



construction company, inc.

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February 19, 2025

**PROJECT NARRATIVE**

**OWNER:** Interpark, LLC  
200 N La Salle St, Suite 400  
Chicago, IL 60601  
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(312)935.2800

**CIVIL ENGINEER:** Dibble  
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Denver, CO 80222  
Contact: Garrett Walstad, PE  
(303)872-5756

**ARCHITECT /  
CONTRACTOR:** dcb Construction Company, Inc.  
909 E 62<sup>nd</sup> Ave  
Denver, CO 80216  
Contact: Katherine Hawkins, AIA, NCARB  
(303) 287-5525

**SURVEYOR:** Aztec Consultants, Inc.  
300 E Mineral Ave, Suite 1  
Littleton, CO 80122  
Contact: Mike Noffsinger  
(303)713-1898

**LANDSCAPE  
ARCHITECT:** Evergreen Design Group  
1340 Environ Way  
Chapel Hill, NC 27515  
Contact: Rodney McNabb  
(800)680-6630 Ext. 8

**PHOTOMETRICS:** Given & Associates  
735 S Xenon Ct, Suite 201  
Lakewood, CO 80228  
Contact: Arlen Flax  
(303)716-1270

**LOCATION:** Northwest corner of N Jackson Gap Way & E 56<sup>th</sup> Ave  
Aurora, CO 80019

**LEGAL  
DESCRIPTION:** A PARCEL SITUATED WITHIN THE WEST HALF OF SECTION 8, TOWNSHIP 3 SOUTH,  
RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF  
ADAMS, STATE OF COLORADO

<b>PARCEL:</b>	0181908300010
<b>ZONE:</b>	AD, Airport District
<b>ALLOWED USE:</b>	Commercial, Industrial
<b>PROJECT NAME:</b>	DIA PreFlight Parking Facility

### **INTRODUCTION and LOCATION**

The proposed DIA Pre-Flight is located on an approximately 25.4-acre undeveloped site between Jackson Gap Way and Jackson Gap Street at 60th Avenue, located within Porteos mixed-used master development, Parcel PA-11. The site is immediately west of the Fine Airport Parking facility. The existing zoning for these parcels is AD – Airport District.

### **PROPOSED DEVELOPMENT**

The project will consist of a private Self-Park Parking facility south of DIA on approximately 25.4 acres in the Industrial zone district within the Porteos FDP. The facility consists of approximately 2,500 parking spaces for passenger vehicles. An open-air canopy structure with continuous roof will be constructed over approximately 1,500 parking spaces at the south side of the lot to provide covered parking. The balance of the parking spaces at the north side of the site will be uncovered. A conditioned building will house a lobby and office functions, as well as an area for shuttle wash and light shuttle maintenance. The open-air canopy structure will be open on the south sides for ventilation, partially open on the east and west sides, and mostly closed on the north side except for vehicle entry/exit points.

### **OPERATION**

The proposed facility is to be open 24 hours a day, 365 days a year. There will be approximately 55 employees in total with approximately 10 employees working during peak hours. Arriving customers will enter the facility from Jackson Gap way and have the option of choosing between covered parking or open-air parking after passing through the gate. With emphasis on quality service and minimal customer walk distances and wait times, shuttle bus drop-offs and pick-ups will be frequent. Arriving customers will be picked up at their parking space and will be dropped off at the appropriate spot at DIA. Returning customers will be dropped off directly at their parking space. To facilitate fast operation, additional shuttle-only entrance and exit lanes are proposed from Jackson Gap Way and Jackson Gap Street. Minor maintenance and washing will be performed on the shuttle buses within the maintenance structure. To secure the facility, gated control points will be located at all entrances and exits.

### **VEHICULAR ACCESS POINTS AND ROADWAYS**

The primary customer entrance and exit will be accessed from Jackson Gap Way and is currently shown aligning with the main entrance for Fine Parking. Two additional controlled access points will be provided for shuttles only. One will be accessed from Jackson Gap Street (in/out) directly west of the primary customer entry/exit, and the other accessed from Jackson Gap Way (in/out), aligned with East 58<sup>th</sup> Avenue. There will be ample queuing distance and lanes for exiting vehicles to handle peak airport travel seasons. The required fire lane access easements and hydrants have been coordinated with the Fire and Life Safety. Please refer to the Site Plan for the specific locations of the vehicular access drives.

### **UTILITIES**

The primary domestic water service is proposed to be connected to the existing water/fire main stubbed from Jackson Gap Way. The domestic service will be sized to accommodate restrooms in the Office/Lobby. The Office/Lobby building and parking canopy will not have a fire sprinkler system. Internal fire hydrants will be served by fire loops connecting to Jackson Gap Way and Jackson Gap Street. The proposed sanitary sewer system, including a sand/oil interceptor due to the wash bay, will connect to a new sewer main located along the east side of Jackson Gap Street, under separate plans by the metro district.

### **STORMWATER COLLECTION**

Two drainage basins are proposed. Existing grading is flowing toward the north and new grading will be designed to allow northward surface drainage on the parking lots to storm inlets for each drainage area. Parking canopy roof gutters and

downspouts will discharge to the east and west swales running along the length of the property and tie into the two detention basins. Historical drainage from neighboring site to south will utilize the swales also. The detentions basins will be discharged to the regional detention facilities.

### **PHASING**

The project will be constructed in a single phase.

### **LANDSCAPING**

Landscaping for the project site as well as along roadways shall conform to the Landscape Standards, Matrix – Form G of the Porteos Framework Development Plan, for airport parking lots within industrial parcels. Enhanced landscaped areas shall be primarily focused on key entry and exit points, as well as areas where pedestrian activity or waiting is anticipated. The remaining landscaping shall be incorporated into buffers surrounding the site to screen parking lots.

### **REQUESTED ADJUSTMENTS**

1. The parking lot under the parking canopy will be screened from the street frontage with architectural materials and landscaping. It is requested that the covered parking will not fall under the surface parking lot limitations of UDO Section 146-4.6.5.3. Thirty percent of the lot frontage within sixty feet of the street will be occupied by the uncovered surface parking lot and complies with the aforementioned UDO section.