

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



June 2, 2023

Dan Kmiecik
Ambrose Property Group
8888 Keystone Crossing Ste 1150
Indianapolis, IN 46240

Re: Second Submission Review – Fine Parking – Master Plan Amendment
Application Number: **DA-1964-03**
Case Number: **2014-7003-01**

Dear Mr. Kmiecik:

Thank you for your second submission, which we started to process on May 15, 2023. 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 community members.

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 June 16, 2023.

Note that all our comments are numbered. When you resubmit, include a comment response 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.

The estimated Administrative Decision date will be determined after your next submission. Please remember that all abutter and registered HOA notices must be sent and the site notices must be posted at least 10 days prior to the decision date. These notifications are your responsibility and the lack of proper notification will cause the decision date to be postponed. It is important that you obtain an updated list of adjacent property owners from the county before the notices are sent out. Take all necessary steps to ensure an accurate list is obtained.

As always, if you have any comments or concerns, please let me know. I may be reached at 303.739.7112 or hschoenh@auroragov.org.

Sincerely,

Henry Schoenhoff
Planner I
City of Aurora Planning Department

cc: Brad Cooney, Kimley Horn
Lorianne Thennes, ODA
Filed: K:\Dept\Planning and Dev Serv\ZDR\SDA\1900-1999\1964-03rev2.docx



Second Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- From planning, ensure applicable elements of existing conditions and natural features maps identified on Page 11 of the [master plan manual](#) are included on the combined existing conditions and natural features map.
- From transportation planning, in the PIP cross-section, Jackson Gap Way shall have 10' sidewalk and curbside landscaping.
- From civil engineering, ensure the PIP matches the master drainage plan. The water quality ponds that serve the respective planning areas should be included in each narrative that they serve. For example, how is water quality/detention provided for PA-2? It cannot be assumed that another planning area will build the ponds first.
- From traffic engineering, in the TIS, on Page 88, peak hour of generation is more conservative, update or provide justification for why this is being used (typ. all).
- From Aurora Water, advisory: by listing these slopes, these will be used as a minimum for civil plan review. If a flatter slope is provided in the civil plans then a circular worksheet will be required at that time to confirm d/D.
- From public art, update total acreage and rates.

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

1A. None.

2. Completeness and Clarity of the Application

- 2A. Remove all references to "Framework Development Plan," including in sheet titles. This is a Master Plan Amendment.
- 2B. Remove all references to "Contextual Site Plans." These are simply referred to as "site plans."

3. Tab 3: Context Map

- 3A. See redline comment.
- 3B. Replace reference to "Framework Development Plan Amendment" to "Master Plan Amendment."

4. Tab 4: Site Analysis Narrative

- 4A. See redline comment.
- 4B. Ensure applicable elements of existing conditions and natural features maps identified on Page 11 of the [master plan manual](#) are included on the combined existing conditions and natural features map.
- 4C. Replace reference to "Framework Development Plan Amendment" to "Master Plan Amendment."

5. Tab 8: Land Use Map

- 5A. See redline comments.
- 5B. Make dashed lines for streets solid or revise the legend to show dashed lines for street classifications.
- 5C. Remove extra cell above PA-1A.
- 5D. Replace reference to "Framework Development Plan Amendment" to "Master Plan Amendment."

6. Tab 9: Open Space, Circulation, and Neighborhood Map

- 6A. See redline comments.
- 6B. Make dashed lines for streets solid or revise the legend to show dashed lines for street classifications.
- 6C. Remove extra cell above PA-1A.
- 6D. Replace reference to "Framework Development Plan Amendment" to "Master Plan Amendment."



7. Tab 10: Urban Design Standards

- 7A. List current zoning on Page 10.1.
- 7B. Replace reference to “Framework Development Plan Amendment” to “Master Plan Amendment.”
- 7C. Remove all references to “Contextual Site Plans.” These are simply referred to as “site plans.”
- 7D. Show updated land uses on Monument Location Map on Page 10.4.
- 7E. Remove pages that are not applicable.

