

Re: TransPort Colorado FDP Sub Area 1 (#1283749)
TAB #4: Site Analysis Narrative (FORM A)

Submitted: April 26, 2019

2nd Submittal: November 22, 2019

3rd Submittal: February 14, 2020

1. General Site Character

Briefly describe the existing location and physical character of your site. What are its most important and distinguishing features?

RE: Most of the TransPort site is located south of the Colorado Air & Space Port. The majority of the TransPort Site lies between Imboden to the West, 48th to the North, US 36/Smith Road to the South and Manila Road to the East. There is approximately 1,000 acres of land located to the east of the Airport that is encompassed by US Hwy 36/Smith Road (south), Peterson Road (west), 48th Avenue (north) and Schumaker Road (east). There is approximately 308 acres of land at the northwest corner of the Airport at the intersection of 56th Avenue and Imboden Road. And there is also approximately 545 acres of land located between US 36/Smith Road and Interstate 70.

The TransPort Development surrounds the location of the future proposed Colorado Air & Space Port expansion area, between Manila Road and Peterson Road. The current plans indicate that a future north-south runway would be located parallel to Manila Road. Coordination with the Colorado Air & Space Port indicates that both the proposed uses and the future runway and expansion can occur without significant impacts on either entity. The Colorado Air & Space Port has recently completed a revised master plan for the operation and expansion of the airport. A review of this document reveals no significant impact to the proposed development of TransPort.

As seen on the Context Map (Tab 3 and Binder Pocket 1), which is overlaid on an aerial map, the entire TransPort site is predominately flat and is primarily agricultural in nature. Abandoned farm buildings lie at the corner of Peterson Road and Smith Road. To the south of these farm buildings is a small enclave of single-family residential units, Manila Village. There is a mobile home park, Galamb's Mobile Home, along US 36/Smith Road, just west of Quail Run, and a subdivision, Prairie View, west of Imboden Road and north of US 36/Smith Road. Along the north and south of 48th Avenue is a small cluster of farm buildings and residents.

The most important and distinguishing feature of the TransPort site is its close proximity to three major transportation networks (air, rail and interstate), which creates tremendous opportunity for a wide-range of rail-served, surface, and air-related uses.

2. Site Assets

Based on your site analysis, what are your site's most important physical assets and potential amenities? Consider location, relationship to existing and proposed transportation networks, scenic beauty, recreation potential, special natural resources, etc.

RE: The TransPort site is located so that it has direct access to Interstate 70, rail access via the Union Pacific, and air access through the Colorado Air & Space Port. This trio of transportation alternatives creates tremendous opportunity for a wide range of non-residential uses including rail-served industrial property, intermodal rail facilities, office and business locations, and air-related industries such as shipping, research and development, manufacturing.

The views from the site are very limited. Mountains views to the west are fairly present on clear days. Interstate 70 is visible from the development to the south and the Colorado Air & Space Port is visible to the north. There is some recreation potential via trail development along Bear Gulch and a possible connection to the proposed Box Elder Creek Trail located west of Imboden Road. The Open Space and Circulation Map in Tab #9 provides preliminary pedestrian and bicycle circulation within and adjacent to the TransPort Development.

3. Site Restrictions

Based on your site analysis, what are the physical restrictions and site characteristics that may pose a challenge to development? Consider location, nature of surrounding conditions, environmental pollution, airport noise contours, lack of existing infrastructure, steep slopes, etc.

RE: There are no significant physical restrictions and site characteristics that may pose a challenge to the development of the TransPort site. As seen on the Context Map and the Existing Street Map, existing major roadways are currently in place. There are two future grade separated rail line crossing located at the planned intersection of US 36 / Smith Road and Quail Run and the intersection of Manila Road and US 36/Smith Road.

Wetlands, riparian habitat and water of the United States have been identified in the western portion of the TransPort site along the Bear Gulch Floodplain (see Existing Conditions and Natural Features Map in Tab 4 and Binder Pocket 2). An Open Space buffer alongside the Bear Gulch will be established for conservation for these habitats. The exact location of this Open Space Buffer will be established during individual CSP processes, as more detail is known. In addition, compliance with applicable requirements of the Federal Clean Water Act and the associated Army Corps of Engineer's 404-permit process will be adhered to.

