

# KINGS POINT SOUTH

## FRAMEWORK DEVELOPMENT PLAN

A PORTION OF THE NORTH HALF OF SECTION 3, TOWNSHIP 6 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF DOUGLAS, STATE OF COLORADO

### LEGAL DESCRIPTION:

#### TRACT A

A TRACT OF LAND LYING IN THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 6 SOUTH, RANGE 66 WEST PF THE 6TH PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, THENCE N 89°58'24" E ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 3, 1891.46 FEET TO A POINT ON A CURVE ON THE WESTERLY RIGHT-OF-WAY LINE OF HIGHWAY E-470, DESCRIBED IN BOOK 1698 AT PAGE 1250, DOUGLAS COUNTY RECORDS; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES:

1. THENCE ALONG THE ARC OF A CURVE TO THE LEFT 2211.49 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 31°55'08" AND A RADIUS OF 3969.72 FEET (THE CHORD OF SAID CURVE BEARS S 29°40'10" W, 2183.01 FEET) TO A POINT OF TANGENT;
2. THENCE S 13°42'36" W ALONG SAID TANGENT, 30.49 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED IN BOOK 801 AT PAGE 471, DOUGLAS COUNTY RECORDS;

THENCE ALONG THE SOUTHERLY LINE OF SAID PARCEL DESCRIBED AT BOOK 801 AT PAGE 471 THE FOLLOWING TWO (2) COURSES:

1. THENCE N 67°32'58" W, 213.59 FEET TO A POINT OF CURVE;
2. THENCE ALONG THE ARC OF A CURVE TO THE LEFT 854.63 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 34°03'07" AND A RADIUS OF 1438.00 FEET TO A POINT ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 3;

THENCE DEPARTING SAID CURVE N 00°12'54" E ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 3, 1764.09 FEET TO THE NORTHWEST CORNER OF SAID SECTION 3; THENCE N 89°55'37" E ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 3, 225.46 FEET TO THE POINT OF BEGINNING.

#### TRACT B

A TRACT OF LAND LYING IN THE NORTH HALF OF SECTION 3, TOWNSHIP 6 SOUTH, RANGE 66 WEST PF THE 6TH PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 34, TOWNSHIP 5 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, THENCE N 89°58'24" E ALONG THE NORTH LINE OF SAID SECTION 3, 2340.84 FEET TO THE POINT OF INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF HIGHWAY E-470, DESCRIBED IN BOOK 1698 AT PAGE 1250, DOUGLAS COUNTY RECORDS, AND THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 3 AND THE POINT OF BEGINNING; THENCE N 89°58'24" E ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 3, 323.74 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 34; THENCE N 89°58'24" E ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 3, 1404.96 FEET; THENCE S 00°13'02" W, 2574.97 FEET TO A POINT ON AN EXISTING FENCE LINE AND ON THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED IN BOOK 801 AT PAGE 471, DOUGLAS COUNTY RECORDS; THENCE ALONG SAID EXISTING FENCE LINE AND SOUTHERLY LINE OF SAID PARCEL DESCRIBED IN BOOK 801 AT PAGE 471 THE FOLLOWING FOUR (4) COURSES;

1. THENCE N 89°46'21" W, 687.09 FEET;
2. THENCE N 89°52'57" W, 573.36 FEET;
3. THENCE N 89°42'22" W, 449.73 FEET;
4. THENCE S 89°52'39" W, 819.20 FEET TO A POINT ON A CURVE;

THENCE DEPARTING SAID EXISTING FENCE LINE AND CONTINUING ALONG THE SOUTHERLY LINE OF SAID PARCEL DESCRIBED AT BOOK 801, PAGE 471 THE FOLLOWING TWO (2) COURSES;

1. THENCE ALONG THE ARC OF A CURVE TO THE LEFT 707.43 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 55°31'28" AND A RADIUS OF 730.00 FEET (THE CHORD OF WHICH BEARS N 39°47'14" W, 680.07 FEET) TO A POINT OF TANGENT;
2. THENCE N 67°32'58" W ALONG SAID TANGENT, 11.94 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID HIGHWAY E-470;

THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES;

1. THENCE N 13°42'36" E, 76.61 FEET TO THE POINT OF CURVE;
2. THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 2366.15 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 36°56'35" AND A RADIUS OF 3669.72 FEET TO THE POINT OF BEGINNING.