8. Tab 11: Landscape Standards

- 8A. Submit the complete tab (11 pages) from the original mylar submission, including the revised first page submitted with this submission.
- 8B. Replace reference to “Framework Development Plan Amendment” to “Master Plan Amendment.”

9. Tab 12: Architectural Design Standards

- 9A. List current zoning on Page 12.1.
- 9B. Replace reference to “Framework Development Plan Amendment” to “Master Plan Amendment.”
- 9C. Remove all references to “Contextual Site Plans.” These are simply referred to as “site plans.”
- 9D. Remove pages that are not applicable.

10. Tab 14: Existing Slope Map

- 10A. See redline comment.
- 10B. Replace reference to “Framework Development Plan Amendment” to “Master Plan Amendment.”

11. Landscaping Issues (Kelly Bish / 303-739-7189 / kbish@auroragov.org / Comments in bright teal)

- 11A. No comments.

12. Transportation (Tom Worker-Braddock / 303-739-7340 / tworker@auroragov.org / Comments in bright teal)

- 12A. See redline comment.
- 12B. In the PIP cross section, Jackson Gap Way shall have 10’ sidewalk and curbside landscaping.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

13. Civil Engineering (Julie Bingham / 303-739-7403 / jbingham@auroragov.org / Comments in green)

- 13A. See redline comments.
- 13B. Comments 13C-13M from the PIP.
- 13C. Match ROW width with cross-section.
- 13D. Add that additional offsite improvements may be required to meet traffic and life safety needs.
- 13E. Ensure that the water quality ponds are reflected in the narratives on the next sheet for each planning area.
- 13F. Correct headers.
- 13G. Ensure the PIP matches the master drainage plan. The water quality ponds that serve the respective planning areas should be included in each narrative that they serve. For example, how is water quality/detention provided for PA-2? It cannot be assumed that another planning area will build the ponds first.
- 13H. These planning areas (PA-1A/1B) require 58th and Powhatan improvements.
- 13I. Include the required street improvements for each planning area to develop independently in this area.
- 13J. 58th Ave is a requirement of PA-4 and PA-5.
- 13K. The Jackson Gap sidewalk adjacent to PA-5 is a requirement of PA-5.
- 13L. No improvements are required for Jackson Gap adjacent to the Fine Airport Parking site.
- 13M. Powhatan should be built up to the north.
- 13N. Comments 13M-13R from the Urban Design Standards.
- 13O. Add: walls over 30" shall be required to have railing.
- 13P. Add: lights in the public ROW shall meet COA standards.
- 13Q. Powhatan classification on Page 10.4 does not match the PIP.



13R. Public streetlights shall meet COA standards.

14. Traffic Engineering (Carl Harline / 303-739-7584 / charline@auroragov.org / Comments in amber)

- 14A. See redline comments.
- 14B. Comments 14C-14F from Tab 8, Land Use Matrix.
- 14C. Title acreage table.
- 14D. Add E 56 Ave ROW acreage.
- 14E. Align controls for E 56 Ave intersections with Tab 9, Open Space, Circulation, and Neighborhood Map.
- 14F. Define intersection controls.
- 14G. Comments 14H-14K from Tab 9, Open Space, Circulation, and Neighborhood Map.
- 14H. Title acreage table.
- 14I. Add E 56 Ave ROW acreage.
- 14J. Align controls for E 56 Ave intersections with Tab 8, Land Use Matrix.
- 14K. Define intersection controls.
- 14L. Comments 14M-14O from the Tab 13, PIP.
- 14M. Refer to "Ultimately Signalized Intersection" as "Future Signalized Intersection."
- 14N. In the legend, distinguish between proposed access points and existing intersections.
- 14O. Define intersection controls.
- 14P. Comments 14Q-14II from the TIS.
- 14Q. Correct typos.
- 14R. PA-5 does not appear to be accounted for anywhere in this report but is included as part of the other documents.
- 14S. Revise number of accesses.
- 14T. Revise 3.1, Existing Study Area.
- 14U. Existing and future conditions need to be separate so justification can be provided for future conditions based on analysis.
- 14V. Revise speed limit under 3.2.
- 14W. Remove extra logo on Page 18.
- 14X. On Page 22, AM/PM pass by assumptions differ per ITE. PM assumptions shouldn't be applied to AM peak.
- 14Y. On Page 24, revise intersection labels.
- 14Z. On Page 24, if E 64 Ave and Powhaton Rd are being evaluated, distribution needs to show/include those intersection legs.
- 14AA. On Page 27, trips do not appear to have been adjusted according to Figure 7.
- 14BB. On Page 34, provide movement LOS.
- 14CC. On Page 35 and 37, provide LOS by movement.
- 14DD. Table 9 is missing accesses G, H, and I.
- 14EE. On Page 42, include all abbreviation definitions (C, T, DL, etc).
- 14FF. On Page 46, add blue line to legend.
- 14GG. On Page 47, add turning movements to legend.
- 14HH. On Page 48, the report indicates signal is warranted here.
- 14II. On Page 88, peak hour of generation is more conservative, update or provide justification for why this is being used (typ. all).

