



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

*AuroraGov.org*

October 2, 2024

Rick Wells  
HM Metropolitan District No 1  
270 St Paul St Unit 300  
Denver, CO 80206

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

Dear Mr. Wells:

Thank you for your initial submission, which we started to process on September 9, 2024. We have reviewed your plans and attached our comments along with this cover letter. The first section of our review highlights our major comments. The following sections contain more specific comments, including those received from other city departments and referral agencies.

Since several important issues remain, you will need to make another submission. Please revise your previous work and send us a new submission on or before October 24, 2024.

Note that all our comments are numbered. When you resubmit, include a cover letter specifically responding to each item. 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.

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](mailto:jfettig@auroragov.org).

Sincerely,

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

Attachments: Xcel Energy Comment Letter, DEN Aviation Noise Comment Letter

cc: Beccah Bailey Norris Design 1101 Bannock Street Denver, CO 80204  
Jasmine Marte, ODA  
Filed: K:\\$DA\1478-14rev1.rtf



## *Initial Submission Review*

### **SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS**

- Technical Comments on the infrastructure site plan

### **PLANNING DEPARTMENT COMMENTS**

#### **1. Community Questions, Comments, and Concerns**

- 1A. Two (2) registered neighborhood organizations and fifteen (15) abutting property owners were notified of the application. As of the date of this letter, no public comments have been received. Therefore, no neighborhood meeting will be required. Review comments were received by two (2) outside agencies and have been incorporated into this letter.

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

- 2A. Application fees associated with the case have been paid.
- 2B. Cul-de-sacs for both Road A and 60<sup>th</sup> Avenue are to be temporary and an interim condition. 60<sup>th</sup> Avenue will make a through connection east-west, across E-470. This connection is reliant on the future E-470 overpass. Road A will be extended with future development to the south.
- 2C. This application complies and is consistent with the approved Fultenwider Master Plan and Public Improvement Plan.
- 2D. Please revise the letter of introduction and remove any references to the plat application being associated with the infrastructure site plan.

#### **Site Plan (comments in teal):**

- 2E. All sheets: Remove Subdivision Filing No. 2 from the project title and from the title on the right side of all sheets.
- 2F. Sheet 1: Remove the Recorder's Certificate as it is no longer used.
- 2G. Sheet 2: Remove sheet of and number, leaving only the sheet number.
- 2H. Sheet 5: Add sheet number 5 to the bottom right corner.

#### **3. Landscaping Tammy Cook / 954-266-6488 / [tdcook@auroragov.org](mailto:tdcook@auroragov.org) / Comments in teal**

- 3A. Sheet 1: Remove Subdivision Filing No. 2 from the sheet title.
- 3B. Sheet 1: Under the Site Plan Notes-On Note 4-60th? Verify both sides since north 1/2 is different ownership.
- 3C. Sheet 1: Include the pond area and the curbside landscape area for Street A.
- 3D. Sheet 3: The three-lane collector section plans do not match the section.
- 3E. Sheet 3: Is this the full intersection? Show lanes and turning movements on the West side.
- 3F. Sheet 3: For Tibet Street: add the name of ISP and case number.
- 3G. Sheet 3: On 60th Avenue: show/label ROW line
- 3H. Sheet 3: Show the boundary of the plat.
- 3I. Sheet 3: Add a legend with all line types and symbols/hatches.
- 3J. Sheet 4: The plans do not match the section.
- 3K. Sheet 4: For the 150' overhead Xcel Easement-verify location. Add reception number.
- 3L. Sheet 10: Under the City of Aurora Notes: Repeat the edited note on the cover sheet under Aurora Notes no. 4.
- 3M. Sheet 10: For the Landscape Notes: Delete these notes as they are duplicated in the notes above.
- 3N. Sheet 10: In the Landscape Requirements Tables: change shrubs to one shrub per 40 square feet.
- 3O. Sheet 10: Revise the numbers per the markups.
- 3P. Sheet 10: For the MUE Buffer Landscaping Table: the buffer is not required until the time of adjacent development.
- 3Q. Sheet 10: For the MUE Buffer Landscaping Table & the Drainageway Landscape Table: Omit these tables unless written permission is received from E-470 and the landscape is being installed ahead of development.