### GENERAL NOTES:

1. ADJACENT DEVELOPERS MUST PARTICIPATE IN THE COST OF TRAFFIC SIGNALS.
2. ON ALL STREETS GREATER THAN FOUR LANES, NEW SIGNING AND STRIPING AND MODIFICATIONS TO EXISTING SIGNING AND STRIPING ARE THE RESPONSIBILITY OF THE DEVELOPER(S) OF ADJACENT PARCEL(S).
3. THE DEVELOPER IS RESPONSIBLE FOR COORDINATING AND FUNDING OF STREETLIGHTS ON ALL PUBLIC STREETS WITHIN THE DEVELOPMENT.
4. WHERE WALKS ARE ADJACENT TO OPEN SPACE WITHIN WHICH TRAILS ARE PROPOSED, TRAILS AND WALKS WILL BE COMBINED, SEPARATED FROM THE STREET AND ROUTED THROUGH THE OPEN SPACE. STREET CROSSINGS WILL BE MADE AT GRADE.
5. ARCHEOLOGICAL FINDINGS: THE CITY WILL BE NOTIFIED IF ARCHEOLOGICAL ARTIFACTS ARE UNCOVERED DURING CONSTRUCTION.
6. NO DRAINAGE FEATURES WILL BE CONSTRUCTED IN PARKS.
7. A TREE PROTECTION PLAN WILL BE SUBMITTED WITH EACH CSP.
8. ALL AREAS IN THIS FDP ARE SUBJECT TO THE MASONRY ORDINANCE.
9. TITLE 32 METROPOLITAN DISTRICT REQUIREMENTS EXPRESSLY PROHIBIT WOOD FENCING EXCEPT FOR USE ALONG OPEN SPACE CORRIDORS. APPROVAL FOR THE USE OF THIS MATERIAL SHALL BE REVIEWED FOR ACCEPTABILITY BY THE DIRECTOR OF PLANNING AT THE TIME OF CONTEXTUAL SITE PLAN REVIEW WHERE THE MATERIAL IS BEING PROPOSED AS PART OF THE CSP.
10. THE DESIGN OF GUN CLUB ROAD WILL MATCH THE CITY STANDARDS FOR A SIX-LANE ARTERIAL, AND THAT THE EASTERN ONE-HALF OF GUN CLUB ROAD WILL BE CONSTRUCTED AS PART OF PHASE 6 OF THE PROJECT.
11. FUTURE AMENDMENTS TO THE ARCHITECTURAL, LANDSCAPE OR OTHER URBAN DESIGN STANDARDS NEED TO BE OF EQUAL TO OR BETTER QUALITY THAN THOSE STANDARDS AND DRAWINGS APPROVED AS PART OF THIS FDP.

### PREPARED FOR:

Developer:

Lennar  
9193 S. Jamaica St. 4th Floor  
Englewood, CO 80111  
303-486-5002  
Contact: Kent Pedersen

### PREPARED BY:

Planner:

THK Associates, Inc.  
2953 S Peoria St., Suite 101  
Aurora, CO 80014  
303 770 7201  
Contact: Julie Gamec

Civil & Traffic Engineer:

HR Green  
5619 DTC Parkway #1150  
Greenwood Village, CO 80111  
720 602 4999  
Contact: Ryan Littleton

