

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



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January 10, 2022

Randy Bauer  
Clayton Properties Group II / Oakwood Homes  
4908 Tower Road  
Denver, Colorado 80249

**Re: Initial Submission Review – Kings Point North West – Site Plan (ISP)**  
Application Number: **DA-1609-20**  
Case Numbers: **2021-6058-00**

Dear Randy Bauer:

Thank you for your initial submission, which we started to process on December 13, 2021. 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 February 1, 2022.

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.

Your estimated administrative decision date is tentatively set for March 16, 2022. As the administrative decision date approaches, remember to coordinate with your case manager regarding the *notice of pending administrative decision* and administrative decision hearing signs. The *notice of pending administrative decision* is required to be sent to abutting property owners at least 10 days prior to the decision date and the signs are required to be posted on-site a minimum of 10 days prior to the decision date.

As always, if you have any comments or concerns, please let me know. I may be reached at 303-739-7132 or [egates@auroragov.org](mailto:egates@auroragov.org).

Sincerely,

Erik Gates, Planner I  
City of Aurora Planning Department

cc: Layla Rosales, Terracina Design  
Scott Campbell, Neighborhood Liaison  
Cesarina Dancy, ODA  
Filed: K:\SDA\1600-1699\1609-20rev1



## *Initial Submission Review*

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

- Outstanding fees totaling **\$18,382.76** are still due and will be required before we can accept your second submission.
- The regional trail cannot be a soft surface even on a temporary basis. The entire trail you are responsible for should be hard surfaced.
- Landscaping should be proposed and shown for any areas within this ISP scope.
- A minimum 10 ft wide sidewalk is required on both sides of the arterial streets.
- A number of adjustments to proposed fire hydrant locations are needed.
- Aurora Forestry will require escrow prior to approving the TPP or any SWMP/Civil Plan.
- Easements or Right of Ways need to be dedicated should be by plat or separate documents.
- Please see the comments submitted by Arapahoe county which include comments related to the High Plains Trail and Pond D1.

### **PLANNING DEPARTMENT COMMENTS**

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

- 1A. The City of Aurora has received multiple calls from adjacent residents stating that the notices they have received are addressed to incorrect names. Please pull fresh contact info from Arapahoe and Douglas county prior to your next submission and prior to any future application for this overall development.
- 1B. There were no public comments for the Kings Point North West ISP in this review cycle.

#### **2. Completeness and Clarity of the Application (Comments in teal)**

- 2A. Outstanding fees totaling \$18,382.76 have not yet been paid and will be required before we can accept your second submission.  
[Landscape Plans page 1]
- 2B. Please provide the landscape architect/designer name and contact information on these landscape plans.
- 2C. Please provide a sheet index map at the beginning of the landscape plans.  
[Landscape Plans page 9]
- 2D. The roundabout landscaping and general public art location should be shown in this ISP as this is the document that will be used to verify proposed landscaping adherence for the major roadways.

#### **3. Zoning and Land Use Comments (Comments in teal)**

[Infrastructure Site Plan page 7]

- 3A. Any work proposed in this Valley Hi lot, including grading, will need signed permission from the property owner.

#### **4. Streets and Pedestrian Issues (Comments in teal)**

[Infrastructure Site Plan page 4]

- 4A. Any retaining walls needed for the construction of roads and the regional trail need to be shown in the plans along with their height and materials proposed.
- 4B. If a permanent relocation of the regional trail is proposed, an amendment to the Conceptual Site Plan will be needed. The possible CSP amendment should at least be under review before the ISP can be approved.

#### **5. Parking Issues (Comments in teal)**

- 5A. There are no comments related to parking in this review cycle.



## **6. Architectural and Urban Design Issues** (Comments in teal)

[Infrastructure Site Plan pages 6 & 7]

- 6A. An 8' wall is shown in this location on the Conceptual Site Plan. Please show in this Infrastructure Site Plan as well.

## **7. Signage Issues** (Comments in teal)

[Infrastructure Site Plan page 4]

- 7A. Please show the location and general size of any future proposed monumentation along the roads proposed as part of this ISP.

## **8. Landscaping Issues** (Kelly Bish / 303-739-7189 / [kbish@auroragov.org](mailto:kbish@auroragov.org) / Comments in bright teal)

- 8A. Landscaping comments are forthcoming from the Case Manager.