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- 3R. Sheet 11: In the Plant Schedule: Per sheet 10 under each landscape requirement table there is a note that all trees shall be 2.5" calipers, but none are specified on the plant list.
- 3S. Sheet 11: There is a deciduous shrub that needs to be noted at five gallons.
- 3T. Sheet 11: Provide different codes for CA KA and PA VI as they are shown in the curbside landscape area and are required to be five gallons.
- 3U. Sheet 11: For the Typical Buffer Sections: Utilities are running through the west side of the MUE. Are there easements?
- 3V. Sheet 12: The pond area is a natural feature and does not need to be buffered from the view from E-470.
- 3W. Sheet 12: Consider this the limit line for the pond area planting requirements.
- 3X. Sheet 12: Although appreciated, the drainage channels are not required to be planted per the UDO. If planting is proposed here, please consider a more naturalistic planting.
- 3Y. Sheet 13: Label Tibet ISP and include the case number, show the ROW line and width, and add street classification.
- 3Z. Sheet 13: Dimension sidewalk and curbside landscape area width TYP.
- 3AA. Sheet 13: For E 60th Avenue: add ROW width and street classification. Typ.
- 3BB. Sheet 13: Label the Excel Substation Site Plan and include the case number.
- 3CC. Sheet 14: Label HIGH POINT SUBSTATION AND TRANSMISSION LINE – 2020-6055-00.
- 3DD. Sheet 14: Label all existing and proposed easements.
- 3EE. Sheet 14: Where is the boundary of Xcel SP/plat?
- 3FF. Sheet 14: All plants must be in beds. show bed lines with the edger.
- 3GG. Sheet 14: Label and show the 150' overhead Xcel easement line. Typ.
- 3HH. Sheet 14: Label major contours.
- 3II. Sheet 15: Verify if these trees are allowed within the overhead Xcel easement.
- 3JJ. Sheet 16: These utilities go through the MUE. Are there any additional easements?
- 3KK. Sheet 16: Show the Xcel Easement line darker.
- 3LL. Sheet 16: Label easements.
- 3MM. Sheet 16: Is this in an easement?
- 3NN. Sheet 16: What is this symbol?

## REFERRAL COMMENTS FROM OTHER DEPARTMENTS

### **4. Civil Engineering** (Julie Bingham / [jbingham@auroragov.org](mailto:jbingham@auroragov.org) / Comments in green)

#### **Site Plan:**

- 4A. Sheet 1: Remove from the site plan, lighting fixtures will be approved on the civil plans.
- 4B. Sheet 2: This statement is confusing. This site plan and the master plan establish the required roadway section for 60th.
- 4C. Sheet 2: This section does not match the section from the master plan and does not match the section from the Roadway Manual. If the bike lanes are removed from the section, the sidewalks shall be widened to a minimum of 13' rather than widening the travel lanes.
- 4D. Sheet 2: Provide lighting information required on the site plan in this section as well.
- 4E. Sheet 2: The substation would be considered more industrial. Revise the pedestrian activity level to medium.
- 4F. Sheet 3: Add curb return radii, typical. Minimum 25' at the intersection of arterials.
- 4G. Sheet 3: Provide curb ramps at the curb returns.
- 4H. Sheet 3: Provide longitudinal slope labels in the streets, typical.
- 4I. Sheet 3: A 25' lot corner radius shall be dedicated to the intersection with an arterial street.
- 4J. Sheet 3: This is not an EDN number and does not pull up any records for Tibet Street.
- 4K. Sheet 4: Move the crossing to the right side of the T intersection.
- 4L. Sheet 4: This does not match the section.
- 4M. Sheet 4: There is not a bike lane on the street.



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- 4N. Sheet 4: Revise the sidewalk to match the section.
- 4O. Sheet 4: Curb ramps are required at the intersection.
- 4P. Sheet 4: This is parking, not a bike lane.