### CITY OF AURORA APPROVALS:

CITY ATTORNEY: \_\_\_\_\_

PLANNING DIRECTOR: \_\_\_\_\_

### APPROVALS

THIS FRAMEWORK DEVELOPMENT PLAN AND ANY AMENDMENTS HERETO, UPON APPROVAL BY THE CITY OF AURORA AND RECORDED, SHALL BE BINDING UPON THE APPLICANTS THEREFORE, THEIR SUCCESSORS AND ASSIGNS. THIS PLAN SHALL LIMIT AND CONTROL THE APPROVAL OF AL FUTURE SITE PLANS, AND SHALL RESTRICT AND LIMIT THE LOCATION, USE OCCUPANCY, AND/OR DESIGN OF ALL LAND AND STRUCTURES WITHIN THIS PLAN TO ALL CONDITIONS, REQUIREMENTS, LOCATIONS AND LIMITATIONS SET FORTH HEREIN. ABANDONMENT, WITHDRAWAL OR AMENDMENT OF THIS PLAN MAY BE PERMITTED ONLY UPON APPROVAL OF THE CITY OF AURORA.

DOUGLAS COUNTY ASSOCIATES  
OWNER

BY: \_\_\_\_\_  
AUTHORIZED SIGNATORY

NOTARIAL

STATE OF COLORADO ) SS  
COUNTY OF ARAPAHOE )

IN WITNESS THEREOF \_\_\_\_\_ AS \_\_\_\_\_

FOR DOUGLAS COUNTY ASSOCIATES HAS HEREUNTO PLACED HIS HAND AND SEAL THIS

