and is not recommended within the 5-mile separation zone.

Should this or any future retention ponds not comply with the 48 hour drainage recommendation FAA Advisory Circular 150-5200-33C 2.3.1.3 states:

“When it is not possible to drain a large detention pond completely, airport operators may use physical barriers, such as bird balls, wire grids, pillows, or netting, to deter birds and other hazardous wildlife. When physical barriers are proposed, airport operators must evaluate their use, effectiveness and maintenance requirements. Airport operators must also ensure physical barriers will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, airport operators must get approval from the appropriate FAA Regional Airports Division Office.”

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

Plans within the 60th Ave at Box Elder documents 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 aesthetically pleasing landscaping and water features, aviation safety is paramount and should be prioritized within the FAA designated safety zones. Given the geographic orientation of the Box Elder development, WS recommends that landscaping plans be significantly modified and specifically reference practices which will mitigate the potential to increase avian wildlife hazards near DEN.

Respectfully,

Jacob Berman, Wildlife Biologist
 USDA Wildlife Services, CO

Denver International Airport Approved Grass Species and Sample Submittal Documentation

Grasses for Aircraft Operating Area and Landside Use:

Dry/Upland Grasses

Scientific Name	Common Name	Soil Conditions	lbs PLS/acre*	%of mix**
Pascopyrum smithii	Western Wheatgrass	Universal Upland	3.75	25.00
Agropyron cristatum	Crested Wheatgrass	Universal Upland	3.75	25.00
Buchloe dactyloides	Buffalograss	Universal Upland	3	20.00
Elymus trachycaulus	Slender Wheatgrass	Non-Saline Upland	2.25	15.00
Bouteloua gracilis	Blue Grama	Non-Saline Upland	1.5	10.00
Sporobolus airoides	Alkali Sacaton	Saline Upland	0.75	5.00
TOTAL			15	100

Wet/Drainage Grasses

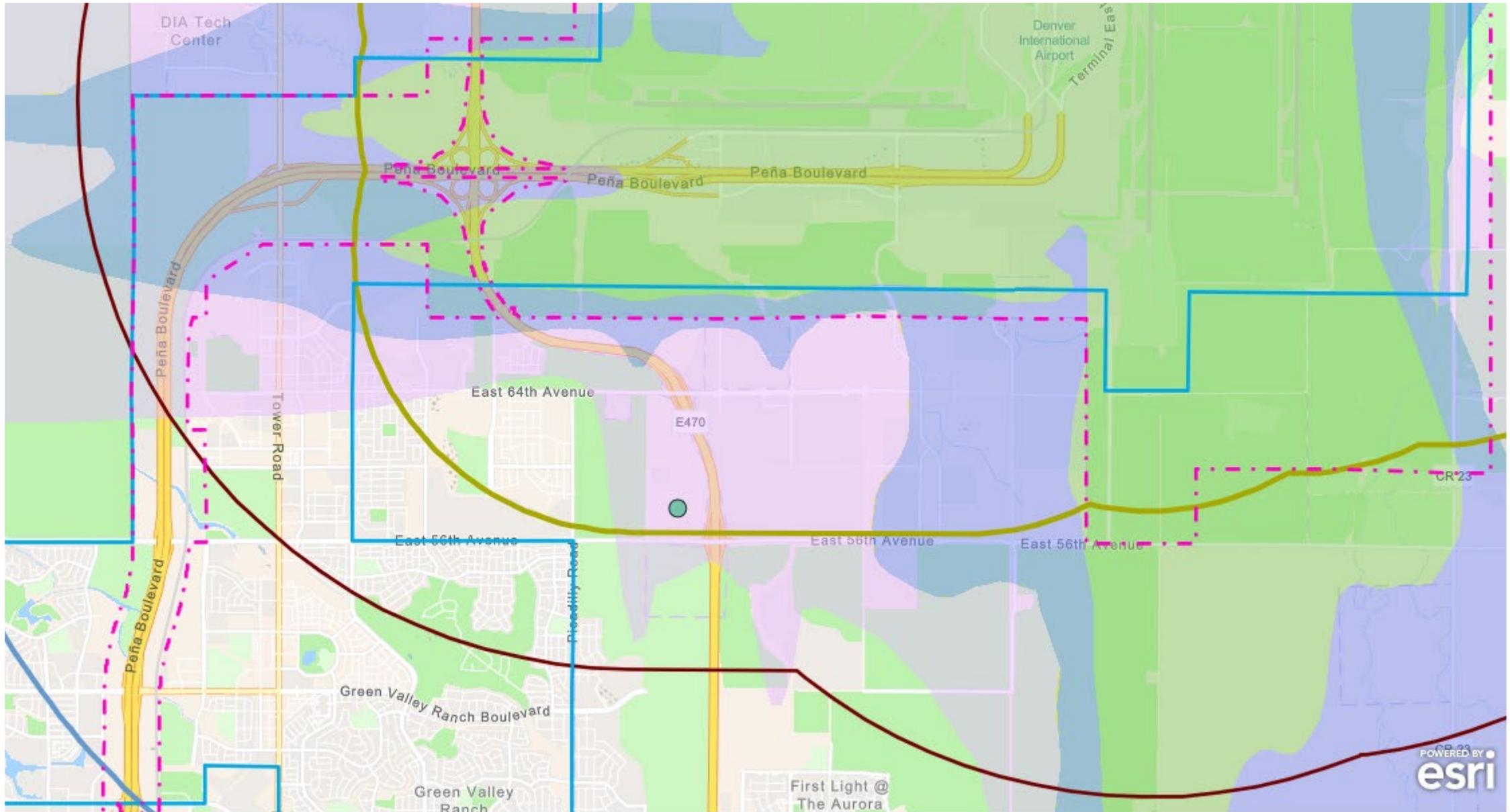
Scientific Name	Common Name	Soil Conditions	lbs PLS/acre*	%of mix**
Panicum virgatum	Switchgrass	Non-Saline Upland/Pond	2.5	25.00
Elymus lanceolatus	Steambank Wheatgrass	Non-Saline Upland	2	20.00
Puccinellia distans	Alkaligrass	Saline Upland	2	20.00
Puccinellia airoides	Nuttall Alkaligrass	Saline Upland	2	20.00
Carex nebrascensis	Nebraska sedge	Non-Saline Pond	0.7	7.00
Juncus balticus	Baltic Rush	Non-Saline Pond	0.4	4.00
Scirpus paludosus	Alkali Bulrush	Saline Pond	0.4	4.00
	TOTAL		10	100