**5. Traffic Engineering** (Jason Igo / [jigo@auroragov.org](mailto:jigo@auroragov.org) / Comments in orange)

**Site Plan:**

- 5A. Sheet 1: The developer is responsible for signing and striping all public streets. The developer is required to place traffic control, street name, and guide signs on all public streets and private streets approaching an intersection with a public street. Signs shall be furnished and installed per the most current editions of The Manual on Uniform Traffic Control Devices (MUTCD) and City Standards and shown on the signing and striping plan for the development.
- 5B. Sheet 3: Some of the signs were not the correct size.
- 5C. Sheet 3: This shows a stop sign on the west side. The east side should be stop-controlled as well.
- 5D. Sheet 3: Through movement cannot have more than a 6' offset.
- 5E. Sheet 4: Traffic agrees with this comment the crossing needs to be moved to the east side of road A.
- 5F. Sheet 4: Don't need the pedestrian crossing signs and crosswalk with it moving to the intersection.
- 5G. Sheet 4: Show sight triangle. The east-west offset for the through movement on 60th at Tibet exceeds the 6'.
- 5H. Sheet 4: Add a stop sign for Road A.
- 5I. Sheet 13: This intersection looks to be stop-controlled based on the west side. Show the stop sign and the tree will need to be 50' from the placement of the stop sign.
- 5J. Sheet 14: Both CA KA and PR RN are over 3' based on the plant schedule. This is not allowed. Plants should be 2' or below but can be between 2'-3' but will need analysis to show that 75% is visible. Trees can still be in the sight triangle. – Sight Triangle snip from the 2023 Roadway Design & Construction Specifications for reference.
- 5K. Sheet 14: The sight triangle is setback too far. Should be at the back of the walk.
- 5L. Sheet 14: Show the stop sign.

**Traffic Study:**

- 5M. The TIS that was provided was the approved TIS for Fulenwider. This TIS has been approved by the city so no comments were needed for the TIS.

**6. Fire / Life Safety** (Stephen Kirchner / 303-739-7489 / [stkirchn@auroragov.org](mailto:stkirchn@auroragov.org) Comments in blue)

**Site Plan:**

- 6A. Sheet 1: Will this project be phased? If so, please provide a sheet showing the phases. Include any appropriate notes from the ones provided.
- 6B. Sheet 3: Please add a hydrant at this location.
- 6C. Sheet 6: Where is sheet 5?
- 6D. Sheet 6: To provide adequate fire hydrant coverage, another hydrant is needed at this location. However, we do not allow more than one hydrant on a dead-end water line. Please try to find a way to loop the water line so the new hydrant can be installed.
- 6E. Sheet 10: Remove notes 6-8. Duplicates of notes 8-10 in landscape notes.

**7. Aurora Water** (Casey Ballard / 303-7382/ [cballard@auroragov.org](mailto:cballard@auroragov.org) / Comments in red)

**Site Plan:**

- 7A. Sheet 3: Ensure the hydrant is placed per specification. See Section 16.05. This will be further reviewed in the civil plans.
- 7B. Sheet 4: Are there plans to extend the road and thus the waterline? If not, then the line should utilize two 45-degree bends.
- 7C. Sheet 4: Show flow direction on the sanitary sewer lines. No more than 90 degrees of deflection in a single manhole.



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- 7D. Sheet 4: A public storm will require a storm easement.
- 7E. Sheet 5: Access is required to all manholes. The manhole is also to be removed from the sloped portion of the channel.
- 7F. Sheet 6: This is currently a very long dead-end main. What is the timeline to either loop the water through a development or road extension? If this is relying on another place set please respond with that information.
- 7G. Sheet 6: Access is required to all manholes. The manhole is also to be removed from the sloped portion of the channel.
- 7H. Sheet 6: This sanitary sewer does not exist yet. It is the correct EDN but is not currently being constructed.
- 7I. Sheet 8: Trees are not to be on top of storm, water, or sanitary mains.

**8. PROS** (Adison Petti / [apetti@auroragov.org](mailto:apetti@auroragov.org) / Comments in mauve)

**Site Plan:**

- 8A. Sheet 1: Add PROS signature block. Show all amenities on the detail sheet.
- 8B. Sheet 9: Indicate 25' Special Landscape Buffer adjacent to E470 Trail.

