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November 23, 2016

Bruce Stokes  
Kingspoint, LLC  
333 E First Avenue, Suite 410  
Denver, CO 80206

**Re: Initial Submission Review - Kings Point CSP No 1 - CSP W/Waiver and Plat**  
Application Number: **DA-1609-16**  
Case Numbers: **2016-4012-00; 2016-3040-00**

Dear Mr. Stokes:

Thank you for your initial submission, which we started to process on Monday, September 26, 2016. We reviewed it 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 city departments and community members.

Since several important issues still remain, you will need to make another submission. Please revise your previous work and send us a new submission on or before Wednesday, December 14, 2016.

Note that all our comments are numbered. When you resubmit, include a cover letter specifically responding to each item marked with an asterisk. 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 set for Wednesday, January 25, 2017. If a third review is needed, this date is subject to change.

As always, if you have any comments or concerns, please give me a call or send along an email. I may be reached at 303-739-7251 or [etart@auroragov.org](mailto:etart@auroragov.org).

Sincerely,

Elizabeth "Libby" Tart-Schoenfelder, AICP  
Senior Planner II  
City of Aurora Planning Department

CC: Mindy Parnes, Planning Department  
Leanne Vielehr, Norris Design, 1101 Bannock St, Denver, CO 80204  
Marsha Osborn, Neighborhood Liaison  
Gary Sandel, ODA  
Filed: K:\SDA\1609-16rev1.rtf



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## *Initial Submission Review*

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

- Please review all of the redlines from Planning about the format of sheets, labeling, and dimensions. All of the requirements for a CSP sheet set are delineated in the Site Plan Manual.
- Several landscape and urban design elements from the Golf Course Neighborhood need to be refined to reflect the materials indicated in the Kings Point FDP. Please make the necessary corrections based on the teal lines.
- All sidewalk and trails should be shown and dimensioned on every sheet in the sheet set. Please specify the different types of trail material.
- Please note that a 25-foot wide break with a trail or a transition to another block is required when blocks exceed 700-foot in length. At least one of the blocks in this CSP exceed this 700-foot standard.

### **PLANNING DEPARTMENT COMMENTS**

#### **1. Community Comments**

1A. Chenango Estates. Comments by Keely Downs, 1400 16th Street, Moye White LLP, Suite 600, Denver, CO 80202  
Phone: 303-292-2900, Email: [keely.downs@moyewhite.com](mailto:keely.downs@moyewhite.com)

Comment: Please see the two enclosed letters on behalf of Chenango Homeowners Association.

1B. Comment by Bill Jacobs, Address: 7265 S Himalaya Way, Centennial, Colorado 80016, Phone: 303-229-2350,  
Email: [jacobsb474@aol.com](mailto:jacobsb474@aol.com)

Antelope is a small community that does not have sidewalks or curbs. We have bridle paths for horses that intersect with the streets in our neighborhood. People from our neighborhood as well as the surrounding neighborhoods walk through Antelope regularly. The addition of Kings Point without traffic mitigation or attempting to address this before it becomes an issue will change the character of our small community and make Ireland Way, Himalaya Way, and Longs Ave dangerous. Currently the traffic on Longs Ave around Creekside Elementary is a problem. Without a parking lot accessible from Kings Point to keep traffic off of Longs Ave this situation will become more dangerous than it already is. Not having a long term plan to handle the traffic for a large density development in the middle of low density neighborhoods is untenable. We should at minimum have the opportunity to have a public hearing and make a presentation of our concerns.

1C. Comment by Sandra Barto, 13946 n state highway 83, Parker, CO 80138

Phone: 303-696-8917, Email: [skayfind@gmail.com](mailto:skayfind@gmail.com)

Comment: Trees are placed in the space between the regional trail and the home owner's lot on Valley Hi Dr, but not between My 13946 n state highway 83 Parker CO 80138. I request that trees be place between my property and the trail.

1D. Dear Ms. Tart-Schoenfelder,

We are residents in the Chapparral neighborhood and are concern to learn of the plans for the Kings Point Development.

There will be a significant increase in traffic as a result of this development using Chenango and Chapparral subdivisions as a cut through from Parker Road to Arapahoe Road, particularly given the Arapahoe widening project is almost completed.

As I am sure you are well aware, these neighborhoods do not have any sidewalks, the neighborhoods are not well illuminated yet there are a significant number of kids who not only have to catch the school bus, in many instances they have to walk a considerable distance to the collection point. Further there is Creekside Elementary School also along this route.



The existing infrastructure including schools is already challenged yet I know of no plans to expand this infrastructure, so perhaps you can enlighten us on those plans?

It is disappointing to learn of the administrative process being adopted to slide this development through surreptitiously rather than engage the adjoining neighborhoods in an open and informative manner. It seems local government talks transparency yet acts with anything but that level of openness. Why else would this be dealt with administratively rather than through a public planning commission?

We would urge you to reconsider not only your approach, but also the actual development proposal and give proper consideration to existing residents and the safety of those who live in the vicinity.

Sincerely,

Graeme & Karen Watson

1E. Hello: just when Arapahoe Rd is widened to accommodate the population in our neighborhood they want to add more traffic. Please ask them to rethink this development. Thank you. Kasey Conger. Chapparel homeowner for 27 years.

1F. Continuing to develop King's Point (project 1149332) without completing necessary road expansion and without consideration for the adjacent neighborhoods' safety is willfully negligent. A dense neighborhood needs direct access to major crossroads, and it is ridiculous to think it is safe to route traffic through rural residential neighborhoods that lack sidewalks. We may be forced to close Long's avenue to through traffic if you don't work out a safe plan with the adjacent neighborhoods and the City of Centennial. Choosing to not hold a hearing on this matter and not giving proper notice is cowardly and corrupt.

If my kids get run over on Long Avenue, the City of Aurora will be 100% to blame.

Sincerely,

James DeWolfe  
7480 S. Genoa Circle  
Centennial, CO 80016  
(303)795-3243

1G. We are 23 year residents of the Chapparal neighborhood. We are against high density living so close to our quiet and low density community. We do not want the traffic, crime and overload of our school system by this Kings Point community. If there is to be no golf course, then we desire to have a buffer area of at least 0.5 mi. We believe our living standards will be greatly impacted by thousands of new people on our roads and in our schools. We are against high density and think we are entitled to a vote in this matter.

Donna and Jeff Sanderson  
Chapparal subdivision

1H. I am writing to you to voice my concerns over the development of Kings Point.

My husband and I bought our home in Chapparal two years ago primarily due to the quiet nature of the neighborhood. Our street has very little traffic and neither does the rest of the neighborhood really.

We are very concerned about safety issues as well as traffic issues and disappointed in manner in which this is being approved administratively and not through a public forum or discussion.

I as well as many of my neighbors would like more information and also the opportunity to address our concerns to you before this moves forward. We believe you owe this to the surrounding neighborhoods not just a few neighbors who border the development.



Thank you and I look forward to hearing from you.

Sincerely,

Kelly Owens

II. Please see the attached letter from the Chapparel Homeowners Association, dated October 11, 2016.

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

2A. Please delete any unnecessary notes that relate to civil and construction plans. The CSP sheet set usually only has 16 notes for "required site plan notes." All other notes will be recorded on civil and construction documents in the future.

2B. Please break out all of the residential data for each of the PA areas under development with this CSP. It should be located on this cover sheet.

2C. List all contacts for the entire sheet set.

2D. A key legend is needed on every sheet in this set. See the Site Plan Manual for all required labels/dimensions necessary for site plan sheets. Here is the link:

[https://www.auroragov.org/UserFiles/Servers/Server\\_1881137/Image/Departments/Development/Site%20Plan%20Manual%20Linkless2.pdf](https://www.auroragov.org/UserFiles/Servers/Server_1881137/Image/Departments/Development/Site%20Plan%20Manual%20Linkless2.pdf)

2E. Fencing and tract information (as depicted on the landscape sheets) should be located on all CSP sheets.

2F. Eliminate all unnecessary notes on the landscape cover sheet. Please reference the recent Southshore Mylar recording for appropriate notes.

## **3. Zoning and Land Use Comments**

3A. In the FDP, PA area M4 is designated 21.94 acres and "open space/golf". Will the applicant be providing a 25-foot open space buffer along Block 1 to soften this area?

## **4. Transportation Planning Issues**

4A. Label/legend lights as well as medians. Clarify who owns and maintains the medians.

## **5. Streets and Pedestrian Issues**

5A. All roundabout walks and ramps must be labeled on all sheets.

5B. Please illustrate the bike lanes and indicate on the circulation map if a sharrow is provided as the bike lanes merge into Parker Road. Currently, it looks like they just terminate without a connection to something. All bike lanes should be depicted on the sheet set as well and not just on the pedestrian/trail plan.

## **6. Open Space and Recreational Amenities**

6A. It appears that several of the open space tracts are counted toward open space but only have a portion of the PA area landscaped. Please delineate what is left over for future CSPs to develop.

6B. Show all trail/pedestrian connections on all sheets in the site plan sheet set.

6C. Please delineate who the "others" are, per the "teal lines" throughout the sheet set.

6D. Dimension the pedestrian trail width. This must be a minimum of 4-foot and concrete. The FDP references provisions of connections to other parcels/blocks with this trail.

6E. The NAC is required to provide three elements - an open play field, a soccer field, and a picnic shelter. Please label accordingly.