TransPort Colorado is located within the Front Range Airport Influence District. Since TransPort is within the Airport Influence Zone for Colorado Air & Space Port, an avigation and hazard easement will need to be conveyed to the City of Aurora and the Colorado Air & Space Port. The avigation easement is an easement for right-of-way for unobstructed passage of aircraft above the property. The easement waives any right or cause of action against the city and the airport arising from noise, vibrations, fumes, dust, fuel particles, and other effects caused by aircraft and airport operations. Notification to all prospective purchasers will need to be provided indicating that the property is located within an airport influence district. Specific language of the notice is provided in Section 146-817 of the Aurora Zoning Code.

The Colorado Air & Space Port has established two levels of restriction areas: Restriction Area 1 and Restriction Area 2. The two restriction areas have been included on the Existing Conditions/Natural Features Map (Tab 4 and Binder Pocket 2). No development is proposed or anticipated within these Restriction Areas. The General Aviation Compatible Use Zones within the Front Range Airport Influence District include the LDN 60 and LDN 55 overlay subareas. These two subareas have been delineated on the Existing Conditions/Slope Map located in Tab 4. There are portions of the TransPort development that have one or both of the LDN overlay subareas, however, these subareas prohibit or restrict only residential uses according to Sections 146-815 and 146-816 of the Aurora Zoning Code.

The 2004 Adams County Comprehensive Plan has identified issues and challenges associated with the Colorado Air & Space Port. These issues include possible future changes to the 60-65/65+ LDN noise contours, identification of compatible land uses in the 60-65/65+ LDN, and lack of current infrastructure adequate for the level of proposed development of the Airport area. Three policies and associated strategies have been identified for the Colorado Air & Space Port area which encompasses TransPort. The three policies are:

1. Continue to support and develop the Colorado Air & Space Port to accommodate large aircraft, as a general aviation and intermodal cargo hub for the state and region;
2. Support compatible commercial and industrial development around the Colorado Air & Space Port; and
3. Ensure the land uses outside the Airport Influence Zone surrounding the Colorado Air & Space Port are compatible with airport operations and impacts.

4. Design Response to Site Assets

How does your proposed development plan take advantage of all the site assets identified by your analysis?

RE: The TransPort Colorado site takes advantage of the three major transportation networks. The planned uses, described in detail in this FOP, are air-related, ground-related and rail related. The TransPort Site provides a centralized location for these use types.

5. Design Response to Site Challenges

How does your development plan deal with the site's development constraints as identified above? Have you considered alternate strategies to deal with these problems? If so, why did you select the particular approach shown on your development plan?

RE: As noted previously, there are two future grade separated rail line crossing located at the planned intersection of US 36/Smith Road and Quail Run and the intersection of Manila Road and US 36/Smith Road. To provide an additional major north-south arterial, an extension of Quail Run is planned, which will take access off 1-70 and intersect with 48th Avenue. Please refer to the PIP and TIS.

6. Development Impacts on Existing Site Conditions

What are the impacts of your project on the existing character of the site and its immediate surroundings? What improvements will your development make? How have any impacts been mitigated? Consider impacts on environmental quality, aesthetic appearance, existing open space and natural features, physical infrastructure, etc.

RE: The existing character of the site and the surrounding area is rural with a couple small enclaves of residential development adjacent to the TransPort development. The Colorado Air & Space Port along with TransPort will serve as a major multi-modal industrial area taking advantage of rail, air and vehicular access. The TransPort site will provide employment opportunities for the City of Aurora and Adams County. The Industrial uses identified on the Land Use Map (Tab 8 and Binder Pocket 3) encompass the possible rail facilities. Open Space/Common Areas will be incorporated throughout TransPort as it is developed. There are a few well-defined drainages on the west portion of the development that will be maintained to the maximum extent possible. Landscape and Architectural Standards will be established in order to maintain high standards for planning and design of TransPort and will at a minimum, comply with existing guidelines.