**9. Land Development Services** (Roger Nelson / 303-739-2657 / [ronelson@auroragov.org](mailto:ronelson@auroragov.org) / Comments in magenta)

**Site Plan:**

- 9A. Sheet 1: Legal Description – Revise to add a space between 66 & West.
- 9B. Sheet 2: Label “Lot 1, Block 1” and reception number for High Point Substation Filing No. 1.
- 9C. Sheet 2: Label the Book and Page for the 75’ MUE on the westerly side of E-470.
- 9D. Sheet 3: Label “Unplatted” areas.
- 9E. Sheet 3: Dimension ROW.
- 9F. Sheet 3: Label Lot 1, Block 1, and reception number for High Point Substation Filing No. 1.
- 9G. Sheet 3: Will the grading require a slope easement?
- 9H. Sheet 4: Label “Unplatted” areas.
- 9I. Sheet 4: Dimension ROW.
- 9J. Sheet 4: Label Lot 1, Block 1, and reception number for High Point Substation Filing No. 1.
- 9K. Sheet 4: Will the grading require a slope easement?
- 9L. Sheet 4: Label the radius for the cul-de-sac.
- 9M. Sheet 5: Dimension the ROW.
- 9N. Sheet 5: Label Lot 1, Block 1, and reception number for High Point Substation Filing No. 1.
- 9O. Sheet 6: Label the radius for the cul-de-sac.
- 9P. Sheet 6: Is this an existing drainage easement?
- 9Q. Sheet 6: Label Lot 1, Block 1, and reception number for High Point Substation Filing No. 1.

**10. Land Development Services – Easements** (Grace Gray / 303-739-7277 / [ggray@auroragov.org](mailto:ggray@auroragov.org))

- 10A. Easement dedication to be submitted to [dedicationproperty@auroragov.org](mailto:dedicationproperty@auroragov.org), releases to be submitted to [releaseeasements@auroragov.org](mailto:releaseeasements@auroragov.org).

**REFERRAL COMMENTS FROM OTHER AGENCIES**

**11. Xcel Energy**

- 11A. Comment letter attached.

**12. DEN Aviation Noise**

- 12A. Detention basins must be designed to meet a 40-hour drain time following a 100-year event.
- 12B. The proposed development is within the “10,000’ Critical Area for Wildlife-Attractant Separation Area” for the final build-out of future DEN Runways, as defined by the Federal Aviation Administration (FAA). The USDA Wildlife Biologist assigned to DEN assists in implementing DEN's Wildlife Hazard Management Plan and has



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requested coordination as this project progresses. USDA and DEN will assist 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 the 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 40-hour drain time following a 100-year event. [https://www.faa.gov/airports/resources/advisory\\_circulars/index.cfm/go/document.current/documentnumber/1505200-33](https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/1505200-33).

- 12C. The site is found within/under the navigable airspace associated with DEN, as promulgated and regulated by the Federal Aviation Administration (FAA) under 14 CFR Part 77, Objects Affecting the Navigable Airspace. Based on Part 77 and the development site location, the proponent is required to file a notice with the FAA, via the FAA Form 7460-1 process (Notice of Proposed Construction or Alteration), of any structure or temporary construction equipment (e.g., cranes) that penetrate Part 77 surfaces. The FAA website from which the need for the 7460 processes can be determined ("Notice Criteria Tool") and/or the filing can be initiated is: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> This development will be significantly impacted by aircraft noise and overflights. An Avigation Easement is required for this development.

### **13. E-470 Authority**

- 13A. Review comments from the E-470 Authority are currently outstanding and will be provided once they are received.





**Right of Way & Permits**

1123 West 3<sup>rd</sup> Avenue  
Denver, Colorado 80223  
Telephone: **303.571.3306**  
Facsimile: 303.571.3284  
Donna.L.George@xcelenergy.com

September 23, 2024

City of Aurora Planning and Development Services  
15151 E. Alameda Parkway, 2<sup>nd</sup> Floor  
Aurora, CO 80012

Attn: Jeremiah Fettig

**Re: 60<sup>th</sup> Avenue at Box Elder, Case # DA-1478-14**

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has determined **there is a potential conflict** with the above captioned project. Public Service Company has existing electric transmission lines and associated land rights along the north side of the subject property. Any activity including grading, proposed landscaping, erosion control or similar activities involving our existing right-of-way will require Public Service Company approval. Encroachments across Public Service Company's easements must be reviewed for safety standards, operational and maintenance clearances, liability issues, and acknowledged with a Public Service Company License Agreement to be executed with the property owner. PSCo is requesting that, prior to any final approval of the infrastructure site plan, it is the responsibility of the property owner/developer/contractor to have this project assigned to a Land Rights Agent for development plan review and execution of a License Agreement (via either website [www.xcelenergy.com/rightofway](http://www.xcelenergy.com/rightofway) or email [coloradorightofway@xcelenergy.com](mailto:coloradorightofway@xcelenergy.com)).