\_\_\_\_\_  
DATE

\_\_\_\_\_\_ DAY OF \_\_\_\_\_ A.D., 2003.

MY COMMISSION EXPIRES: \_\_\_\_\_

RESIDING AT: \_\_\_\_\_

NOTARY PUBLIC:

### Amendments:

⚠️ Addition of Kings Point Way, addition of buffer fence.

⚠️ Revision of Land Use Codes, update to Form J, Update to PIP, addition of motor-court use, deletion of duplex use, road classification.

⚠️ Change school site to SFD-Standard with 20 units.

### COVER SHEET KINGS POINT SOUTH

REVISIONS:

**Amendment #3** **November 5, 2024**

**Amendment #2** **July 6, 2022**

**Amendment #1 Buffer** **December 14, 2017**

5TH Submittal JANUARY 15, 2003

4Th Submittal DECEMBER 4, 2002

3RD Submittal JUNE 18, 2002

2ND Submittal MARCH 20, 2002

SUBMITTED: DECEMBER 31, 2001



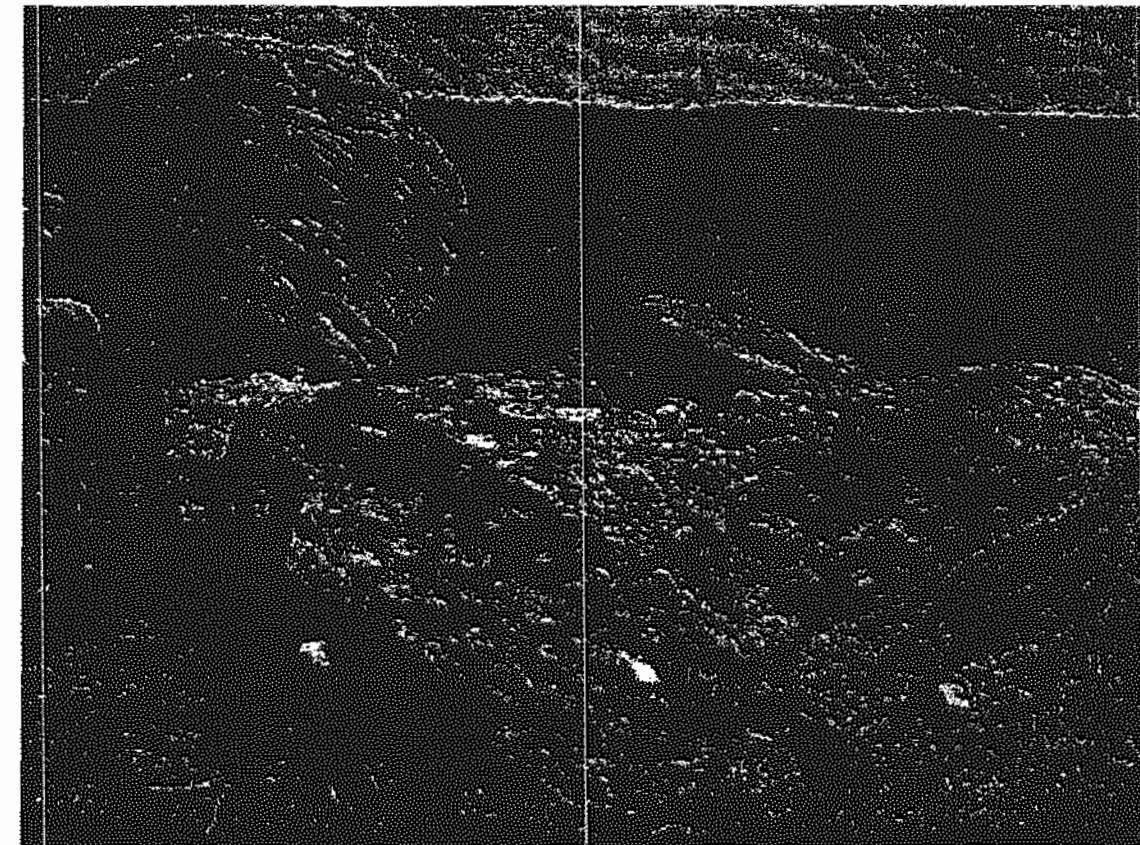
THK Associates, Inc.  
2953 S. Peoria St., Ste 101  
Aurora, Co. 80014  
303-770-7201 FAX 770-7132