TransPort Colorado

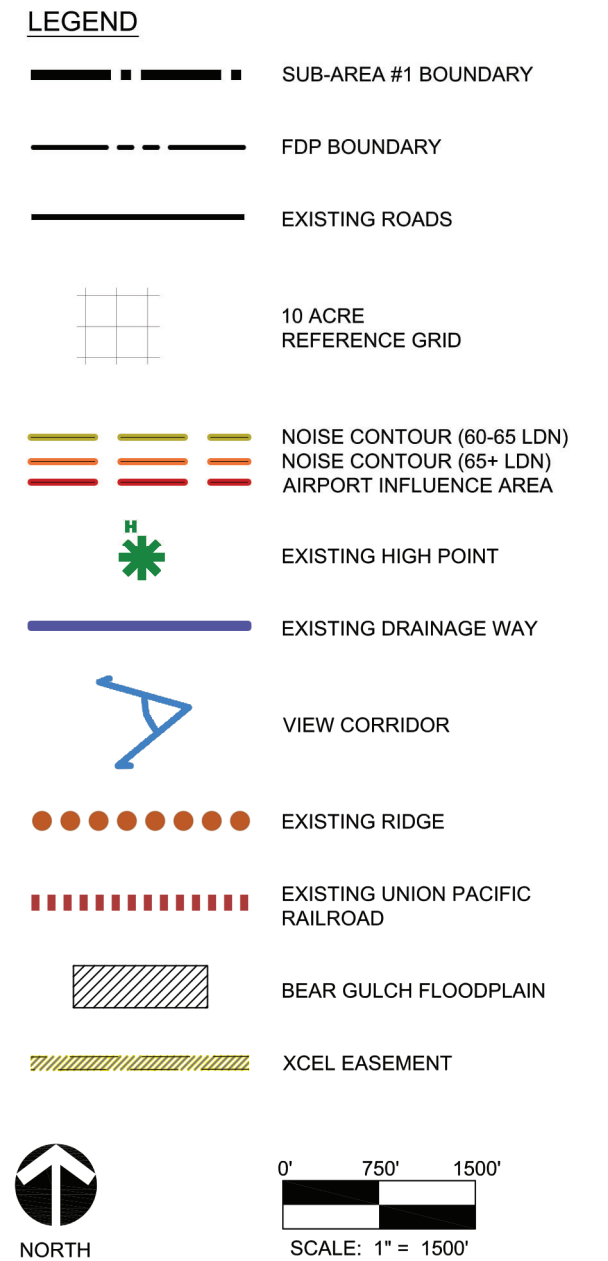
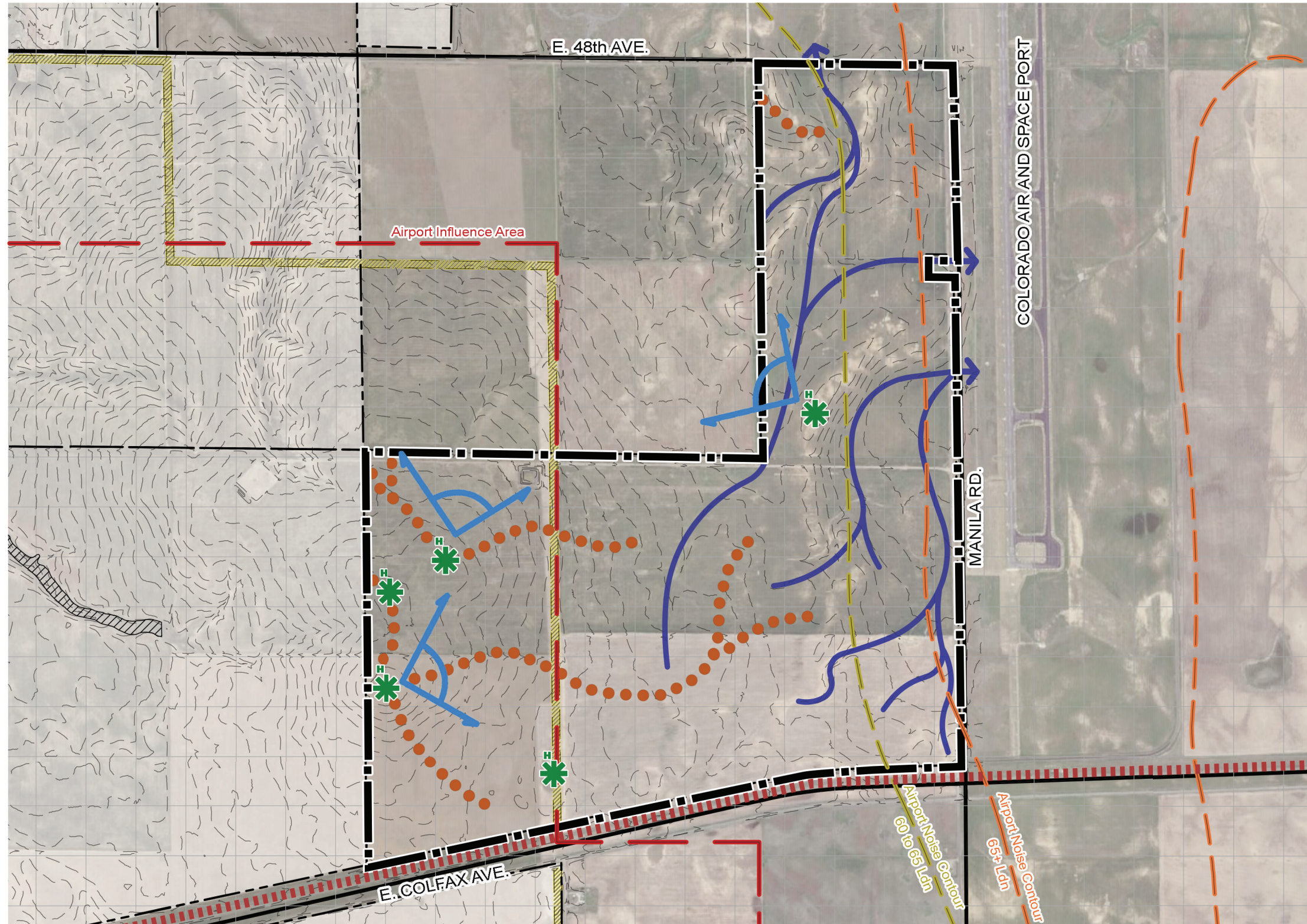
Logistics & Commerce Park