PSCo also has existing underground electric distribution facilities along the north and east sides of the subject property. As a safety precaution, PSCo would like to remind the developer to contact Colorado 811 for utility locates prior to construction.

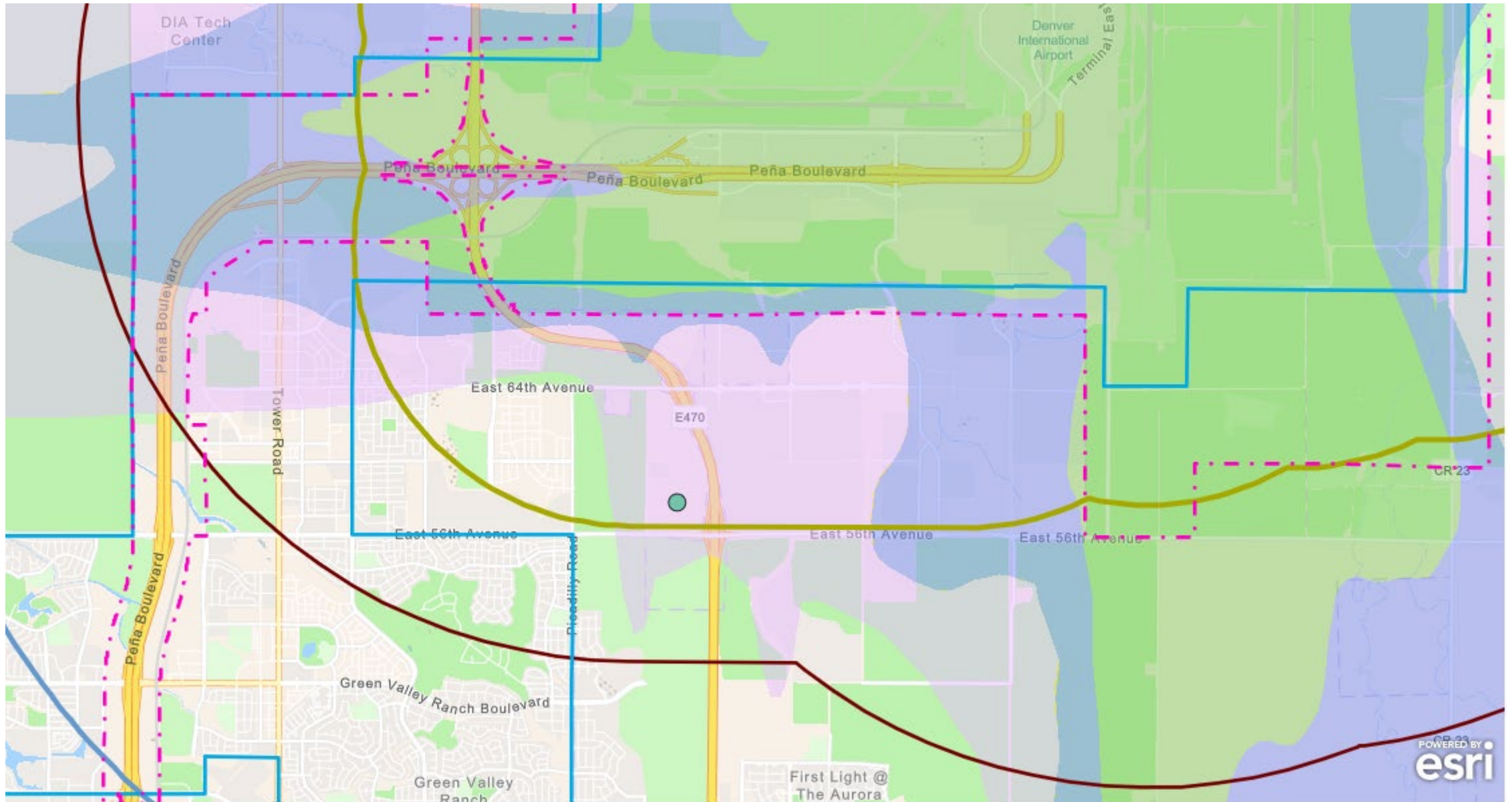
PSCo requests that 10-foot-wide utility easements are dedicated abutting all public rights-of-way and private drives.