## **7. Landscape Design Issues**

Comments by Debbie Bickmire, Planner I, 303-739-7261, [dbickmir@auroragov.org](mailto:dbickmir@auroragov.org), teal/teal comments

### General

7A. Plat – add Tract N label on Sheet 18. Make sure all tracts (and segments) are labeled on all sheets.

### Site Plan

7B. In general, there is a significant shortage of required street trees. Tree quantities were assessed on incremental roadway segment lengths. Many areas, but not all, have been noted on the redlines. Street trees are required and are not to be transferred, especially to areas not in proximity to where they are required. Revise or provide a compelling explanation with a waiver request.

7C. Shrubs are not permitted as tree equivalents for required street trees.

7D. Many buffer trees are proposed at a height greater than the requirement. There is no mention if the additional inches are to be used for mitigation. Please clarify and/or provide a table identifying the tree mitigation requirement and how mitigation will be provided.

7E. The FDP includes specific buffer requirements adjacent to Chenango that trees should be spaced 15-50 feet apart. Revise numerous areas that do not comply.

7F. FDP requires the landscape buffer on the north side of Aurora Parkway, from Parker Rd. to Clifton Dr. (Road B) have 2½” caliper trees spaced 20-25 feet apart. The trees are spaced up to 100 feet apart on the submitted plan. Please revise to meet the buffer requirement.

7G. The FDP includes specific buffer requirements along the north side E. Dry Creek Rd. Please review and revise the quantity and spacing of trees in these areas to comply with the requirements.

7H. Remove all construction notes from the Landscape sheets. Review all notes found on Sheets L1.01 and L1.02 and delete all duplicates without removing City of Aurora required notes.

7I. Please enlarge the Tract Landscape Key to make the patterns more readable.

7J. Revise plant symbols to make consistent between the Planting Schedule and Legends on landscape plans.

7K. Revise the Tables on Sheet L1.03 as noted on redlines. Remove the TE Totals table and delete columns referencing tree equivalents and transfers.

7L. Tracts A, H, S and F are shown twice in the landscape tables, but there is only one of each tract labeled on the map. It is unclear if this is an error or a separation of measurements. Please clarify and show or describe if there are separate areas within Tracts. If there are two units of measure for a single tract, show the two together in one table similar to how it was done for CSP 2.

7M. Tract W is not included in Buffer Table.

7N. The fencing along the Chenango appears to be absent in some locations. Notes should reflect that where there is not an existing fence the developer shall install one along this boundary.

7O. E-470 fence standards require columns every 60 LF (Sect. 146-917) when adjacent to public or private streets. Please revise or request a waiver.

7P. Show dimensions for the length of the perimeter buffers. Per landscape section is acceptable.

7Q. Because sidewalk widths vary, please make sure all sidewalks are dimensioned.

7R. See revisions to Legend detail references.

7S. Clearly distinguish Tract boundaries. Please add labels for adjacent tracts.

7T. Provide details for the picnic shelter and all site furniture in Tract L.

7U. For all landscape walls, please add top and bottom of wall elevations.

7V. Sheet L2.09, what is the material of the area noted?

7W. Please do not use Catalpa or Kentucky Coffee Trees as street trees.

7X. Review the location of the 15ft. power line easement along the south property line relative to the proposed landscape. Revise if necessary.

7Y. What is the interim plan for the regional trail located south of the Aurora Pkwy roundabout (Sheet L2.15)? Will there be a sidewalk along the south side of the street?

7Z. Make sure detail references have been noted with all proposed walls, fences and other hardscape features.

7AA. Please add dimensions to the small size lot detail (Sheet L4.01 #7).



## **8. Architectural and Urban Design Issues**

8A. On page 4, please see the redlines related to the block length. A 25-foot wide break with a trail or a transition to another block is required when blocks exceed 700-feet in length. See additional comment regarding this requirement on page 23.

8B. See fence, wall and monument sign details indicated in the FDP. The wall detail should be comprised of brick for the golf course neighborhood. See Sheet 11 of the FDP 2000-7007-01 for pictures of the sign details with walls and pilasters.

## **9. Signage Issues**

9A. Please provide labels and legends on all relevant signage sheets.

## **10. Other Planning Comments**

10A. Addressing. Cathryn Day, Planner II/GIS Addresser, [cday@auroragov.org](mailto:cday@auroragov.org) , 303-739-7357

I need to verify the street names shown on site plan and subdivision plat documents. Please provide a digital .SHP or .DWG file for GIS mapping purposes. Include the following layers as a minimum:

- Parcels
- Street lines
- Easements
- Building footprints (If available)

Please ensure that the digital file provided in a NAD 83 feet, State plane, Central Colorado projection so it will display correctly within our GIS system. Please eliminate any line work outside of the target area. These file can be e-mailed to me.

10B. Environmental. Comment by Porter Ingrum, [pingrum@auroragov.org](mailto:pingrum@auroragov.org).

Please submit a copy of the recorded document. The recorded document will have a recordation strip from Arapahoe County at the top of the avigation easement.

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

### **11. Public Art**

11A. Public art plans are required for metro districts. Contact Roberta Bloom directly at 303-739-6747 or [rbloom@auroragov.org](mailto:rbloom@auroragov.org).

### **12. Civil Engineering**

12A. Civil Engineering has not provided comment thus far. Staff will forward over all comments immediately once these are recorded in the electronic application process.

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

13A. Thank you for allowing the E-470 Public Highway Authority the opportunity to review and respond to DA-1609-16 1179327 Kings Point CSP #1 - CSP w/waiver and Plat.

The E-470 Public Highway Authority would like to comment that all new development within one and one-half mile on either side of the E-470 centerline is subject to highway expansion fees. Please review the attached link, E-470 Highway Expansion Fee Collection Manual April 2008 Revision. Call (303) 537-3737 with a highway expansion fee inquiry.

E-470 is not responsible for sound mitigation. Per City of Aurora's Fence, Wall and Awning Ordinance (Ord. No. 2004-78), all residential developments adjacent to E-470 shall construct a sound attenuation wall along the development's E-470 frontage. E-470 Public Highway Authority supports Section 146-917(A)(4) of the E-470 Zone District, Article 9, Chapter 146, of the Aurora Municipal Code



Occupying space for utility work, access, and any construction within the E-470 MUE and property owned in fee is subject to and will be in compliance with the E-470 Public Highway Authority Permit Manual, April 2008, as may be amended from time to time (the “Permit Manual”) and will require an E-470 Construction or Access Permit. The administration fee is \$750.00, \$7,500 per acre for grading, and \$75,000 per acre for construction.

Peggy Davenport  
Document Control/Administrative  
E-470 Public Highway Authority  
22470 E 6<sup>th</sup> Parkway  
Aurora, CO 80018-2425  
303.537.3727  
[pdavenport@E-470.com](mailto:pdavenport@E-470.com)

#### **14. Arapahoe County**

14A. Planning Comment by: Julio Iturreria, Email: [jiturreria@arapahoegov.com](mailto:jiturreria@arapahoegov.com)

Comment: Planning appreciates the referral and has the following comment that this size of development will have major impacts to Parker Road. Is there a transportation master plan for this area of the City of Aurora?

14B. Engineering Comment by: Arapahoe County Engineering thanks you for giving us the opportunity to review the plans for Kings Point. The Engineering Division has the following comments:

1. Engineering Services Division (ESD) would like a copy of the updated Traffic Impact Study.
2. ESD does not support the closure of S. Ireland Way at Long Ave. now or at any time in the future.

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

Sincerely,

**Cathleen Valencia, P.E.**

**Engineering Services Division**

**Arapahoe County Public Works & Development**

6924 South Lima Street

Centennial, CO 80112 (720) 874-6500

[cvalencia@arapahoegov.com](mailto:cvalencia@arapahoegov.com)

#### **15. Life Safety**

Comments by John J. Van Essen, Plan Examiner III, (303) 739-7489, [jvanesse@auroragov.org](mailto:jvanesse@auroragov.org)

15A. Please see Marked-Up (In Blue) Site Plan for Specific Comments. Thank You!

#### **16. Parks Department**

Forestry Comment:

16A. The Tree Protection Plan (TPP) was submitted as one document with both filings and can be found with filing 2.

Parks Comment:

16B. Please see the redlines for Chris Riccardiello’s comments on the application. He can be reached at 303-739-7154 or [CRicciar@auroragov.org](mailto:CRicciar@auroragov.org). \_\_\_\_\_.



## **17. City of Centennial**

17A. Comments by Derek Holcomb, 13133 E. Arapahoe Road, City of Centennial, Centennial, CO 80112  
Phone: 303.754.3315, Email: [dholcomb@centennialco.gov](mailto:dholcomb@centennialco.gov)

Re: Kings Point CSP No. 1 (DA-1609-16) and CSP No. 2 (DA-1609-17) – Referral Response  
Dear Ms. Tart-Schoenfelder,

The City of Centennial appreciates the opportunity to comment on the outside referral of the Kings Point Contextual Site Plans Nos. 1 and 2 and associated Plats. Although the City of Centennial is generally supportive of the development of the Kings Point property, the development has the potential to impose significant adverse impacts on Centennial neighborhoods. As you are aware, the City of Centennial provided comments on the Kings Point development to the City of Aurora in a letter dated September 11, 2015, which is attached for reference. As stated previously, the comments provided through this referral should be considered in the context of the City's ability to affect a potential closure of the South Ireland Way right-of-way (ROW) to protect Centennial neighborhoods.