## **9. Planning Transportation** (Tom Worker-Braddok / 303-739-7340 / [tworker@auroragov.org](mailto:tworker@auroragov.org))

[Infrastructure Site Plan page 4]

- 9A. 10' sidewalk minimum required on both sides of arterials.

## **REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES**

### **10. Civil Engineering** (Kristin Tanabe / 303-739-7306 / [KTanabe@auroragov.org](mailto:KTanabe@auroragov.org) / Comments in green)

[Infrastructure Site Plan page 1]

- 10A. The site plan will not be approved by Public Works until the preliminary drainage letter/report is approved.
- 10B. Add the following notes:
- "In locations where utility easements overlap drainage easements, only subsurface utilities shall be permitted within the portion of the utility easement that overlaps the drainage easement. Installation of above ground utilities within a drainage easement requires prior written approval by the City Engineer."
  - "The streetlight or pedestrian light installation within the public right-of-way shall be designed, funded, and constructed by the developer/owner. Ownership and maintenance of the street/pedestrian lights shall be the responsibility of the City of Aurora once they have been accepted. Street light and/or pedestrian photometrics plans shall be prepared and submitted to the City for review and approval and shall become a part of the approved civil construction plans for the project. An electrical plan showing site location of lights, electrical one line and grounding details shall be submitting to the Permit Center for review by the Building Department. The owner is responsible for obtaining an address for the meter(s) from the Planning Department. A Building Permit for the meter and a Public Inspections Permit for the street lights are required. Certificate of occupancies will not be issued until the street and/or pedestrian lighting plans are approved, constructed, and initially accepted."
  - "Prior to final acceptance of public improvements, if the adjacent site is not under construction, the curb cut/curb returns and cross pan must be removed and replaced with sidewalk, landscaping and curb and gutter at the developer's expense. The developer acknowledges the risk of constructing the curb cut without approved civil plans for the adjacent site showing the curb cut."

[Infrastructure Site Plan page 5]

- 10C. Label curb return radius at all intersections, typical.
- 10D. Dimension maintenance access. Turnaround required. Min 50' centerline radius.
- 10E. Add a note that street light locations are conceptual. Final street light locations will be determined by photometric analysis submitted with the street lighting plan in the civil plan submittal. Include typical light fixtures based on street classification.
- 10F. Show/label drainage easement and access easement for maintenance road.



[Infrastructure Site Plan page 11]

- 10G. Label slopes. This includes longitudinal street slopes as well as other site slopes, typical all sheets.
- 10H. Show/label drainage easement and access easement for maintenance road.
- 10I. Maintenance access is required to the top of the outlet structure.
- 10J. Dimension maintenance access. Turnaround required. Min 50' centerline radius.
- 10K. Min 2% slope in pond bottom.
- 10L. Show/label 100-year water surface elevation.
- 10M. Add a note indicating if the storm sewer system is public or private and who will maintain it, typical.

[Infrastructure Site Plan page 17]

- 10N. Maintenance access is required to the top of the outlet structure.
- 10O. Indicate direction of emergency overflow.
- 10P. Min 2% slope in pond bottom.
- 10Q. Show/label maintenance access. Dimension maintenance access. Turnaround required. Min 50' centerline radius.
- 10R. Show/label 100-year water surface elevation.
- 10S. Show/label drainage easement and access easement for maintenance road.

[Landscape Plan page 2]

- 10T. Pond will be constructed with the infrastructure. Landscaping should be shown at a minimum if it will be delayed at all.

[Landscape Plan]

- 10U. Ensure 10' of separation between proposed trees and storm sewer, typical.

**11. Traffic Engineering** (Steven Gomez / 303-739-7300 / [segomez@auroragov.org](mailto:segomez@auroragov.org) / Comments in amber)

- 11A. Provide all roadway widths.

[Infrastructure Site Plan page 1]

- 11B. Add note: "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."

[Infrastructure Site Plan page 5]

- 11C. Show improvements on Parker Road.
- 11D. Label all access types, full movement, right in right out, signalized etc., typ.
- 11E. This access not shown in TIS.

[Infrastructure Site Plan page 7]

- 11F. Provide all roadway widths and roundabout entry/exit lane widths.

[Infrastructure Site Plan page 9]

- 11G. Add pedestrian crossing of Kings Point Drive enhancements.
- 11H. Add a pedestrian ramp.
- 11I. Delete these ramps.