For any new natural gas or electric service or modification to any of the existing facilities, the property owner/developer/contractor must complete the application process via [www.xcelenergy.com/InstallAndConnect](http://www.xcelenergy.com/InstallAndConnect).

If additional easements need to be acquired by separate PSCo document, a Right-of-Way Agent will need to be contacted.

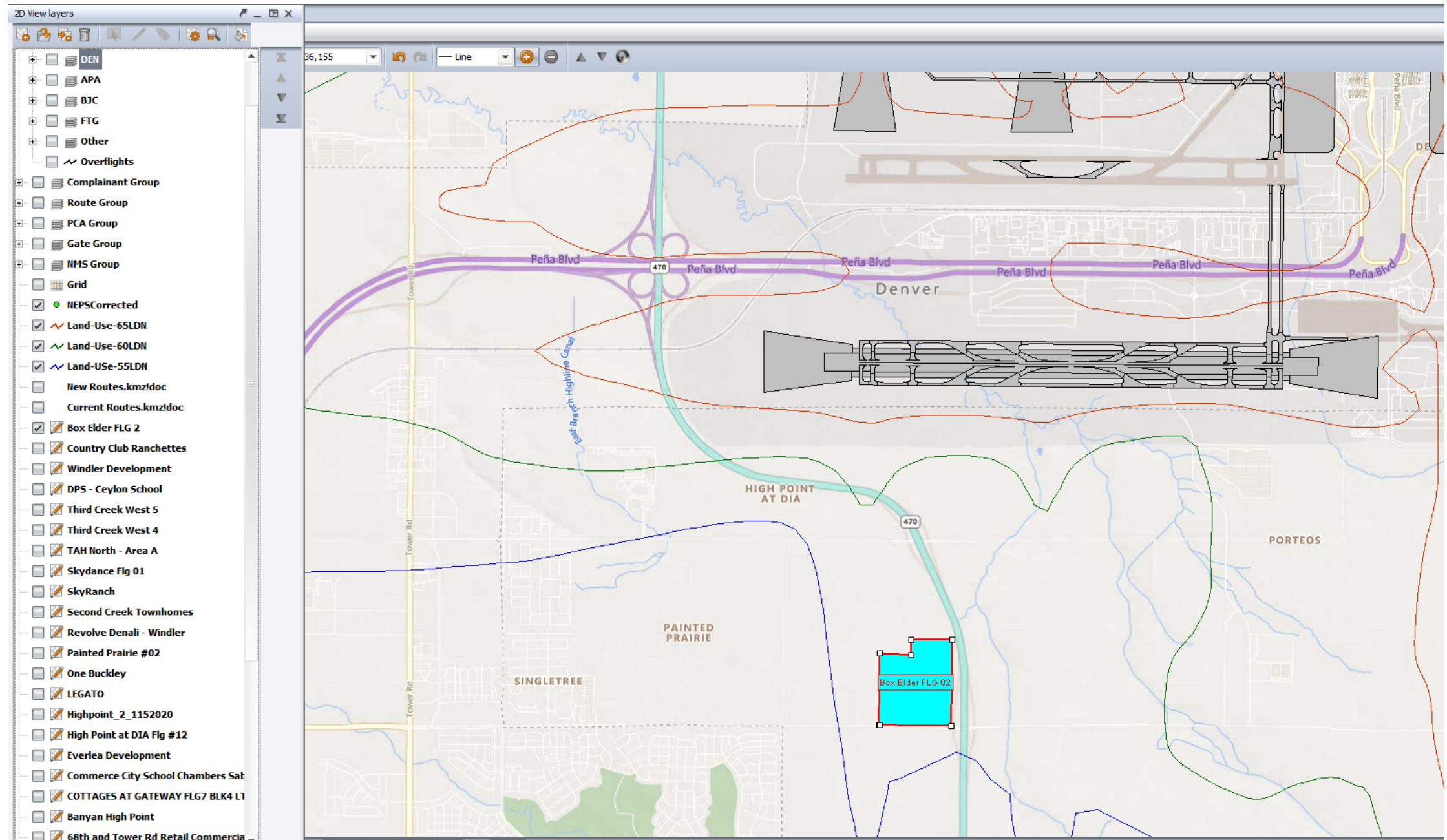
Donna George - Right of Way and Permits  
Public Service Company of Colorado dba Xcel Energy  
Office: 303-571-3306 – Email: [Donna.L.George@xcelenergy.com](mailto:Donna.L.George@xcelenergy.com)