### FRAMEWORK DEVELOPMENT PLAN





KINGS POINT SOUTH  
FRAMEWORK DEVELOPMENT PLAN



FDP Submittal

Prepared By: THK Associates  
2953 South Peoria Street Suite 101  
Aurora, CO 80014

January 15, 2003



KINGS POINT SOUTH  
FRAMEWORK DEVELOPMENT PLAN

FDP 5<sup>TH</sup> SUBMITTAL

**DEVELOPER:**  
DOUGLAS COUNTY ASSOCIATES  
BILL MOORE—(303) 761-0874

**PLANNER:**  
THK ASSOCIATES, INC.  
ROSS BRAZIL—(303) 770-7201

**ENGINEER:**  
PBS&J, INC.  
ERIC MCCLURE—(303) 221-7275

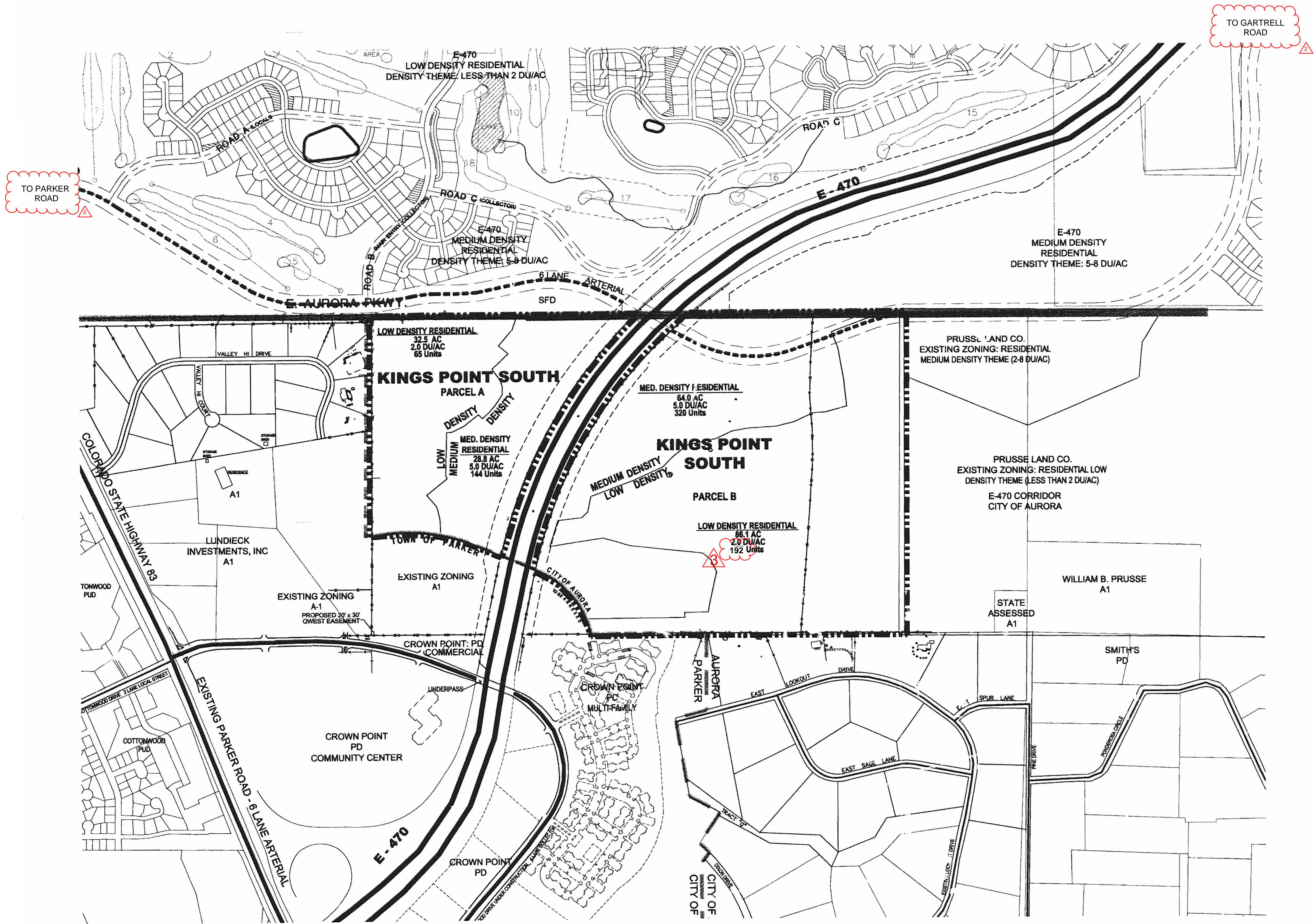
REVISION: JANUARY 15, 2003  
DECEMBER 4, 2002  
JUNE 18, 2002  
MARCH 20, 2002  
DECEMBER 31, 2001