[Traffic Conformance Letter]

- 11J. Memorandum needs to be stamped and signed by a registered engineer.
- 11K. 3/4 movement access on Aurora Parkway just east of Parker Road shown on ISP is not shown in TIS.

**12. Fire / Life Safety** (Mike Dean / 303-739-7447 / [mdean@auroragov.org](mailto:mdean@auroragov.org) / Comments in blue)

[Infrastructure Site Plan]

- 12A. Numerous relocations and deletions of fire hydrants along the proposed highway.
- 12B. Revise Title to read as Kings Point North West. Typical



[Infrastructure Site Plan page 1]

- 12C. Notes 1, 2, 8 are typically required for a site plan submittal and not an ISP. Check with your Planning Department Case Manager to determine if these notes are actually applicable to an ISP.
- 12D. Remove Note and Replace with: "Kings Point North must install the road connection and waterline loop from S. Parker road to existing E. Dry Creek prior to any future construction within the overall Kings Point North development area. Dividing the scope of work between the two ISP's for Kings Point North East & West in no way removes or modifies the requirements for two points of distinct access and looped water supply."

[Infrastructure Site Plan page 4]

- 12E. Per the 2015 IFC, Appendix C, Table C102.1: Where streets are provided with median dividers that cannot be crossed by fire fighters pulling hose lines, or where arterial streets are provided with four or more traffic lanes and have a traffic count of more than 30,000 vehicles per day, hydrant spacing shall average 500 feet on each side of the street and be arranged on an alternating basis.
- 12F. Per the 2015 IFC, Appendix C, Table C102.1: Where new water mains are extended along streets where hydrants are not needed for protection of structures or similar fire problems, fire hydrants shall be provided at spacing not to exceed 1,000 feet to provide for transportation hazards. Basically, Every 500' on alternating sides of the street there must be a fire hydrant.

**13. Aurora Water** (Nina Khanzadeh / 303-883-2060 / [nkhanzad@auroragov.org](mailto:nkhanzad@auroragov.org) / Comments in red)

[Infrastructure Site Plan page 1]

- 13A. Site Plan will not be approved until MUS is approved.

**14. Forestry** (Rebecca Lamphear / 303-739-7177 / [rlamphea@auroragov.org](mailto:rlamphea@auroragov.org) / Comments in purple)

- 14A. Aurora Forestry will require escrow prior to approving the TPP or any SWMP/Civil Plan.

[Tree Protection Plan]

- 14B. The Tree Protection Plan does not preserve 70% of the Ponderosa Pine trees within the site. Please add Escrow tables to each filing. This should include a table of the Ponderosa Pine trees within the construction limits.

**15.PROS** (Curtis Bish / 303-739-7131 / [cbish@auroragov.org](mailto:cbish@auroragov.org) / Comments in mauve)

[Infrastructure Site Plan page 4]

- 15A. The width of the southern sidewalk is not consistent with other plan sheets in this set. It should be a minimum of 10 feet wide, but would it be possible to increase it to 12 feet where the sidewalk doubles as the regional trail alignment? This question was also raised during review of the master plan amendment.
- 15B. This dashed line represents a conceptual realignment of the High Plains Trail discussed during a coordination meeting on 1/4/22. This option should be explored as an alternative to building the sidewalk that would be adversely impacted during future construction of the parkway. Refer to the comment letter from the city for more information.
- 15C. PROS cannot support the construction of this segment as a temporary soft surface trail, as requested.

[Infrastructure Site Plan page 6]

- 15D. Widen sidewalk east of this point to 12 feet, if possible. Refer to note on sheet 4.
- 15E. Specify 'by others.'

[Infrastructure Site Plan page 7]

- 15F. Widen sidewalk east of this point to 12 feet, if possible. Refer to note on sheet 4.
- 15G. Widen sidewalk west of this point to 12 feet, if possible. Refer to note on sheet 4.

[Infrastructure Site Plan page 8]

- 15H. Specify 'by others.'

[Infrastructure Site Plan page 13]

- 15I. Ensure the proposed interface with the High Plains Trail is coordinated the partner group's construction drawings.



[Infrastructure Site Plan page 14]

- 15J. Ensure the proposed interface with the High Plains Trail is coordinated the partner group's construction drawings.
- 15K. Reiteration of the redline comment from sheet 4... Look at the feasibility of building a permanent trail segment which deviates from the parkway right-of-way, instead.