# Box Elder FLG 02





# Box Elder FLG 02

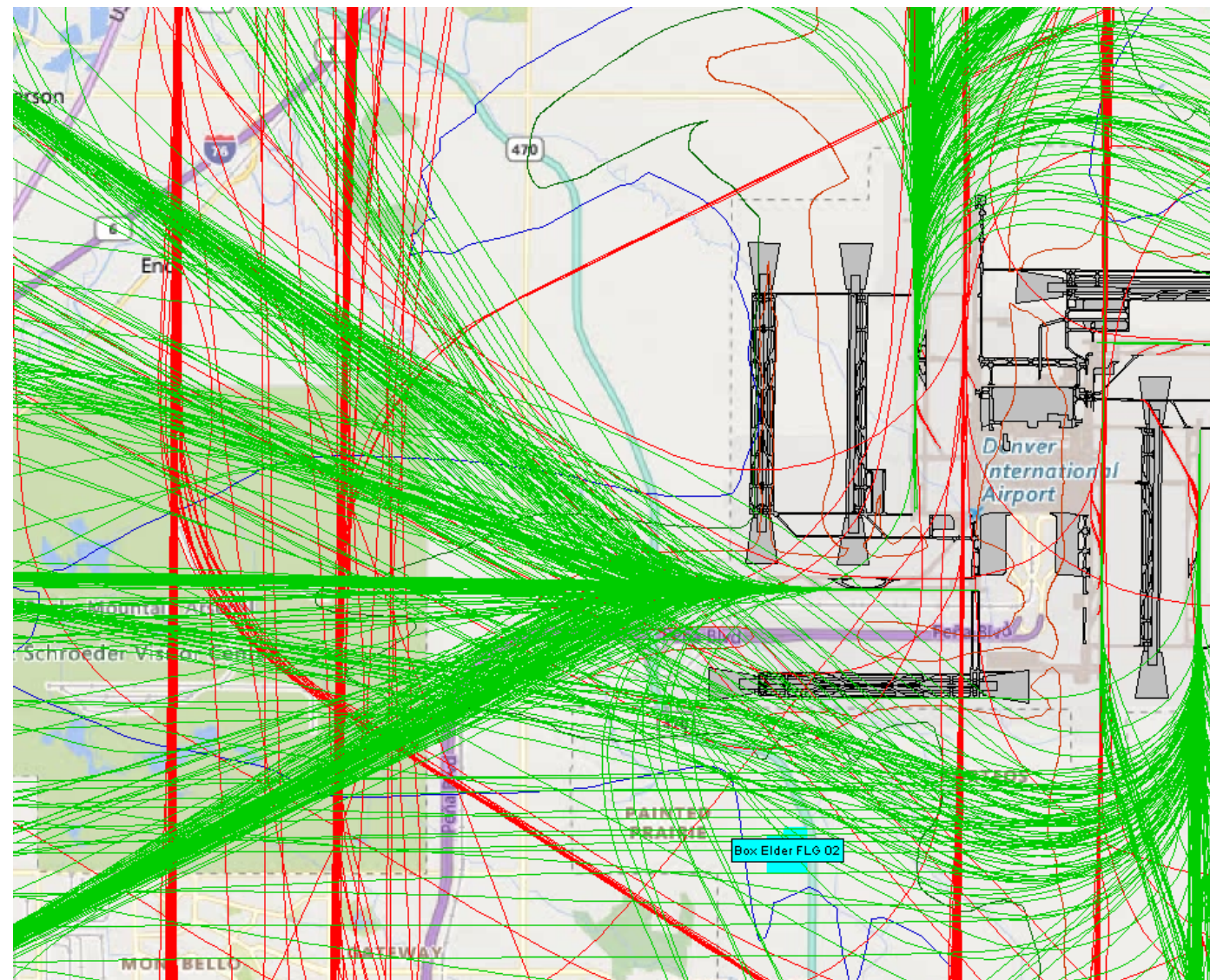


# Box Elder FLG 02

## 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.