Sub-Area 1

Existing Conditions

Tab #4

Natural Features Map



Note: Images and Graphics are solely for reference purposes only.

TransPort Colorado

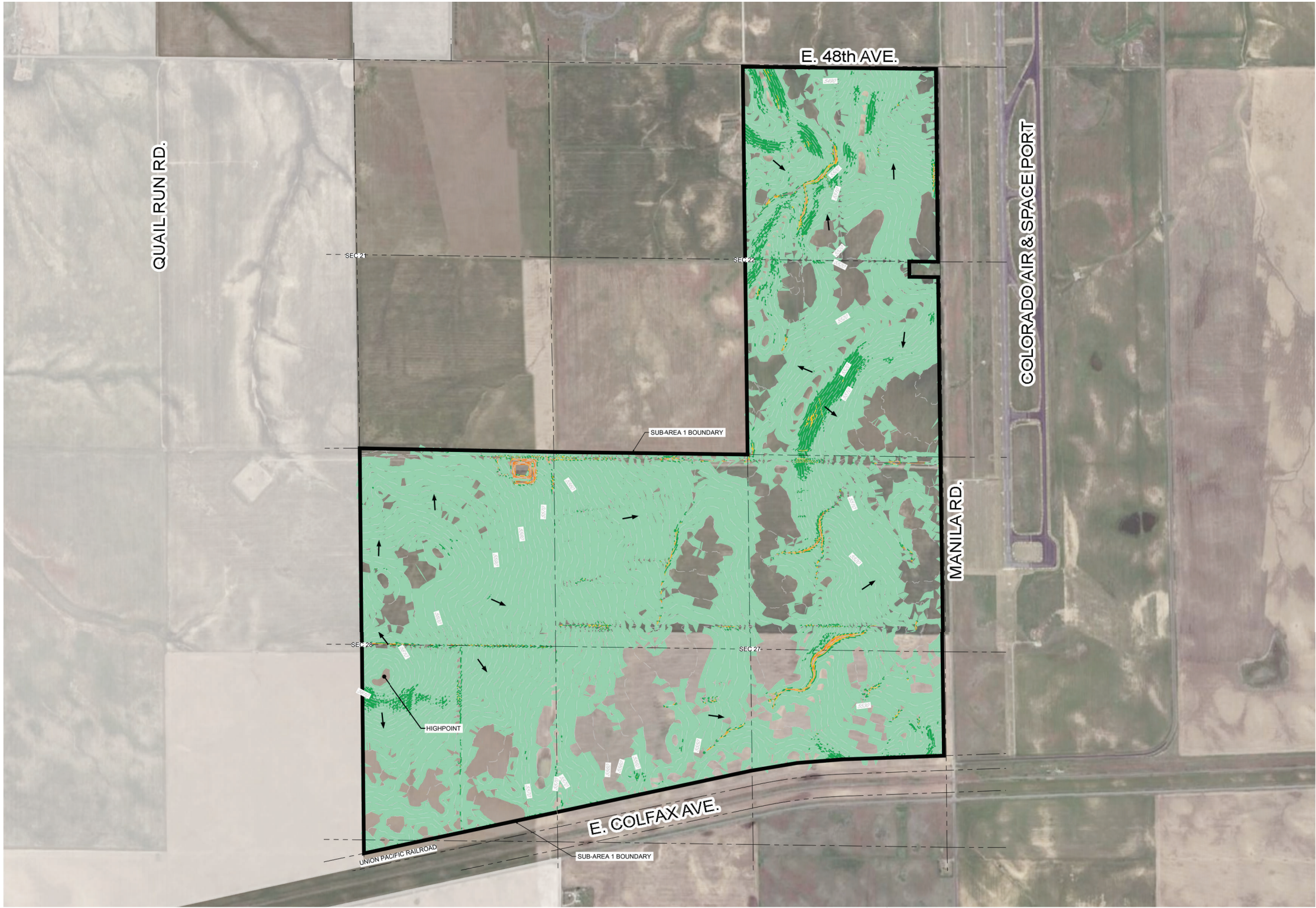
Logistics & Commerce Park

Sub-Area 1

Existing Conditions

Tab #4

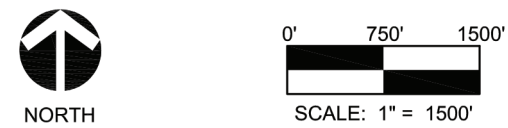
Slope Analysis



SLOPES TABLE			
NUMBER	MINIMUM SLOPE	MAXIMUM SLOPE	COLOR
1	1%	5%	Light Green
2	5%	8%	Medium Green
3	8%	12%	Yellow
4	12%	100%	Orange

LEGEND

———— SUB-AREA #1 BOUNDARY



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Re: TransPort Colorado FDP Sub-Area 1 (#1283749)

Tab #4: Existing Conditions – Forestry

Submitted: April 26, 2019

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3rd Submittal: February 14, 2020

Date Completed: April 14, 2019

Report Completed By: Arborscape Services - 3165 Zuni St. Englewood, CO 80010

I did a tree inventory including all the trees in the TransPort Colorado Project area surrounding Front Range Airport in Watkins Colorado in March and April 2019. Trees were found in 3 main areas:

- An old farmstead located on Peterson Road approximately 100 feet north of Colfax Avenue.
- An old farmstead located on Manila Rd approximately 2 miles north of Colfax Avenue
- A drainage just east of Imboden Road, starting approximately 2 miles south of 48th Avenue going north to 56th Avenue.

The trees in the Quail Run section are mostly Siberian Elm (*Ulmus pumila*). There are several large, dead elms that were probably killed by early fall subzero temperatures a few years back. These trees seeded the smaller trees that are now alive in the area via winged seeds blown by the wind. There are also one Rocky Mountain Juniper (*Juniperus scopulorum*) and 4 Russian olives (*Eleaagnus angustifolia*), which were probably brought in by seeds in bird droppings.