**16. Real Property** (Maurice Brooks / 303-739-7294 / [mbrooks@auroragov.org](mailto:mbrooks@auroragov.org) / Comments in magenta)

- 16A. Any easements or Right of Ways that need to be dedicated should be by plat or separate documents. Plat would be optimum way for dedications of these items. If by separate documents, then contact Andy Niquette at [dedicationproperty@auroragov.org](mailto:dedicationproperty@auroragov.org) to start the dedications. Send in the Certificate of Taxes Due for public R.O.W. being dedicated to the City of Aurora.

[Infrastructure Site Plan page 1]

- 16B. Note 6 should read: "All crossings or encroachments into easements and rights-of-way owned by the City of Aurora ("City") identified as being privately-owned and maintained herein are acknowledged by the undersigned as being subject to City's use and occupancy of said easements or rights-of-way. The undersigned, its successors and assigns, further agrees to remove, repair, replace, relocate, modify, or otherwise adjust said crossings or encroachments upon request from the City and at no expense to the City. The City reserves the right to make full use of the easements and rights-of-way as may be necessary or convenient and the City retains all rights to operate, maintain, install, repair, remove or relocate any City facilities located within said easements and rights-of-way at any time and in such a manner as it deems necessary or convenient."

**17. Arapahoe County Planning Division** (Terri Maulik / 720-874-6650 / [referrals@arapahoe.gov](mailto:referrals@arapahoe.gov))

- 17A. Thank you for the opportunity to review and comment on this project. The Arapahoe County Planning Division has no comments.

**18. Arapahoe County Public Works & Development**(Sarah White / 720-874-6500 / [swhite@arapahoe.gov](mailto:swhite@arapahoe.gov))

- 18A. Detention Basin D outfalls to twin 48" CMP culverts that pass under Parker Road and onto the 17 Mile House property owned by Arapahoe County Open Space. The Final Drainage Report for Kings Point Subdivision Filing No. 1 states that the peak 100-yr runoff through the twin 48" CMPs will be reduced to 111 cfs, which is below the capacity of the culvert.
- 18B. Existing runoff from the culverts ultimately reaches Cherry Creek but there is no defined drainageway to convey the flows, which is correctly stated in the report. The County's concern is that the Kings Point Subdivision will create a base flow through the 17 Mile House property. This property is used for public events and at times the undefined drainageway is used for parking for these events. A base flow across the property would create a problem for the use of the open space.
- 18C. The County would also like to note that the berm just southwest of the twin culverts has washed out before during a major storm event and flooded the 17 Mile House parking lot.
- 18D. The Preliminary Drainage Report for Kings Point North notes the emergency overflow spillway for Pond D1 discharges to Aurora Parkway. This overflow then goes to Parker Road/ culverts under parker Road and over to 17 mile house. An emergency spillway path should be coordinated with Arapahoe County Open Spaces who owns/operates 17 mile house and CDOT to ensure adequate capacity and flood planning. There is not a well-defined channel for the outfalls from the COT culvert(s) to the Cherry Creek drainageway.
- 18E. We are pleased to see the connection to, and the extension of, the High Plains Trail through the development. Please consider additional wayfinding signage for the trail system when you reach construction phase.
- 18F. Please coordinate with Arapahoe County Open Spaces and Transportation/CIP division for the trail construction across Parker Rd through 17 mile park.





- 18G. The Kings Point Drive/Aurora Parkway connection to Parker Road appears to be a full movement intersection. Will it be signalized? How does it align with the 17 mile house access? Current 17 mile house turn lanes seem to conflict with the Aurora Parkway turning lanes onto southbound Parker.
- 18H. Please ensure all emergency spillways are included on all ponds and WQ facilities. Emergency flow paths should also be shown on the drainage plans and easements obtained as needed.