### General Comments:

1. The City of Centennial encourages the applicant and the City of Aurora to provide additional opportunities for review and comment by the general public affected by the proposed development, up to and including a potential decision by the Planning Commission or City Council through a public hearing process, in lieu of an administrative process.
2. The proposed CSPs state that an east-west roadway connection must be made in Phase 1 to connect South Parker Road to East Dry Creek Road and Liberty Middle School. The City of Centennial agrees that this connection should be required prior to the construction of any home sites within Kings Point. Accordingly, the City will institute a closure of the South Ireland Way ROW (connection to Kings Point) if the Dry Creek Road connection is not completed prior to the construction of homes sites within Kings Point.
3. No construction traffic associated with the Kings Point development shall utilize Centennial roadways for access to or from the proposed development. Accordingly, the City will institute a closure of the South Ireland Way ROW (connection to Kings Point) if it is determined that construction traffic is entering or exiting Kings Point through Centennial neighborhoods via South Ireland Way or East Long Avenue.
4. Parking for pick-up and drop-off at Creekside Elementary is currently deficient. Developer must work with Cherry Creek School District to improve parking availability on site prior to the enrollment of additional children from Kings Point at this location. Centennial requests that any funds being contributed to CCSD in lieu of land dedication within Kings Point be used to improve parking and access for Creekside Elementary School to prevent increased adverse impacts on the surrounding roadways and neighborhoods.
5. An updated traffic study was not included with the first referral to external agencies. The City of Centennial requests that if/when an updated study is submitted to the City of Aurora it be made available to the City of Centennial for review and comparison with the previous study.
6. Also attached to this referral response are comments received from the Antelope Property Owners Association, a Centennial neighborhood directly affected by the proposed development.

### CSP No. 1:

1. See the attached redlined comments of the proposed contextual site plan for more detail.
2. The City requests that East Dry Creek Road, connecting Kings Point Way to South Gartrell Road, be as direct as possible (working with grading and drainage constraints) to avoid an overly circuitous route. The City also suggests adding a direct connection from East Dry Creek Road to East Aurora Parkway, as grading permits.

### CSP No. 2:

1. See the attached redlined comments of the proposed contextual site plan for more detail.
2. The City requests that the direct connection from South Jebel Street to South Ireland Way be removed. Removing this connection will reduce the amount of traffic that is encouraged to travel north on South Ireland Way, and will also remove an intersection in close proximity to the East Long Avenue/ South Ireland Way intersection, improving safety.



3. Suggest combing the four proposed lots along Jamison Drive (L11) into two larger lots to better fit the context of the surrounding area.
4. Suggest reconfiguring the street connection of South Himalaya Way (L9) to provide a through connection for vehicles that may use the path connecting to Creekside Elementary as a pick-up or drop-off point. Leaving this as a cul-de-sac may create undesirable conditions for the homes on this street should vehicles use this path connection for school pick-up or drop-off.
5. Should the City of Centennial implement a full closure of East Long Avenue and South Ireland Way at some point, the City respectfully requests that the City of Aurora and the developer of Kings Point work with Centennial staff to coordinate the road closure in an effort to minimize adverse impacts for all parties, including Kings Point residents.

Should you have any questions on this response letter please contact me directly at [dholcomb@centennialco.gov](mailto:dholcomb@centennialco.gov) or (303) 754-3315.

Regards,  
Derek Holcomb, AICP  
Deputy Director, Community Development  
City of Centennial

Enclosures:

CSP No. 1 Redlined Site Plan  
CSP No. 2 Redlined Site Plan  
Referral Response, September 11, 2015  
Antelope Property Owners Association Response, October 14, 2016  
Cc: Mayor Cathy Noon, City of Centennial  
Councilmember Mark Gotto (District 3), City of Centennial  
Councilmember Ken Lucas (District 3), City of Centennial  
Elisha Thomas, Interim City Manager, City of Centennial  
Andy Firestine, AICP, Assistant City Manager, City of Centennial  
Robert C. Widner, City Attorney, City of Centennial  
Steve Greer, Director of Community Development, City of Centennial

**18. Real Property**

18A. Comments by Darren Akrie, [dakrie@auroragov.org](mailto:dakrie@auroragov.org) (Site Plan) and Maurice Brooks, [mbrooks@auroragov.org](mailto:mbrooks@auroragov.org) (Plat). Please see the attached Red Line (Magenta) comments for the Plat and Site Plan. Please send in the Title work for this subdivision area and the closure sheet for the description boundary and the State Monument Records for the aliquot corners used on the plat and site plan. There will be a License Agreement needed for the encroachments of object into the proposed easements or rights of ways; contact Natasha Wade in Real Property Services, [nwade@auroragov.org](mailto:nwade@auroragov.org), to start the process.

**19. School District**

19A. Cherry Creek has reached out to the City of Aurora to evaluate a parking area within the Kings Point open space. As of November 22, 2016, nothing is planned, but the three parties are discussing the feasibility.

**20. Revenue**

20A. (Per the recent review letter meeting, these fees are subject to change based on any development agreements arranged with the Office of Development Assistance, Aurora Water, and the applicant.) Comments by Glenna Owens, [gowens@auroragov.org](mailto:gowens@auroragov.org) and Diana Porter, [dporter@auroragov.org](mailto:dporter@auroragov.org). Development Fees Due for 428.278 acres

Water Transmission Development Fee	\$471,105.80
Sewer Interceptor Development Fee	\$214,139.00
Storm Drain Development Fee	\$1,208,302.04
Total Due	\$1,893,546.84



## **21. Traffic Engineering**

21A. Comment by Victor Rachael, [vachael@auroragov.org](mailto:vachael@auroragov.org). See comments on LS plans, & traffic study. Note roundabout design review & coordination underway with FHU and City's consultant.

## **22. Aurora Water**

22A. See redline comments by Anthony Tran, [atran@auroragov.org](mailto:atran@auroragov.org). Utility comments:

1. Provide Plan and Profile sheets for sanitary mains and waterlines 16 inches or greater.
  - a. Existing and proposed grade.
  - b. Label pipe size, length, and slope.
  - c. Elevation and stationing including at grade breaks and major structure locations.
  - d. Clearance at any crossings with other utilities.
  - e. Provide HGL on sanitary profiles
  - g. Label sanitary manhole inside diameter and ensure manhole size and spacing meets City standard.
  - h. Label all sanitary manhole inverts and ensure minimum drop through manhole per City standard. Match crowns of sanitary pipes.
2. Separate irrigation meters will be required for outdoor water use within the development site (other than residential). Show meter locations and dedicated utility easements.
3. Label all private maintained utilities (service lines, under drains and cleanouts).
4. Please add note that under drain systems are private and require a license agreement with the City. They are only to discharge to storm infrastructure such as a storm inlet or manhole or drainage course.
5. Call out pipe size, length, and slope and reference water meters and sanitary services to site plan.
6. Provide resistivity testing for pipe selection.
7. Indicate and label wet tap sizes according to phasing (need to account for live mains throughout construction phasing).
8. Provide horizontal control dimensions for construction of all utilities.
9. Include City's standard utility notes.
10. Label all fire line as "Private" and label length, size, and type of pipe and label finished grade at base of fire hydrant (flange elevation).
11. Move to this sheet or reference service lines from Site Plan.
12. Label all water fittings including bends, tees, valves, air reliefs, and blow-offs.
13. Label all sanitary tees on main, wyes on stub outs at cul-de-sacs/future expansion points.
14. Include appropriate details for utility crossings that require separation concrete encasement.
15. Include on this sheet or reference easements shown on site plan as needed to ensure all public maintained utilities have an easement and access for maintenance.
16. Reference thrust blocks and restraints per City details/standards.
17. Detail out thrust restraints required on water lines larger than 16"
18. Verify and note that no trees are allowed in utility easements.
19. E-mail me a copy of the Master Utility Plan to support infrastructure sizes [atran@auroragov.org](mailto:atran@auroragov.org) or submit back up calculations for water and sanitary.



**23. Town of Parker**

23A. The Town of Parker appreciates being provided an opportunity to comment on the Contextual Site Plan and Plat for Kings Point South. I've attached comments from both Community Development and Engineering following our review of the proposal (see attachment at the end of this letter). If you have any questions, or require that these be sent via US Mail, please let me know.

Thank you,

Patrick Mulready

Senior Planner  
20120 E. Main street  
Parker, CO 80138-7335  
303.805.3327  
[www.parkeronline.org](http://www.parkeronline.org)

**24. CDOT**

24A. Please see attached. Insufficient information and follow-up provided.