* PLS means Pure Live Seed; rates shown are for drill seeding, if broadcast, rates should be doubled.

** Percent by seed number

*** Wetland mixes to be used only where wetland hydrology exists.

Box Elder FLG 02

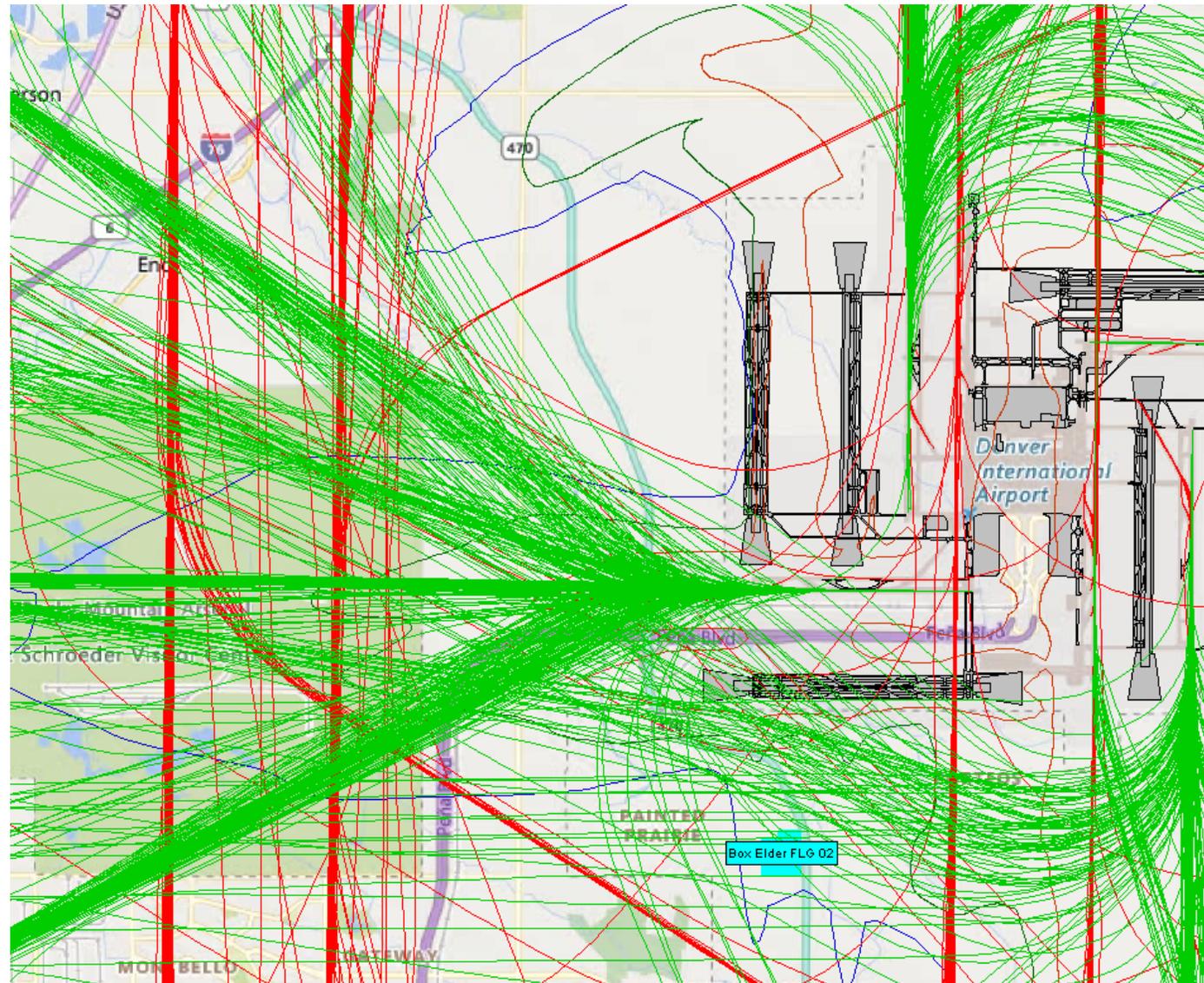


Box Elder FLG 02

DEN Aviation Noise:

This property will be subject to overflights to and from Denver International Airport (DEN). Included are flight track maps showing the different flight track pattern scenarios and their altitudes related to the arrivals and departures at DEN. All related aviation noise statements should be included in any information sharing, documentation and contracts.

This subject property area is not currently directly under an arrival pattern, the future north/south runways on the west side of the airfield will put arrivals over the subject property. The development could potentially have arrival overflights from the south at altitudes of between 1,100 feet above ground level (AGL) and 1,500 feet AGL depending on the aircraft type and what arrival runway the Federal Aviation Administration (FAA) air traffic controllers have directed the aircraft to land on. If the winds are out of the north aircraft will land coming in from the south on final approach to DEN. Aircraft currently arrive to DEN on runways 34L and 34R and with the potential of 4 North/South runways on the West side of the airfield there could be even more daily arrival overflights of this development. The future runways are depicted in **black and gray** on this map of flight data from 5/4/23. This days of flights depicts a typical flight pattern for a 24 period. See next page for a zoomed in version.



DEN Aviation Noise:

Same flight data from 9/15/24, zoomed in to see the 55, 60 and 65 DNL contour and the property area in light blue. The subject property lies completely within the 55 DNL. This portion of the 55 DNL contour shows the noise footprint of aircraft arriving/departing to/from the additional 2 potential north/south runways on the west side of the airfield. Once the runway straight north-northwest of this property is built, 16C/34C (might be the runway name) there will be overflights at the beforementioned altitudes. There could be upwards of 200+ arrivals per day to those current/future runways, at anywhere between 1,110 feet AGL to 1,500 feet AGL depending on the aircraft type. The subject property will get departures taking off from 17L/17R flying south and then turning to the west to get on their heading to destinations to the West. This could be due to weather and winds coming out of the south blowing to the north as aircraft must take off and land with their nose into the wind. You can see that pattern on the map below. The altitudes are between 2,000 feet AGL to 2,500 feet AGL above the subject property.