15. Fire / Life Safety (Erick Bumpass / 303-739-7627 / ebumpass@auroragov.org / Comments in blue)

- 15A. No comments.



16. Aurora Water (Casey Ballard / 303-739-7382 / cballard@auroragov.org / Comments in red)

- 16A. See redline comments.
- 16B. Comments 16C-16J from the Master Utility Plan.
- 16C. Advisory: By listing these slopes, these will be used as a minimum for civil plan review. If a flatter slope is provided in the civil plans then a circular worksheet will be required at that time to confirm d/D.
- 16D. Include the size of this water main. The existing main here is 12 inches.
- 16E. This main within the 60th Ave alignment is 16 inches.
- 16F. Sanitary sewer routing is missing the estimated population, which is used to determine the peak factor. The peak factor is based on the design point and not individual planning areas.
- 16G. See the example routing schematic.
- 16H. Why are all the water lines listed in the Active Scenario Average Day Sheet six inches?
- 16I. The flows on the Active Scenario: Max Day + Fire Flow Sheet should include the fire demand to show velocity and head loss.
- 16J. Label the project site on the infrastructure improvements map.

17. Public Art (Roberta Bloom / 303-739-6747 / rbloom@auroragov.org)

- 17A. See redline comments.
- 17B. Update total acreage.
- 17C. Update rate.
- 17D. Replace reference to “Contextual Site Plan” with “Site Plan.”
- 17E. Replace reference to “Framework Development Plan Amendment” with “Master Plan Amendment.”

18. USDA APHS Wildlife Services

- 18A. Please see the attached letter.



United States
Department of
Agriculture

Marketing and
Regulatory
Programs

Animal and Plant
Health Inspection
Service

Wildlife Services

13922 Denver West
Pkwy, Building 54,
Suite 100
Golden, CO
80401
303-328-9041
303-328-9047 fax

Date: May 30, 2023

TO: Whom it May Concern

FROM: USDA APHIS Wildlife Services
Denver, CO

SUBJECT: Project Review to Prevent Wildlife Attractants

To Whom It May Concern,

In support of safe air operations at Denver International Airport (DEN), the U.S. Department of Agriculture, Animal and Plant Health Inspection Service, Wildlife Services (WS) is providing review and comments this project.

The project is located within 5-miles of Denver International Airport's arrival, departure, and circling airspace. The Federal Aviation Administration (FAA) provides guidance for construction that is known to attract wildlife hazardous to aviation safety. Wildlife Services recommends all project planners and contractors review Advisory Circular 150/5200-33C (Hazardous Wildlife Attractions On or Near Airports, dated February 21, 2020). Development plans should be designed to not create a wildlife attractant within separation criteria outlined in Advisory Circular 150/5200-33C.

The Advisory Circular 150/5200-33C provides guidance on mitigating wildlife attractants specifically in Chapter 2 – Land-Use Practices on or Near Airports that Potentially Attract Hazardous Wildlife. Specific subject matter for this project is referenced below, however may require additional details from AC 150/5200-33C depending on the completeness of the project design.