***Rick Solomon***

**Region One Permit Unit Supervisor**

**P 303.757.9356 | C 720 670-7068 I F 303.757.9886**

**2000 South Holly Street**

**Denver, CO 80222**

**[richard.solomon@state.co.us](mailto:richard.solomon@state.co.us)**

October 14, 2016

Elizabeth "Libby" Tart-Schoenfelder, AICP  
Senior Planner II  
Planning and Development Review  
15151 E Alameda Parkway Parkway, Suite 2300  
Aurora, Colorado 80012

Re: DA-1609-16 Kings Point CSP No 1 – CSP and Plat ("CSP 1"); DA-1609-17 Kings Point CSP No 2 – CSP and Plat ("CSP 2"); Objections, Comments and Requests for Clarification from Chenango Homeowners Association

Dear Ms. Tart-Schoenfelder:

As representatives for the Chenango Homeowners Association ("Chenango"), we have the following requests for clarification, objections and comments to CSP 1 and CSP 2 (collectively, the "King's Point Application"). Additional documents referenced below include the Kings Point Framework Development Plan approved 3/4/02 (the "FDP") and the Amended and Restated Agreement between Kings Point Limited Liability Company ("KP") and Chenango dated February 28, 2002 (the "Chenango Agreement"). Chenango generally objects to any element within the Kings Point Application that materially differs from the approved FDP, including the specific objections set forth below:

I. Roadways:

The CSP 1 application only includes Land Use Areas M5, M7 and M14. This is a violation of the phasing set forth in the FDP. (See FDP Sheet 10 of 12, which depicts the area covered by "Phase 1" and contains requirements for certain infrastructure to be completed within "Phase 1"). The FDP states that "all public improvements located within each phase shall be constructed within the phase unless otherwise approved by the City. (See FDP Sheet 10 of 12). Accordingly, Kings Point needs to build all roads within "Phase 1" as depicted on the FDP during the Phase 1 of the development, including the roads required for the Phase 1 Land Use Areas that are specifically left out of the CSP 1 application. Chenango objects and requires that Kings Point make such changes to the Kings Point Application as are necessary to reflect that all streets within "Phase 1" as set forth on the FDP are constructed within the initial phase of development.

Additionally, Chenango objects to Kings Point's alteration of the design of Aurora Parkway and specifically objects to the reduction in the number of lanes.

II. Required Phase 1 Improvements including the Golf Course and Landscape Buffer Improvements:

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Previous CSP application submissions by Kings Point have listed Golf Course Improvements and Landscape Buffer Improvements under “Phase 1 Improvements (Required Prior to First Lot Development)” in the Site Phasing Plan (*See e.g. April 18, 2008 Kings Point Filing No. 1, Contextual Site Plan with Waivers*). The Kings Point Application has re-defined Phase 1 such that several required Phase 1 elements are not included, including the golf course, landscape buffers and roadways.

The golf course shown on the FDP is intended to be constructed within the first phase of development. All references to Phase 1 in the FDP include the golf course. The golf course is a cornerstone of the FDP. The Executive Summary of the FDP explains that “The northwestern portion of the community . . . known as the Golf Country Club Neighborhood, is planned as a high end executive housing community. At the heart of this neighborhood lies a 185-acre site planned for a NCAA University of Denver collegiate golf course.” (*See FDP, Executive Summary/Vision, Sheet 2 of 20*). The FDP cites the importance of the golf course, stating that the “DU collegiate golf course sets the tone for a community with equally high aspirations. A community based on a philosophy of connectivity, traditional architectural character and a system of open space and amenities designed to re-create the soul.” (*See FDP, Site Analysis, Sheet 7 of 20*).

It is clear from King’s Points comments that they do not intend to construct the golf course within the first phase of development, if ever. The September 15, 2016 letter from Norris Design included within the application for CSP 1 states:

A strict interpretation of a gridded neighborhood design would not complement a golf course. Additionally, it would result in significant grading that would eliminate any natural topography on site. The proposal is a positive design solution that includes several modified grid parcels that work with existing grades to create natural open spaces and drainages.

These statements appear to indicate that Kings Point does not intend to construct the golf course. Chenango requests an explanation of the above-cited statements and a clarification of whether this means that Kings Point does not intend to construct the golf course as currently designed, and a demonstration of how the golf course design set forth in the FDP will be constructed within the designs set forth in the proposed CSP.

### III. Golf Course Lakes:

The Chenango Agreement contains a Golf Course Development Plan which specifies locations for golf course lakes referred to as Lake 1 and Lake 5. CSP 1 has moved the location of Lake 1 and Lake 5. Lake 1 appears to be re-named as “Temporary Detention Pond C3” and has been moved into the L2 land use area. Lake 5 appears to be re-named as “Temporary Detention Pond C1” and has been moved to an area south of the proposed clubhouse designated for the golf course. Chenango objects to the change in

October 14, 2016

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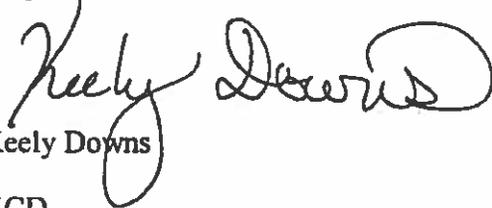
location of these areas and the change in uses designated from golf course lakes to "Temporary Detention Ponds." These material changes are breaches of the Chenango Agreement, which Chenango will seek to enforce.

IV. Location and configuration of land use areas:

The location and configuration of land use areas shown in CSP1 are materially different from the location and configuration of land use areas shown in the FDP. Chenango objects to these differences and denies that any of Chenango's past actions amounted to any sort of approval of these material changes.

Sincerely,

Moye White LLP

A handwritten signature in black ink that reads "Keely Downs". The signature is written in a cursive style with a large, looped "D" at the end.

Keely Downs

KCD



November 10, 2016

Elizabeth "Libby" Tart-Schoenfelder, AICP  
Senior Planner II  
Planning and Development Review  
15151 E Alameda Parkway Parkway, Suite 2300  
Aurora, Colorado 80012

Re: DA-1609-16 Kings Point CSP No 1 – CSP and Plat ("CSP 1"); DA-1609-17 Kings Point CSP No 2 – CSP and Plat ("CSP 2"); Supplemental Objections, Comments and Requests for Clarification from Chenango Homeowners Association

Dear Ms. Tart-Schoenfelder:

As representatives for the Chenango Homeowners Association ("Chenango"), we have the following supplemental objections to CSP 2 (as defined above). Additional documents referenced below include the Kings Point Framework Development Plan approved 3/4/02 (the "FDP") and the Amended and Restated Agreement between Kings Point Limited Liability Company ("KP") and Chenango dated February 28, 2002 (the "Chenango Agreement"). Chenango generally objects to any element within the Kings Point Application that materially differs from the approved FDP, including the specific objections set forth below:

Chenango objects to the construction of any homes within CSP 2 (including in FDP Parcels L9, M16, L10, L11, M17, M18, M20 and M21 prior to the completion of all elements within CSP 1. CSP 1 is defined as Phase One in the FDP and must be completed prior to CSP 2. (*See FDP Mitigation Measures Sheet 12 of 12 stating, "Phase 1 development shall mean the commercial, residential, and golf courses parcels on the West side of the North Kings Point property, and the middle school and residential parcels in the northeast corner of the North Kings Point property."* Per the FDP, Kings Point is to construct Collector Streets C and D during the first phase of development within the land covered by CSP 2. *See FDP, Roadways and Drainage Features, Sheet 10 of 12 and 11 of 12, stating, "Collector Streets "B," "C" and "D" shall be constructed in Phase One to provide an East/West through street."* However, other improvements not specifically authorized by the FDP should not take place until CSP 1 is complete.

Additionally, on CSP No. 1 and CSP No. 2, the landscape elements required in Exhibit C of the Chenango Agreement are not included. Note 5 on both CSP No. 1 and No. 2 states that the developer shall be responsible for installation of the landscaping materials shown in the CSP or on file in the planning department. Chenango objects to this lack of required landscape elements. Fencing is a requirement in the FDP Mitigation Measures,

November 10, 2016

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but is not included in either CSP. Chenango objects and requires fencing to be included within the CSPs.

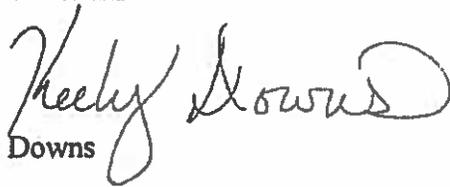
Finally, Chenango anticipates that the intersection of Long Avenue and Ireland way will be closed off at some point in the near future. Chenango requests that KP build a parking/drop-off area across Long Avenue from the school within the boundaries of KP's land.

Chenango requires that KP respond specifically to these requests by revising the CSPs to conform with the Chenango Agreement and the FDP.

Sincerely,

Moye White LLP

Keely Downs

A handwritten signature in cursive script that reads "Keely Downs". The signature is written in black ink and is positioned to the right of the typed name "Keely Downs".

KCD

October 13, 2016

Via E-mail (etart@auroragov.org)

Elizabeth "Libby" Tart-Schoenfelder, AICP  
Senior Planner II  
City of Aurora – Planning & Development Services  
Planning Division  
15151 E. Alameda Parkway, Suite 2300  
Aurora, CO 80012

**Re: Project Number 1149332 - Kings Point CSP No. 2 – CSP and Plat; Comments, Requests and Objections from Antelope Property Owners Association, Inc.  
Our File No.: 1829.011**

Dear Ms. Tart-Schoenfelder:

Orten Cavanagh and Holmes, LLC is legal counsel for Antelope Property Owners Association, Inc. ("APOA"). APOA is the neighborhood located directly north of the proposed Kings Point Subdivision Filing No. 2 ("Filing 2").

APOA and Kingspoint Limited Liability Company ("Kingspoint") are parties to that certain Amended and Restated Agreement recorded March 21, 2002 at Reception B2052587 in the Office of the Arapahoe County Clerk and Recorder ("Antelope Agreement"). APOA has the following comments, requests and objections over the proposed Development Application DA-1609-17 Kings Point CSP No. 2 – CSP and Plat (Case Numbers 2016-4013-00 and 2016-3041-00) identified as project number 1149332 ("Kingspoint Application").