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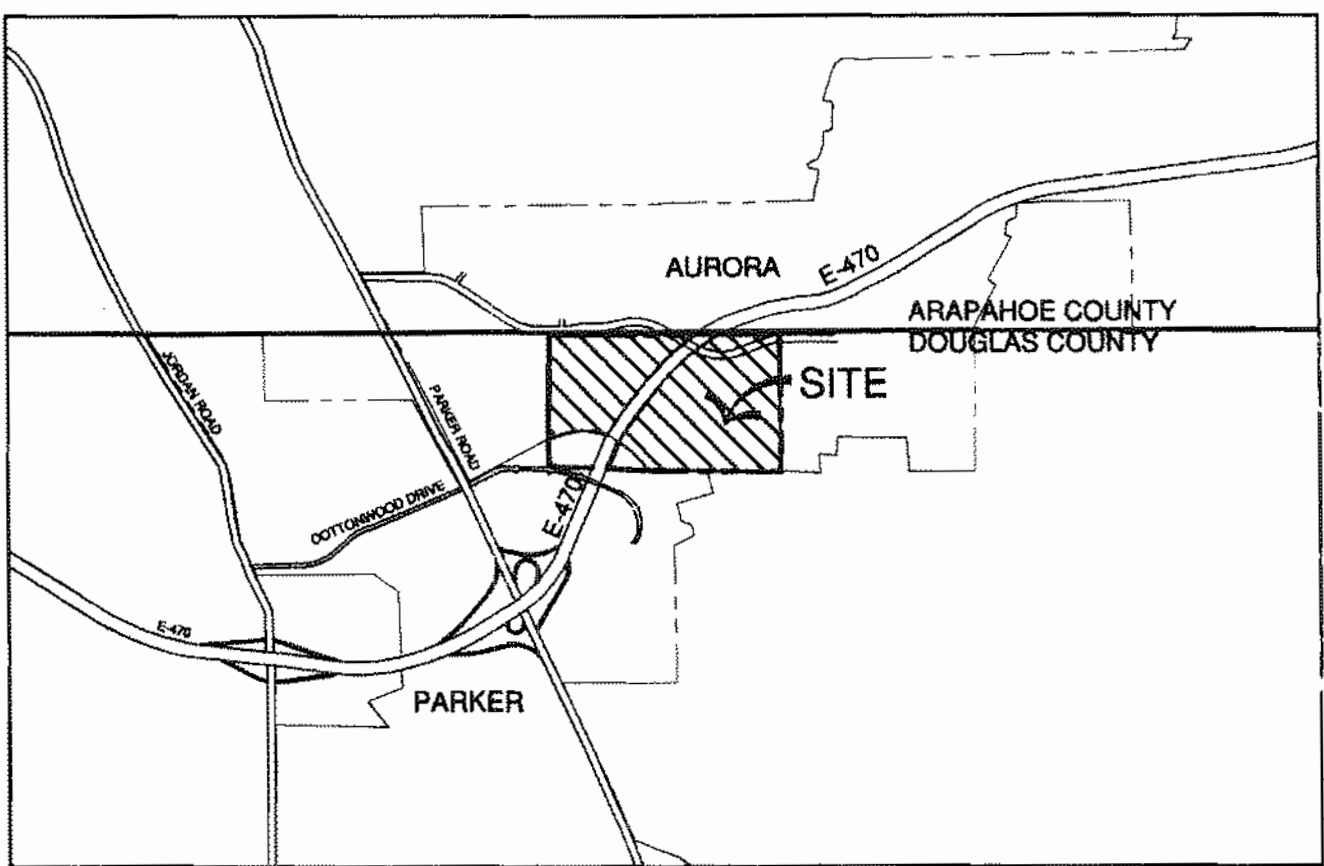
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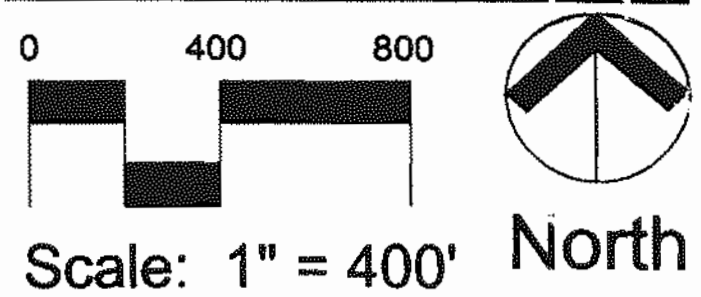
- KINGS POINT SOUTH PROPERTY BOUNDARY
- COUNTY BORDER
- TOWN BOUNDARIES
- E 470
- EXISTING 4 & 6 LANE ARTERIAL
- PROPOSED 4 LANE ARTERIAL
- PROPOSED 2 LANE ARTERIAL
- EXISTING 2 LANE COLLECTOR
- ZONING LINE
- PROPOSED DENSITY
- KINGS POINT NORTH



**VICINITY MAP**  
NOT TO SCALE

## CONTEXT MAP

Revisions:	
Amendment #3	November 5, 2024
5th Submittal	JANUARY 20, 2003
4th Submittal	December 4, 2002
3rd Submittal	June 18, 2002
2nd Submittal	March 20, 2002
Date Submitted:	DECEMBER 31, 2001



## KINGS POINT SOUTH CITY OF AURORA, COLORADO

**Developer:**  
Douglas County Associates  
5 Glenmoor Circle  
Cherry Hills Village, CO 80110  
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Contact: Bill Moore