I counted a total of 291 trees of various species within the FDP boundary. The farmsteads had a combination of wild and planted trees. There was apple, plum, chokecherry, Siberian Elm, Plains Cottonwood, White Poplar, Rocky Mountain Juniper, and Russian Olive trees there.

The area east of Imboden Road had trees growing in or by creek beds. All trees in this area had grown naturally and were mostly Plains Cottonwood, Russian Olive, and Peachleaf Willow. The cottonwoods in this area were numerous and quite large, some reaching 80 feet in height.

Most of the trees throughout the area had multiple trunks so I recorded size by height rather than trunk diameter.

I also observed coyotes, great horned owls, deer, red tail and ferruginous hawks in the area.

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color on map	Species	height	number
Pink	Apple (<i>Malus pumila</i>)	10'	1
	total		1
Purple	Green Ash (<i>Fraxinus pennsylvanica</i>)	10'	1
	total		1
Pink	Chokecherry (<i>Prunus virginiana</i>)	10'	1
		15'	1
	total		2
Yellow	Plains Cottonwood (<i>Populus deltoides</i>)	15'	1
		20'	2
		25'	2
		30'	10
		40'	15
		50'	17
		60'	19
		70'	43
		80'	20
	total		129
Blue	Siberian Elm (<i>Ulmus pumila</i>)	5'	4
		6'	7
		8'	12
		10'	21
		15'	8
		20'	15
		25'	2
		30'	1
		35'	2
		60'	1
	total		73
pink	Hawthorn (<i>Crataegus sp.</i>)	10'	1
	total		1
Green	Rocky Mountain Juniper (<i>Juniperus scopulorum</i>)	10'	1
		20'	7
		25'	5
	total		13
Red	Russian Olive (<i>Elaeagnus augustifolia</i>)	10'	15
		15'	6
		20'	18
		25'	2
		30'	11
		40'	2
	total		54
Pink	Common Plum (<i>Prunus americana</i>)	8'	1
	total		1
white	White Poplar (<i>Populus alba</i>)	10'	5
	total		5
Light blue	Peachleaf Willow (<i>Salix amygdaloides</i>)	20'	2
		30'	7
		40'	2
	total		11
	Grand total all species		291



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