**Comments, Requests and Objections:** The following are APOA's comments, requests and objections to the Kingspoint Application. APOA reserves the right to make additional comments, requests or objections to the Kingspoint Application upon receipt and review of any information, facts or materials provided after the date of this letter or any changes to existing information.

1. APOA requests that the Kingspoint Application be set for a public hearing with the City of Aurora Planning Commission rather than processed administratively, so that all neighboring communities may participate in the development process to address areas of concern and impact upon surrounding communities.
2. The Kingspoint Application materials indicate that a revised traffic impact study was prepared by Atkins dated January 15, 2016 ("Revised Traffic Study") and submitted with

the application materials. However, the project's public folder does not contain the Revised Traffic Study. Please make the Revised Traffic Study available for public inspection.

3. Paragraph 3 of the Antelope Agreement, requires that a twenty-five foot (25') wide landscaped buffer ("Buffer") be installed and extend along that portion of the northern border of the Kings Point Property within Neighborhood 3 (now generally identified as Block 10 on the proposed plat of Kings Point Subdivision Filing No. 2 – "Filing 2 Plat") utilizing deciduous and evergreen trees and shrubs. Deciduous Trees are required to be a minimum of 2 ½" caliper, evergreen trees are required to be a minimum of 6-8' in height, and evergreen and deciduous shrubs must be in 5 gallon containers. Shrubs must be clustered in shrub beds and spaced throughout the Buffer, along with the trees, to create a more solid Buffer. The current Buffer as depicted within Tract U on the Filing 2 Plat and on CSP Landscape Plan Sheets L2.02 through L2.07, inclusive, does not appear to include any 2 ½" caliper deciduous trees as required and should be modified.

Additionally, APOA requests that the dimensions of the 25' Buffer be shown on all sheets of the CSP and Filing 2 Plat and include note restrictions that the Buffer will not contain trails or pathways which allows travel by pedestrians, equestrians or motorized or non-motorized vehicles.

Please confirm that Kingspoint has complied with the financial assurance requirements as specified in the Antelope Agreement to ensure completion of the Buffer.

4. Paragraph 4 of the Antelope Agreement requires Kingspoint implement a dust abatement program during construction to control dust migration into APOA.

Kingspoint is also required to implement a program to minimize drainage impacts upon APOA created by construction of Neighborhood 3 and the Buffer. Paragraph 4 of the Antelope Agreement dictates that drainage flows cannot exceed historical peak flow rates and Kingspoint is responsible for damages caused to APOA from excessive drainage. The project's public folder does not contain a Drainage Study. Please make any Drainage Study available for public inspection.

We request that notes be added to the CSP and Plat indicating the above restrictions.

5. Paragraph 5 of the Antelope Agreement requires restrictions on construction traffic and activity. Construction activity within a quarter mile of APOA may only occur between 7am through 7pm Monday through Saturday. Construction traffic is to be redirected and prohibited from accessing APOA streets to get to the project. We request that notes be added to the CSP and Plat indicating this restriction. Signage to that effect is to be requested by Kingspoint, and if approved by the City of Aurora, should be added to the CSP.

6. Paragraph 11 of the Antelope Agreement requires that lots located in L10 and L11 (i.e. SFD Estate lots located in Blocks 3 and 10) directly adjacent to APOA have a primary structure minimum setback of fifty feet (50') from the south boundary of the Buffer and that no other structures or improvements may be constructed or placed in the setback area. We request that all sheets of the CSP and Filing 2 Plat indicate the setback requirements and include notes indicating the setback restriction to protect consumers who may purchase these lots from Kingspoint.
7. Paragraph 14 of the Antelope Agreement requires that no lighted signage within Kings Point will be placed closer than 200 feet from the common border of APOA. We request that a note be added to the CSP and Plat confirming this prohibition.
8. Paragraph 15 of the Antelope Agreement prohibits the boarding and grazing of horses within 100 feet of the project's common border including the Buffer. We request that notes be added to the CSP and Plat indicating this restriction.
9. Traffic impact and public safety is of the utmost importance to APOA. APOA has the following concerns and objections related to increased traffic from the Kings Point project which may or may not have been addressed in the Revised Traffic Study:
  - a. Kingspoint indicates that it has no position on the closure of S. Ireland Way at the common border between Filing 2 and APOA. However, paragraph 13 of the APOA Agreement states that Kingspoint will support APOA's efforts to vacate or gate S. Ireland Way at the common border between APOA and Filing No. 2.
  - b. During student drop-off and pick-up times at Creekside Elementary, existing traffic conditions on East Long Avenue are extremely congested and dangerous to students and surrounding residents. The influx of students and traffic generated from the Kings Point residents and construction activity will only exacerbate an already dangerous condition. The Revised Traffic Study may not have accounted for these high peak traffic conditions.

We invite you to review videos which document the existing dangerous conditions as follows:

[https://www.dropbox.com/s/sl5ari9od7qkdy0/IMG\\_2219.m4v?dl=0](https://www.dropbox.com/s/sl5ari9od7qkdy0/IMG_2219.m4v?dl=0)

[https://www.dropbox.com/s/blo5x5mg7erbqcf/20160525\\_132722.mp4?dl=0](https://www.dropbox.com/s/blo5x5mg7erbqcf/20160525_132722.mp4?dl=0)

APOA objects that the current CSP and Plat do not account for the increased impact the Kings Point project has on Creekside Elementary attendance and that it does not

provide for a vehicular parking or drop off area which will improve the safety of the students and surrounding residents.

- c. Paragraph 7 of the APOA Agreement, requires that Kingspoint use best efforts to develop an engineering and signage plan for major collector Roads D and C (i.e. East Dry Creek) to discourage traffic from moving off the major collectors and drive north onto S. Ireland Way. The current CSP indicates that a traffic roundabout will be installed at the intersection of E. Dry Creek and S. Ireland Way. To the extent that the Revised Traffic Study did not evaluate the impact that the roundabout will create on the northbound S. Ireland Way traffic, APOA objects to the same.
- d. APOA is aware that Kingspoint has concurrently submitted Development Application DA-1609-16 Kings Point CSP No. 1 – CSP and Plat (Case Numbers 2016-4012-00 and 2016-3040-00) identified as project number 1149327 (“Filing 1 Application”).

In the letter of introduction from Norris Design dated September 16, 2016 for the Filing 1 Application, Kingspoint acknowledges that certain road improvements will be constructed as part of the public improvements phasing plan to provide direct connections between Gartrell Road and Parker Road.

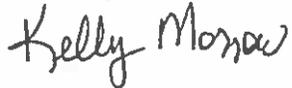
Sheet 24 of Kings Point CSP No. 1 includes the Kings Point Filing No. 1 Phasing Notes. The, “Phase 1 Improvements (Required Prior to First Lot Development)” indicates the following road improvements will be constructed in Phase 1:

- Intersection improvements of Parker Road and Aurora Parkway.
- Road improvements to Aurora Parkway from Parker Road to Kings Point Way and the north half of Aurora Parkway from Kings Point Way to the northwest right-of-way of E-470 per the Final Development Plan.
- Road improvements to Kings Point Way.
- Road improvements to Dry Creek from Kings Point Way to existing school site of Kings Point Filing No. 3.
- Clifton Drive from Aurora Parkway to Otero Drive.  
 (“Phase 1 Road Improvements”)

APOA requests confirmation that all Phase 1 Road Improvements outlined above will be constructed and open for traffic prior to the first lot development for Kings Point Filing No. 2. To the extent that all Phase 1 Road Improvements will not be built first, APOA objects.

APOA requests additional notes be included on CSP No. 2 that all Phase 1 Road Improvements must be complete and open for traffic prior to the first lot development in Kings Point Filing No. 2.

Sincerely,



Kelly G. Morrow  
ORTEN CAVANAGH & HOLMES, LLC

KGM/sl

c: Board of Directors, Antelope Property Owners Association, Inc.  
Derek Holcomb, Deputy Community Development Director, City of Centennial  
01074913.DOCX



October 14, 2016

Elizabeth Tart-Schoenfelder  
Planning and Development Services  
Planning Division, City of Aurora  
15151 E. Alameda Parkway, Ste. 2300  
Aurora, CO 80012

Re: Kings Point CSP No. 1 (DA-1609-16) and CSP No. 2 (DA-1609-17) – Referral Response

Dear Ms. Tart-Schoenfelder,

The City of Centennial appreciates the opportunity to comment on the outside referral of the Kings Point Contextual Site Plans Nos. 1 and 2 and associated Plats. Although the City of Centennial is generally supportive of the development of the Kings Point property, the development has the potential to impose significant adverse impacts on Centennial neighborhoods.

As you are aware, the City of Centennial provided comments on the Kings Point development to the City of Aurora in a letter dated September 11, 2015, which is attached for reference. As stated previously, the comments provided through this referral should be considered in the context of the City's ability to affect a potential closure of the South Ireland Way right-of-way (ROW) to protect Centennial neighborhoods.