- 2.3 Water Management Facilities. 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. Development of new open water

facilities within the separation criteria identified in Paragraphs 1.2 through 1.4 should be avoided to prevent wildlife attractants. If necessary, land-use developers and airport operators may need to develop management plans, in compliance with local and state regulations, to support the operation of storm water management facilities on or near all public-use airports to ensure a safe airport environment. The FAA recommends these plans be developed in consultation with a Qualified Airport Wildlife Biologist, to minimize hazardous wildlife attractants

- 2.3.2 New Stormwater Management Facilities. The FAA recommends that storm water management systems located within the separations identified in Paragraphs 1.2 through 1.4 be designed and operated so as not to create above-ground standing water. Stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and to remain completely dry between storms. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep sided, rip-rap or concrete lined, narrow, linear-shaped water detention basins. When it is not possible to place these ponds away from an airport's aircraft operations area (but still on airport property), airport operators may use physical barriers, such as bird balls, wire grids, floating covers, vegetation barriers (bottom liners), or netting, to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions. Caution is advised when nets or wire grids are used for deterring birds from attractants. Mesh size should be < 5 cm (2") to avoid entangling and killing birds and should not be made of a monofilament material. Grids installed above and across water to deter hazardous birds (e.g., waterfowl, cormorants, etc.) are different than using a small mesh covering but also provides an effective deterrent. Grid material, size, pattern and height above water may differ on a case-by-case basis. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, a review by a Qualified Airport Wildlife Biologist should be conducted, prior to approval from the appropriate FAA Regional Airports Division Office. All vegetation in or around detention basins that provide food or cover for hazardous wildlife should be eliminated. If soil conditions and other requirements allow, the FAA encourages the use of underground storm water infiltration systems because they are less attractive to wildlife.

- 2.3.1.2 Where possible, airport operators should modify stormwater detention ponds to allow a maximum 48-hour detention period for the design storm. The combination of open water and vegetation is particularly attractive to waterfowl and other hazardous wildlife. Water management facilities holding water longer than 48 hours should be maintained in a manner that keeps them free of both emergent and submergent vegetation. The FAA recommends that airport operators avoid or remove retention ponds and detention ponds featuring dead storage to eliminate standing water. Detention basins should remain totally dry between rainfalls. Where constant flow of water is anticipated through the basin, or where any portion of the basin bottom may remain wet, the detention facility should include a concrete or paved pad and/or ditch/swale in the bottom to prevent vegetation that may provide nesting habitat. Drainage basins with a concrete or paved pad should be maintained to prevent or remove any sediment build-up to prevent vegetation growth.
- 2.3.1.3 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.
- 2.3.1.4 The FAA recommends that airport operators encourage off-airport stormwater treatment facility operators to incorporate appropriate wildlife hazard mitigation techniques into stormwater treatment facility operating practices when their facility is located within the separation criteria specified in Paragraphs 1.2 through 1.4.
- 2.3.2 New Stormwater Management Facilities. The FAA recommends that storm water management systems located within the separations identified in Paragraphs 1.2 through 1.4 be designed and operated so as not to create above-ground standing water. Stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and to remain completely dry

between storms. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep sided, rip-rap or concrete lined, narrow, linear-shaped water detention basins. When it is not possible to place these ponds away from an airport's aircraft operations area (but still on airport property), airport operators may use physical barriers, such as bird balls, wire grids, floating covers, vegetation barriers (bottom liners), or netting, to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions. Caution is advised when nets or wire grids are used for deterring birds from attractants. Mesh size should be < 5 cm (2") to avoid entangling and killing birds and should not be made of a monofilament material. Grids installed above and across water to deter hazardous birds (e.g., waterfowl, cormorants, etc.) are different than using a small mesh covering but also provides an effective deterrent. Grid material, size, pattern and height above water may differ on a case-by-case basis. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, a review by a Qualified Airport Wildlife Biologist should be conducted, prior to approval from the appropriate FAA Regional Airports Division Office. All vegetation in or around detention basins that provide food or cover for hazardous wildlife should be eliminated. If soil conditions and other requirements allow, the FAA encourages the use of underground storm water infiltration systems because they are less attractive to wildlife.