**19. Arapahoe County Open Spaces** (Roger Harvey / 720-874-6554 / [rharvey@arapahoegov.com](mailto:rharvey@arapahoegov.com))

- 19A. Open Spaces is currently in a partnership with Oakwood Homes through an Agreement for Improvements. Parties agreed with CDOT's recommendation to have all components of intersection constructed together by one contractor. This agreement was assigned to Oakwood Homes in May 2021 when they purchased the property. We look forward to continuing the coordination on this intersection. Open Spaces is currently at 90% completion of our design and will be submitting 100% in January 2022 to CDOT for comments and finalization in early 2022.
- 19B. The proposal to construct a soft surface or crusher fines trail is not supported by the Partners. The High Plains Trail Partners request that COA require the entire High Plains Trail, Segment III, be constructed as a hard surface as per the horizontal and vertical alignment for the sidewalk shown in the Kings Point North - West Infrastructure Site Plan. Arapahoe County and City of Parker formally request a concrete trail be constructed for the entire trail in Segment III in the final alignment. See the letter from Arapahoe County Open Spaces for more detail.

**20. Town of Parker** (Bryce Matthews / [bmatthews@parkeronline.org](mailto:bmatthews@parkeronline.org))

- 20A. Thank you for the opportunity to review and comment on the Kings Point North West Site Plan. The High Plains Trail is an important regional trail connection. Parker, Aurora, Douglas County, Arapahoe County and E-470 have partnered to build 3 (segments 1,2, and 4) of the remaining 4 segments of the missing trail connection which will connect the Cherry Creek Trail and the existing trail south of Ireland Way. The Town appreciates and supports the construction of Segment 3 as a 10' wide concrete sidewalk in its entirety at the same time as construction of the rest of this Site Plan's infrastructure. The Town does not support an interim or lesser quality trail surface that does not match the existing 10' concrete of the other 3 segments to be built. The construction of all 4 of the missing links will be an important regional amenity and an amenity to the future residents of Kings Point.

**21. CDOT Public Highway Authority** (Chuck Weiss / 303-537-3420 / [cweiss@E-470.com](mailto:cweiss@E-470.com))

- 21A. The E-470 Public Highway Authority has no comments on this application.

**22. Xcel Energy** (Donna George / 303-571-3306 / [donna.l.george@xcelenergy.com](mailto:donna.l.george@xcelenergy.com))

- 22A. The Public Service Company of Colorado's Right of Way & Permits Referral Desk has reviewed the infrastructure site plan for Kings Point North West and has no apparent conflict.



Aurora Planning and Development Services  
15151 E. Alameda Pky  
Aurora, CO 80012  
Case Manager: Erik Gates  
[egates@auroragov.org](mailto:egates@auroragov.org)  
303-739-7250

1/3/2021

RE: O21-311 & -312 AURORA REF / DA-1609-21/20 / KINGS POINT NORTH WEST & EAST - SITE PLAN (ISP)

Dear Mr. Gates, & Aurora Planning:

### **PARKER ROAD INTERSECTION**

Arapahoe County Open Spaces has reviewed the ISP submittals for Kings Point. Open Spaces is pleased to see Aurora Pky. progressing and looks forward to coordinating the construction of Aurora Pky. and Parker Rd. intersection. Open Spaces is currently in a partnership with Oakwood Homes through an Agreement for Improvements. Parties agreed with CDOT's recommendation to have all components of intersection constructed together by one contractor. This agreement was assigned to Oakwood Homes in May 2021 when they purchased the property. We look forward to continuing the coordination on this intersection. Open Spaces is currently at 90% completion of our design and will be submitting 100% in January 2022 to CDOT for comments and finalization in early 2022. We anticipate construction of the intersection with City of Aurora and Kings Point in 2022; with ISP submittal we are glad to see that this project is still on track.

### **HIGH PLAINS TRAIL**

In addition to Parker Rd. intersection. Open Spaces is leading the construction of the Parker Rd. bike/ped overpass that will safely connect users of the newly constructed E470-High Plains Trail, currently open to users from Quincy Ave. to current terminus at Kings Point. This trail is being planned and funded by a partnership of City of Parker, City of Centennial, City of Aurora, Douglas County, Arapahoe County, GOCO Grant, DRCOG Grant and E470 Highway Authority. The current construction budget for trails and bridge is approx. \$8.0 million. This trail/bridge provides a direct connection to the Cherry Creek Regional Trail that allows users to go all the way to downtown Denver.