General Comments:

1. The City of Centennial encourages the applicant and the City of Aurora to provide additional opportunities for review and comment by the general public affected by the proposed development, up to and including a potential decision by the Planning Commission or City Council through a public hearing process, in lieu of an administrative process.
2. The proposed CSPs state that an east-west roadway connection must be made in Phase 1 to connect South Parker Road to East Dry Creek Road and Liberty Middle School. The City of Centennial agrees that this connection should be required prior to the construction of any home sites within Kings Point. Accordingly, the City will institute a closure of the South Ireland Way ROW (connection to Kings Point) if the Dry Creek Road connection is not completed prior to the construction of homes sites within Kings Point.
3. No construction traffic associated with the Kings Point development shall utilize Centennial roadways for access to or from the proposed development. Accordingly, the City will institute a closure of the South Ireland Way ROW (connection to Kings Point) if it is determined that construction traffic is entering or exiting Kings Point through Centennial neighborhoods via South Ireland Way or East Long Avenue.
4. Parking for pick-up and drop-off at Creekside Elementary is currently deficient. Developer must work with Cherry Creek School District to improve parking availability on site prior to the enrollment of additional children from Kings Point at this location. Centennial requests that any funds being contributed to CCSD in lieu of land dedication within Kings Point be used to improve parking and access for Creekside Elementary School to prevent increased adverse impacts on the surrounding roadways and neighborhoods.

5. An updated traffic study was not included with the first referral to external agencies. The City of Centennial requests that if/when an updated study is submitted to the City of Aurora it be made available to the City of Centennial for review and comparison with the previous study.
6. Also attached to this referral response are comments received from the Antelope Property Owners Association, a Centennial neighborhood directly affected by the proposed development.

CSP No. 1:

1. See the attached redlined comments of the proposed contextual site plan for more detail.
2. The City requests that East Dry Creek Road, connecting Kings Point Way to South Gartrell Road, be as direct as possible (working with grading and drainage constraints) to avoid an overly circuitous route. The City also suggests adding a direct connection from East Dry Creek Road to East Aurora Parkway, as grading permits.

CSP No. 2:

1. See the attached redlined comments of the proposed contextual site plan for more detail.
2. The City requests that the direct connection from South Jebel Street to South Ireland Way be removed. Removing this connection will reduce the amount of traffic that is encouraged to travel north on South Ireland Way, and will also remove an intersection in close proximity to the East Long Avenue/ South Ireland Way intersection, improving safety.
3. Suggest combing the four proposed lots along Jamison Drive (L11) into two larger lots to better fit the context of the surrounding area.
4. Suggest reconfiguring the street connection of South Himalaya Way (L9) to provide a through connection for vehicles that may use the path connecting to Creekside Elementary as a pick-up or drop-off point. Leaving this as a cul-de-sac may create undesirable conditions for the homes on this street should vehicles use this path connection for school pick-up or drop-off.
5. Should the City of Centennial implement a full closure of East Long Avenue and South Ireland Way at some point, the City respectfully requests that the City of Aurora and the developer of Kings Point work with Centennial staff to coordinate the road closure in an effort to minimize adverse impacts for all parties, including Kings Point residents.

Should you have any questions on this response letter please contact me directly at [dholcomb@centennialco.gov](mailto:dholcomb@centennialco.gov) or (303) 754-3315.

Regards,



Derek Holcomb, AICP  
Deputy Director, Community Development  
City of Centennial

**Enclosures:**

**CSP No. 1 Redlined Site Plan**

**CSP No. 2 Redlined Site Plan**

**Referral Response, September 11, 2015**

**Antelope Property Owners Association Response, October 14, 2016**

**Cc: Mayor Cathy Noon, City of Centennial  
Councilmember Mark Gotto (District 3), City of Centennial  
Councilmember Ken Lucas (District 3), City of Centennial  
Elisha Thomas, Interim City Manager, City of Centennial  
Andy Firestine, AICP, Assistant City Manager, City of Centennial  
Robert C. Widner, City Attorney, City of Centennial  
Steve Greer, Director of Community Development, City of Centennial**







September 11, 2015

Elizabeth Tart-Schoenfelder  
Planning and Development Services  
Planning Division, City of Aurora  
15151 E. Alameda Parkway, Ste. 2300  
Aurora, CO 80012

Re: Kings Point CSP No. 1 (DA-1609-14) and CSP No. 2 (DA-1609-15) – Referral Response

Dear Ms. Tart-Schoenfelder,

The City of Centennial appreciates the opportunity to comment on the outside referral of the Kings Point Contextual Site Plans Nos. 1 and 2 and associated Plats. Although the City of Centennial is generally supportive of the eventual development of the Kings Point property, the development has the potential to impose a significant adverse impact on Centennial neighborhoods.

As you may be aware, the City of Centennial provided comments on the Kings Point development to the City of Aurora in a letter dated February 23, 2015, which is attached for reference. The comments provided through this referral should be considered in the context of the City's previous correspondence regarding a potential closure of the South Ireland Way right-of-way (ROW).

Also attached to this referral are comments received from City of Centennial neighborhood associations affected by the proposed development.

General Comments:

1. The proposed CSPs state that an east-west roadway connection must be made in Phase 1 to connect South Parker Road to East Dry Creek Road and Liberty Middle School. The City of Centennial agrees that this connection should be required prior to the construction of any home sites within Kings Point.
2. An updated traffic study was not included with the first referral to external agencies. The City of Centennial requests that if/when an updated study is submitted to the City of Aurora it be made available to the City of Centennial for review.
3. Has the owner/developer identified a water source to provide service to Kings Point?

CSP No. 1:

1. The CSP states that a water tank and pump station will be placed in Tract CC, south of East Dry Creek Road. Tract CC appears to be located within CSP No. 2, at the intersection of East Dry Creek Road and South Liverpool Way, but there is no mention or indication of these improvements on CSP No. 2 within Tract CC.
2. The CSP calls out the relocation of an existing petroleum gas line that appears to tie into the Chenango Subdivision within the City of Centennial. The City of Centennial would

like further information pertaining to the petroleum gas line relocation and the effect on the City and the Chenango Subdivision.

CSP No. 2:

1. The CSP proposes a connection from Kings Point to South Ireland Way in Centennial through the existing South Ireland Way roadway, but a closure of East Long Avenue at South Ireland Way. The City of Centennial would like confirmation that the development proposes the closure of East Long Avenue at the Centennial/Aurora jurisdictional boundary, or confirmation that this was a design error by the developer.
2. South Ireland Way is a local residential street with approximately 24 feet of pavement, a posted speed limit of 25 miles per hour, roadside ditches, no curb, gutter or sidewalks, and is lined by split rail fencing that is characteristic of the rural nature of the Antelope neighborhood. Currently, there are approximately 500 vehicles trips per day on South Ireland Way connecting Inspiration Drive (Douglas County) to East Arapahoe Road and South Parker Road. According to initial traffic studies for the Kings Point development from 2002, Kings Point has the potential to place approximately 3,000-5,000 vehicle trips per day on South Ireland Way north of the development, a ten-fold increase over existing conditions.
3. Meetings with City of Aurora and City of Centennial staff earlier this year included a discussion of possible design alternatives for the connection of South Ireland Way. One specific alternative discussed was a reconfiguration of South Ireland Way to connect via a local residential street in lieu of the proposed collector roadway, to reduce the amount of traffic entering and exiting Kings Point through Centennial roadways. Although this alternative has not been explored by the developer, the City of Centennial remains committed to consideration of such an alternative if presented.
4. Another design alternative discussed among City of Aurora and City of Centennial staff included the gating of South Ireland Way south of the current three-way intersection of East Long Avenue, South Ireland Way (in Centennial) and South Ireland Way (in Aurora). There was no discussion on the specific operation of the gate, but it was assumed that such an alternative would include an evaluation of traffic impacts to the City of Centennial based on various scenarios: emergency only access, emergency and school bus access, or specified open/closed times to allow for school traffic during peak hours. Although this alternative has not been explored by the developer, the City of Centennial remains committed to consideration of such an alternative if presented.
5. In lieu of either of the two alternatives outlined above, a direct connection to South Ireland Way has the potential to significantly increase vehicular traffic within the Antelope and Chenango neighborhoods, placing a disproportionate burden of the Kings Point development on Centennial residents. If the development proceeds without consideration of alternative connection options the City of Centennial will proceed with a closure of South Ireland Way and East Long Avenue to traffic south of the City of Centennial.
6. In the event of a full closure of East Long Avenue and South Ireland Way, the City of Centennial respectfully requests that the City of Aurora and the developer of Kings Point

work with Centennial staff to discuss the road closure in an effort to minimize adverse impacts for all parties. The City of Centennial has prepared a highly-conceptual design, attached to this letter, which illustrates one potential solution to the closure. The design involves the construction of a drop-off parking lot at the terminus of South Ireland Way for passenger vehicles and school buses serving Creekside Elementary School, and a physical separation of the jurisdictional boundary with emergency only access. This design also proposes the construction of a sidewalk along East Long Avenue within the Centennial ROW connecting the parking lot to Creekside Elementary for use by parents and school children. The sidewalk would be constructed by the developer of Kings Point within the Centennial ROW through a revocable license agreement, with said agreement specifying ownership and maintenance requirements for the improvements.

Should this coordinated design move forward, the City of Centennial requests that the portion of the intersection connecting the Chenango and Antelope subdivisions within the City of Aurora be disconnected and made eligible for annexation into the City of Centennial.

Should you have any questions on this response letter please contact me at [dholcomb@centennialco.gov](mailto:dholcomb@centennialco.gov), or at (303) 754-3315. I look forward to your response.