- 2.3.3 Existing Wastewater Treatment Facilities. The FAA recommends that airport operators immediately correct any wildlife hazards arising from existing wastewater treatment facilities located on or near the airport.
 - 2.3.3.1 The FAA recommends that airport operators immediately correct any wildlife hazards arising from existing wastewater treatment facilities located on or near the airport.
 - 2.3.3.2 Where required, a wildlife management plan will outline appropriate wildlife hazard mitigation techniques. Accordingly, airport operators should encourage wastewater treatment facility operators to incorporate measures, developed in consultation with a Qualified Airport Wildlife Biologist, to minimize hazardous wildlife attractants. Airport operators should also encourage those wastewater treatment facility operators to incorporate these mitigation techniques into their

standard operating practices. In addition, airport operators should consider the existence of wastewater treatment facilities when evaluating proposed sites for new airport development projects and avoid such sites when practicable.

- 2.3.4 New Wastewater Treatment Facilities. The FAA recommends against the construction of new wastewater treatment facilities or associated settling ponds within the separations identified in Paragraphs 1.2 through 1.4. Appendix 1 defines wastewater treatment facility as “any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes.” The definition includes any pretreatment involving the reduction or elimination of pollutants prior to introducing such pollutants into a treatment facility. When a wastewater treatment facility is proposed within the separation criteria, the airport operator, project proponent, and local jurisdiction should discuss the proposed project location with regard to its location near the airport and the separation distances identified in Paragraphs 1.2 through 1.4. If possible, a more suitable location for the proposed facility should be identified. If no other suitable location exists, FAA recommends that the proposed facility plans be reviewed by a Qualified Airport Wildlife Biologist to identify measures to avoid or reduce the facility’s potential to attract hazardous wildlife. If appropriate measures cannot be incorporated to reduce potential wildlife hazards, airport operators should document their opposition in a letter to the local jurisdiction.

The land-use types specifically outlined above should be followed as a recommendation by WS on behalf of DEN. Additionally, storm water and waste water treatment facilities may require more specific wildlife exclusion to prevent an attraction to hazardous wildlife. In addition to FAA recommendations, WS recommends the continued communication and monitoring of wildlife with WS and DEN to identify and properly manage wildlife potentially hazardous to aircraft operating at DEN.

Additionally, the FAA has also issued a CertAlert 98-05 (Grasses Attractive to Hazardous Wildlife) which is further used in support of AC 150/5200-33C. Specifically, CertAlert 98-05 states:

- Airport Operators should ensure that grass species and other varieties of plants attractive to hazardous wildlife are not used on the airport. Disturbed areas or areas in need of re-vegetating should not be planted with seed mixtures containing millet or any other large-seed producing grasses

Denver International Airport currently operates under an FAA approved 2021 Wildlife Hazard Management Plan (WHMP). Any grass or vegetation species not currently listed in the WHMP approved seed mixes are not to be used at DEN. DEN requires a seed purity analysis of 0.01% pure live seed for each species utilized, which reduces filler materials and undesirable weed seeds, as well as accompanying seeding bag tags during onsite re-seeding. Below is the most recent (August 2021) approved seed mixes from the WHMP.

This project vaguely mentions landscaping within the area specified. Any additional landscaping plans should be reviewed and approved by USDA prior to initiation of landscape construction as this area is within the 5-mile separation criteria outlined in FAA AC 150/5200-33C. As mentioned above any grasses that are on the Denver International Airports approved WHMP are acceptable to plant. Any vegetation, such as trees or shrubs, will only be approved on a case by case basis, but at a minimum must not include any species that produce large seeds or fruits and are planted and maintained in a manner that does not create an overlapping, continuous canopy.

Appendix H: 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.

Best regards,

USDA APHIS Wildlife Services on behalf of the Denver International Airport's Wildlife Hazard Management Program