We have reviewed the current comment response from Clayton Properties Group LLC, Core Consultants Inc., EMK Consultants Inc., Fox Tuttle Transportation Group, and Terracina Design:

*High Plains Trail: The High Plains Trail which runs along E470 within the region is planned through this site. As part of the ISP application, the portion of the sidewalk along Aurora Parkway needs to be built and designed per regional trail standards to connect the trail through the development. This includes a 10' walk and design coordination with the Public Highway Authority and Parks, Recreation and Open Space (PROS). Please see additional PROS comments on page 11 for information on other required updates.*

**RESPONSE: The trail is shown as part of the ISP West plans. We are proposing that the trail connection from the roundabout on Aurora Parkway to the existing High Plains trail be constructed as a temporary 10' soft surface trail until the eastern portion of Aurora Parkway and the bridge over E-470 are constructed.**

The proposal to construct a soft surface or crusher fines trail is not supported by the Partners. The High Plains Trail Partners request that COA require the entire High Plains Trail, Segment III (refer to the below graphic), be constructed as a hard surface as per the horizontal and vertical alignment for the sidewalk shown in the Kings Point North - West Infrastructure Site Plan. This is a regional trail serving thousands of users. The connection east on Segment III is essential for the residents to the north and northeast to

**FIND YOUR SPACE**

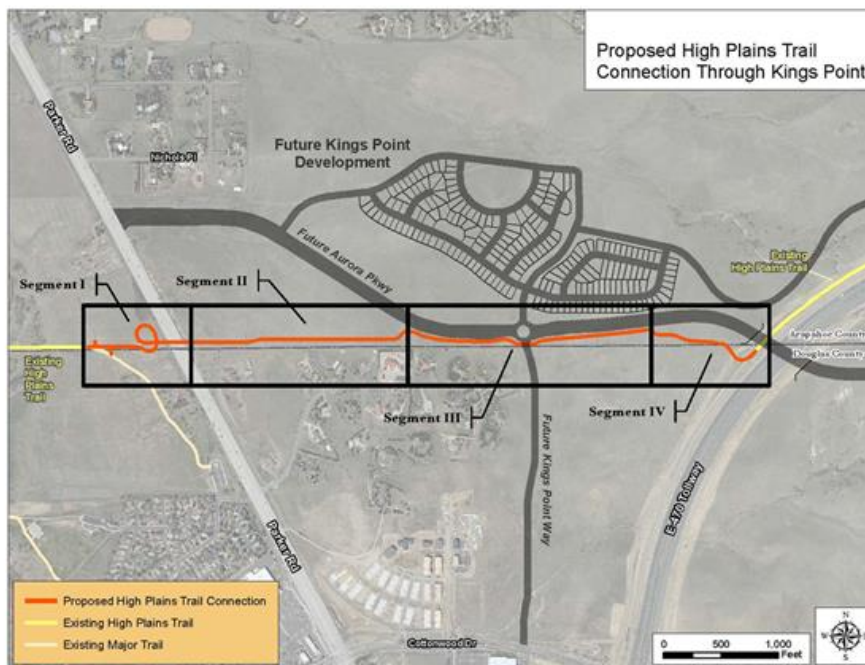




access the Cherry Creek Trail. A soft surface trail is an unsuitable surface for road bikes with thin tires and roller blades. Also, it is unknown when the eastern portion of Aurora Parkway and bridge over E-470 will be constructed; this "Temporary" trail segment east of the roundabout could be in place for many years.

Arapahoe County and City of Parker formally request a concrete trail be constructed for the entire trail in Segment III in the final alignment, as shown below. Construction of the entire concrete trail in segment III, in final location and alignment will avoid future conflicts, closures and detour requirements when this section of Aurora Pky. is built. If a temporary trail is built, in the future the entire area will need to be closed for months for grading and construction and a detour will be needed.

The Partners are investing a large amount of funds and time create a regional trail connection that is a benefit to the Kings Point Development. The need or justification to allow the developer to delay or defer this already accepted and required trail segment to a later unknown date seems unnecessary.



Thank you for the opportunity to comment.