Regards,



Derek M. Holcomb, AICP  
Principal Planner  
City of Centennial

Enclosure:  
As stated

Cc: Mayor Cathy Noon, City of Centennial  
Councilmember Mark Gotto (District 3), City of Centennial  
Councilmember Ken Lucas (District 3), City of Centennial  
John Danielson, City Manager, City of Centennial  
Wayne Reed, Deputy City Manager, City of Centennial  
Robert C. Widner, City Attorney, City of Centennial  
Andy Firestine, AICP, Director of Community Development



## **MEMORANDUM OF FINDINGS**

**To:** Libby Tart-Schoenfelder, Planning Department Case Manager  
City of Aurora, Colorado

**From:** Patrick Mulready, Senior Planner  
Town of Parker Community Development Department

**Date:** October 14, 2016

**Subject:** Development Application DA-1609-16: Kings Point CSP No 1 – CSP & Plat Referral Request

The Town of Parker Community Development Department has reviewed the materials associated with the above referenced project and offers the following comments:

1. Although right of way for a north/south collector classification roadway, connecting Aurora Parkway with Cottonwood Drive, appears to have been provided, Sheet L2.15 of the Landscape Plan seems to indicate that this connection is blocked. The landscape design shows a landscaped median is being installed in such a manner as to block any south-bound vehicular movements from the Aurora Parkway roundabout where it intersects South Kings Point Way. Is this a temporary landscape installation, and if so, what will trigger its removal in favor of the connecting collector-classification roadway?
2. The Town of Parker assumes Tract G is the alignment for the portion of the E-470 trail coming west from Parker Road, and we appreciate that this vital connection is being provided. However, Tract G seems to end at the ROW for Aurora Parkway. What occurs with the E-470 trail beyond that point? Is there a reason why this trail would not be contained within its own tract from Parker Road all the way over to the E-470 ROW?
3. The Town of Parker's Engineering Division has also reviewed this referral request, and their comments are attached in a memo dated October 13, 2016. Please contact Tom Williams or Alex Mestdagh in the Town's Engineering Division with any questions, 303.840.9546.

## Memorandum

**To:** Patrick Mulready, Senior Planner  
**Date:** October 13, 2016  
**From:** Alex Mestdagh, P.E., Senior Development Review Engineer  
**Cc:** Tom Williams, P.E., Director of Engineering  
**Subject:** Kings Point CSP No. 1 (Aurora)

The Engineering Department has reviewed the documents submitted for Kings Point CSP No. 1. The submittal consisted of the following documents:

<u>Document</u>	<u>Date Received</u>
Project Narrative	September 2016
Contextual Site Plan	September 2016
Grading Plan	September 2016
Landscape Plan	September 2016

Thank you for the opportunity to review these documents. Based on our review we have the following comments:

1. The CSP appears to preserve the necessary right-of-way for a roadway connection to the south at the intersection of Aurora Parkway and South Kings Point Way. Town Engineering staff asks that this roadway connection and the associated right-of-way dedications continue to be coordinated between jurisdictions and with the developments being planned to the south.

If you have any questions regarding the comments please do not hesitate to contact the Engineering Department at (303) 840-9546.



## COLORADO

Department of Transportation

Region 1

TSMO - Permit Unit  
2000 South Holly Street  
Denver, CO 80222

### MEMORANDUM

TO: Libby Tart, Planning Project Manager

FROM: Rick Solomon, Permit Unit Supervisor

DATE: October 21, 2016

RE: Remarks for Kings Point CSP No 2 Site Plan & Plat  
DA-1609-17

Thank you for the opportunity to offer our comments on the proposed residential development proposal within the Kings Point property.

CDOT previously offered comments to the City back in November 2015, which were listed then as DA's -1609-14 & 15. At that time, we indicated CDOT had not been provided with a Traffic Study or Analysis (TIS/TIA) to review that we could offer comments on. We advised that any connection to our highway would require a permit application with an updated TIS/TIA. The current proposal also omitted the inclusion of a traffic study so we remain unable to offer helpful comments.

Reading through the vast amount of correspondence between the developer and their consultant, the City and the neighborhood groups, there is mention of the benefit to be gained by extending both Aurora Parkway and Dry Creek Roads to SH 83 (Parker Road). As mentioned previously, any connection to our highway is by permit, and we will require an updated traffic study prepared in accordance to our Access Code as previous studies we have seen are outdated.

The Parker Road Access Management Plan dated July of 2009, only shows Aurora Parkway having a connection to SH 83. We are unclear in the correspondences, how or why a possible connection of Dry Creek to SH 83 is suggested. The correspondences also indicate that multiple revisions of the TIA-TIS for this development have been submitted to the City but to date, CDOT has yet to receive or review it for the first time.

Early discussion with CDOT dating back from June of 2015, included a proposal from the Town of Parker for Aurora to consider a much needed collector roadway – that would connect Aurora Parkway to Cottonwood Drive in Parker. This proposal was sent to the City of Aurora and we have not received any follow-up to that proposal. We see this roadway as a valuable alternate route for residents to connect to places of commerce and an alternative for short trips as opposed to an out-of-direction return to our highway. We would hope that the City staff agreed with this proposal and instructed the traffic consultant for Kings Point to

have included this proposal. (Please see attached) If not, an explanation why this proposal would have been rejected.

On another follow-up matter, CDOT held discussions with the Kings Point developer and City staff regarding the need to realign the E-470 trail through Kings Point on a more direct route of connection to the Cherry Creek Regional Trail. This discussion occurred in February of 2015. CDOT was neutral to that inquiry but advised the developers and consultant for the design and relocation that any multi-purpose trail work on or within our ROW would also require a permit and they would be advised to pursue this request at the time of platting and entitlement. We have had no follow-up on this proposal either and are unclear if it is part of the public improvements the City may require with this plat. (Please see attached)

The information within the packet provided implies that connections to our highway are necessary for this phase of development to proceed. We are unable to offer any meaningful remarks until we have clarity through a TIS-TIA of what is being proposed with this phase of development. We would also appreciate knowing if the trail extension / relocation is planned, changed or dropped from consideration. CDOT would also appreciate a response from the City if the collector road to the south (as proposed by the Town of Parker) is to be considered or provided under this or future phase, as we see benefits to offering local residents options for access and connectivity.

CC: Dave Adan, Town of Parker  
Mike Keleman, CDOT Resident Engineer

Attachments



June 4, 2015

Douglas County Associates  
c/o Peter Niederman, Managing Partner  
50 Glenmoor Circle  
Englewood, CO 80113

Re: Kings Point South – Collector Road

Dear Mr. Niederman:

As a follow up to our phone conversation, this letter is to explain the Town's position related to the proposed Collector Road connecting the future Aurora Parkway extension in Aurora with Cottonwood Drive in Parker. We strongly believe this Collector Road is an important improvement for the Town of Parker, City of Aurora and the Colorado Department of Transportation (CDOT) roadway network systems. This road has been identified within the Town's adopted Transportation Master Plan (TMP) and the associated Future Roadway Network Plan. The TMP is available on the Town's website ([www.parkeronline.org](http://www.parkeronline.org)) for reference.

Connectivity of major (arterial) roads is critical to any transportation system. It provides redundancy in the network to offer more than one direct route between two points and reduces dependency on arterial roads, which is critical to emergency response agencies. It reduces concentration of traffic at intersections, such as Cottonwood Drive/Parker Road (SH83) and the future Aurora Parkway/Parker Road (SH83), and improves the operational level of service. This road will also provide a convenient access to regional transportation corridors while affording more options for local trips, which would be beneficial to the future residents of Kings Point South.

The Town has already executed agreements and approved development plans that include the portion of this road within our jurisdiction. We will continue to work with future developers to ensure accommodations are made for this roadway within the Town's corporate limits. This includes the dedication of the necessary 80-feet of right-of-way and the construction of the portion of this roadway associated with each development.

The Town has held several meetings over the past couple of years with the City of Aurora and CDOT staff to discuss this roadway and believe we have a general consensus of support. Again, we think this roadway is in the best interest of all affected agencies and will continue to facilitate its ultimate construction.

Please feel free to contact me at (303) 840-9546 should you have any questions.

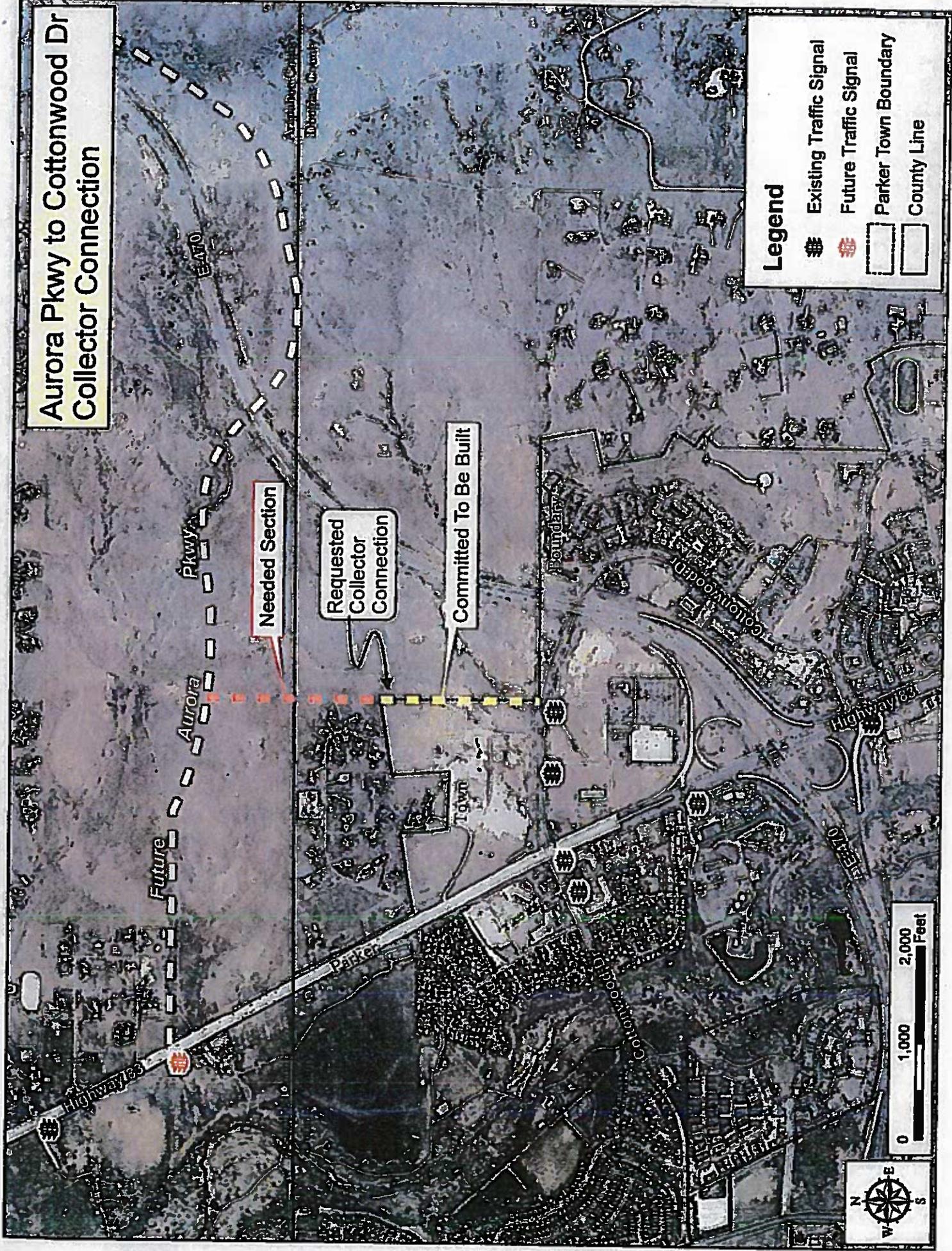
Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Williams', with a stylized flourish at the end.

Tom Williams, P.E.  
Engineering and Stormwater Manager

cc: James Maloney, Town Attorney  
Michael Sutherland, Public Works Director  
David Aden, P.E., Traffic Engineer  
John Fussa, Community Development Director  
Steve Greer, Development Review Manager  
Bill McCormick, P.E., City of Aurora  
John Hall, P.E., CDOT  
Marilyn Cross, AICP, CDOT  
Daniel Conway, THK Associates

# Aurora Pkwy to Cottonwood Dr Collector Connection



Needed Section

Requested  
Collector  
Connection

Committed To Be Built

## Legend

- Existing Traffic Signal
- Future Traffic Signal
- Parker Town Boundary
- County Line



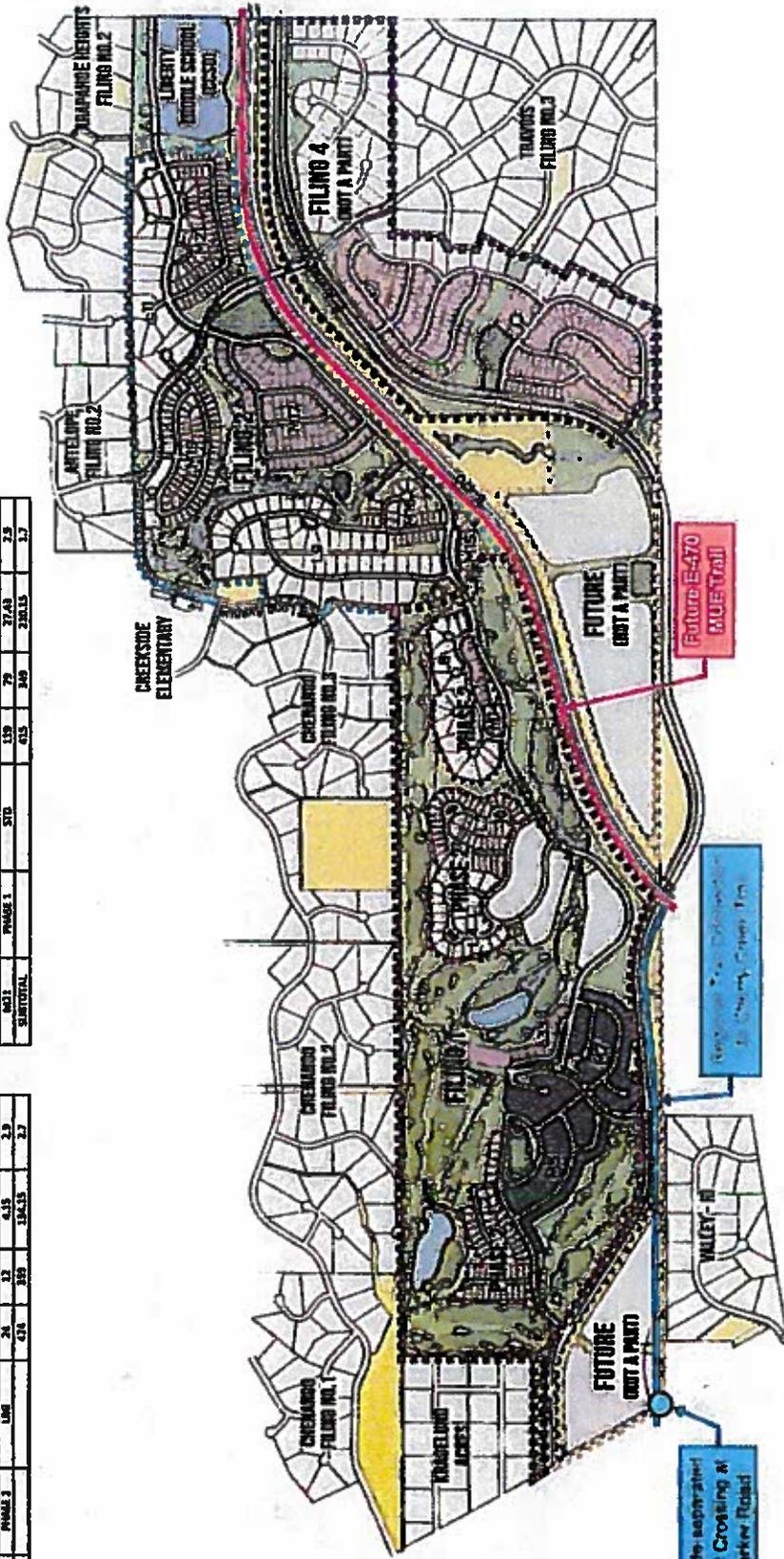
Proposed Trail Realignment  
By COA + KINGS POINT  
02-2015

CSP NO. 1 PARCEL SUMMARY

CONCEPTUAL SITE PLAN No. 1 PARCEL SUMMARY		LOT SIZE		LOT COUNT		ACRES		DU/AC	
POP	DEVELOPMENT	PHASE	CATEGORY	POP	CSF	POP	CSF	GROSS	NET
SINGLE FAMILY DETACHED RESIDENTIAL									
L1	PHASE 1	LOW		97	59	59	17.29	2.4	
L2	PHASE 1	LOW		9	9	9	2.1	3.3	
L3	PHASE 1	LOW & STD		25	25	25	14.66	1.7	
L4	PHASE 2	LOW		50	49	49	21.91	2.3	
L5	PHASE 2	STD		28	28	28	25.91	3.9	
L6	PHASE 1	SM & STD		117	116	116	30.33	3.4	
M1	PHASE 1	SM & LOW		68	64	64	18.45	3.5	
M2	PHASE 2	LOW		24	23	23	6.15	2.9	
SUBTOTAL				414	359	359	134.15	3.7	

CSP NO. 2 PARCEL SUMMARY

CONCEPTUAL SITE PLAN No. 2 PARCEL SUMMARY		LOT SIZE		LOT COUNT		ACRES		DU/AC	
POP	DEVELOPMENT	PHASE	CATEGORY	POP	CSF	POP	CSF	GROSS	NET
SINGLE FAMILY DETACHED RESIDENTIAL									
L1	PHASE 1	EST		49	49	49	50.03	3.0	
L2	PHASE 1	EST		8	7	7	7.43	6.3	
L3	PHASE 1	EST		33	33	33	24.72	8.4	
L4	PHASE 1	EST		31	31	31	5.47	1.5	
M1	PHASE 1	EST		29	29	29	13.81	3.9	
M2	PHASE 1	LOW		81	80	80	48.37	3.9	
M3	PHASE 1	EST		72	70	70	22.44	3.1	
M4	PHASE 1	EST		139	79	79	27.43	2.9	
SUBTOTAL				415	340	340	234.5	3.7	



PROPOSED DEVELOPMENT PHASES  
Kings Point - February 23, 2015

CONCEPTUAL REGIONAL TRAIL CONNECTIVITY THROUGH KINGS POINT