Roger Harvey  
Planning Manager

CC: City of Parker: Brett Collins, Chris Hudson.  
City of Aurora: Curt Bish.  
Shannon Carter: Director Open Spaces

FIND YOUR SPACE



**ARAPAHOE COUNTY**  
PUBLIC WORKS & DEVELOPMENT

**PUBLIC WORKS & DEVELOPMENT**

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**BRYAN D. WEIMER, PWLF Director**

December 29, 2021

City of Aurora Planning & Development Services  
15151 E Alameda Parkway, Ste 2300  
Aurora, CO 80012  
Attn: Planning & Engineering Department Case Manager

RE: KINGS POINT NORTH

1595659	Master Drainage Study	O21-316
1594914	Infrastructure Drainage	O21-305
DA-1609-20	Kings Point North West Site Plan	O21-311
DA-1609-21	Kings Point North East Site Plan	O21-312

Engineering Services Division of Arapahoe County Public Works and Development (Staff) thanks you for the opportunity to review the outside referral for the proposed KINGS POINT NORTH cases noted above. Arapahoe County Engineering Services has the following comments:

Outfall to 17 Mile House/ Pond D1:

1. Detention Basin D outfalls to twin 48" CMP culverts that pass under Parker Road and onto the 17 Mile House property owned by Arapahoe County Open Space. The Final Drainage Report for Kings Point Subdivision Filing No. 1 states that the peak 100-yr runoff through the twin 48" CMPs will be reduced to 111 cfs, which is below the capacity of the culvert.
2. Existing runoff from the culverts ultimately reaches Cherry Creek but there is no defined drainageway to convey the flows, which is correctly stated in the report. The County's concern is that the Kings Point Subdivision will create a base flow through the 17 Mile House property. This property is used for public events and at times the undefined drainageway is used for parking for these events. A base flow across the property would create a problem for the use of the open space.
3. The County would also like to note that the berm just southwest of the twin culverts has washed out before during a major storm event and flooded the 17 Mile House parking lot.
4. The Preliminary Drainage Report for Kings Point North notes the emergency overflow spillway for Pond D1 discharges to Aurora Parkway. This overflow then goes to Parker Road/ culverts under parker Road and over to 17 mile house. An emergency spillway path should be coordinated with Arapahoe County Open Spaces who owns/operates 17 mile house and CDOT to ensure adequate capacity and flood planning. There is not a well-defined channel for the outfalls from the COT culvert(s) to the Cherry Creek drainageway.

Travois Subdivision:

1. The development runoff should flow away from the County Subdivision, Travois Filing No. 3, and cause no drainage impacts to the properties in the County.

2. In addition to the drainage, the County requests that no construction traffic be allowed on S. Ireland Way through the Travois Subdivision.

Antelope Creek:

1. Antelope Creek is a FEMA floodplain. Please show the 100 yr delineation on the overall drainage plans per most recent 2017 FIRM panels.
2. Ensure the Antelope Creek floodplain is preserved and the undesignated tributary upstream of the SFHA (flows from Travois Subdivision – basin HB3) is also preserved and allows for upstream drainage to reach the channel.

High Plains Trail:

1. We are pleased to see the connection to, and the extension of, the High Plains Trail through the development. Please consider additional wayfinding signage for the trail system when you reach construction phase.
2. Please coordinate with Arapahoe County Open Spaces and Transportation/CIP division for the trail construction across Parker Rd through 17 mile park.

Ireland Way at Longs Ave:

1. It appears Ireland Way is proposed to be re-aligned to discourage cut-through traffic. Centennial agreed not to close Ireland Way at Longs Ave. Arapahoe County had some previous concerns, if that has changed from the understanding please advise and continue correspondence with County to ensure the best outcomes for all our citizens.

Kings Point Drive/ Aurora Parkway:

1. The Kings Point Drive/Aurora Parkway connection to Parker Road appears to be a full movement intersection. Will it be signalized? How does it align with the 17 mile house access? Current 17 mile house turn lanes seem to conflict with the Aurora Parkway turning lanes onto southbound Parker.

Miscellaneous:

1. Please ensure all emergency spillways are included on all ponds and WQ facilities. Emergency flow paths should also be shown on the drainage plans and easements obtained as needed.
2. Will the future

Please know that other Divisions in the Public Works Department may submit comments as well.

Thank you,

Sarah White, PE, CFM

Arapahoe County Public Works & Development  
Engineering Services Division

CC: Arapahoe County Case No. O21-305, O21-312, O21-311 & O21-316

Previous referrals: O21-002, O21-009, O21-279



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

January 3, 2022

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

Attn: Erik Gates

**Re: Kings Point North West, Case # DA-1609-20**

Public Service Company of Colorado's Right of Way & Permits Referral Desk has reviewed the infrastructure site plan for **Kings Point North West** and has **no apparent conflict**.

No resubmittals necessary.

Donna George  
Right of Way and Permits  
Public Service Company of Colorado dba Xcel Energy  
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