**Planner:**  
THK Associates, Inc.  
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303 770 7201  
Contact: Julio Jimenez

**Engineer:**  
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5500 Greenwood Plaza Blvd. Suite 150  
Englewood, CO 80111  
303 221 7275  
Contact: Eric McClure

## CONTEXT MAP

**eBlueprint**  
ABADAN  
files available at [www.eblueprint.com](http://www.eblueprint.com)

**th associates inc.**  
2953 South Peoria Street, Ste 101  
Aurora, Colorado 80014  
303-770-7201 FAX: 770-7132  
SECTION 2 PLAN 1 OF 1  
KINGS POINT SOUTH CASE # 2001-017-00

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## Kings Point South

### Framework Development Plan

#### 1. SITE ANALYSIS

##### 1.1 GENERAL CHARACTERISTICS

The project site is comprised of two parcels of land located in the City of Aurora, Douglas County, Colorado, just south of the proposed County Line Road at E-470 express tollway. The two parcels, which fall within the new E-470 zone district and are described in the narrative below, consist of 211.40 acres of land. Highway E-470 bisects the proposed property with 60.82 acres located on the western portion of the site, "Parcel A"; and "Parcel B", on the eastern portion of the site, consisting of the remaining 150.59 acres.

Review of past aerial photographs of the site owned by the Bill Moore Enterprises reveals that the area has been substantially unchanged since 1956. The land has been used for agricultural and grazing purposes. In 1972-1975 Valley High Drive started construction. By 1979, when Valley High Drive was completed, a couple of homes started construction in the Valley Hi subdivision, west of the project site. With the exception of a few more homes being built in the Valley Hi subdivision, the projects' surrounding areas have remained unchanged until the construction of Highway E-470 in 1998.

The site, located immediately south of the proposed Kings Point North development, is characterized by moderately to steep rolling terrain. The majority of the slopes, with an approximate 220' +/- drop from the northeast to the southwest, offer exceptional views of the front range including Longs Peak, Pikes Peak and the Continental Divide. The entire area is void large plant material with the exception of three individual and one small grouping of trees located within the largest drainage way. The site is covered with small and mid-sized prairie grasses mixed-in with a variety of yucca plants.

In general, the soils are well drained with moderate to steep slopes. The uplands and terraced material is composed primarily of sandy soils deposited by wind and water. The steeper slopes and low valleys were formed by solon soil material.

A major drainage way traverses the site from the northeast corner of "Parcel B", under highway E-470, to the southern section of "Parcel A". Other minor drainages cross the site in a southerly direction towards another major drainage way located outside the project site, and within the adjacent Crown Point Development and Sierra Vista No.3.

Through constant site inspections, ecological studies and conversations with the Colorado Division of Wildlife, it is apparent that several common wildlife species make use of the site. However, the site is not considered a wildlife corridor or habitat for any particular species. No sightings or activities by any type of endangered species within the property or surrounding areas have been documented.

During discussions with the Colorado Division of Archeology and Historic Places, a thorough site analysis and review of surveys done during the E-470 construction, it was determined the project site does not have elements of historical significance within its property boundaries.

The site's current residential zoning consists of low and medium density residential uses. Presently, the site does not have any type of improved road access. Future access to the sites will be from the proposed County Line Road, located on the northern edge of the development. Proposed local roads on parcel A will extend to the future commercial development on the southwest corner of the site. On parcel B, a proposed collector road access from County Line will extend toward to the east of the Kings Point South site and into the Prusse residential development.

The Kings Point South development is surrounded by existing agricultural, residential and commercial uses. The property to the north, Kings Point North, is being proposed as a residential community with an 18-golf course that will be owned and operated by the University of Denver. County Line Road will separate Kings Point North and Kings Point South.

The property to the east is presently used as farmland. The developer, Prusse Land Company, anticipates the property to be developed for low density residential uses.

Sierra Vista subdivision is located south of the southeast corner of Kings Point South. The Sierra Vista residential community features large 5-acre sites zoned for horses. There is currently a double loop transmission line being planned along the southerly property line, within the Sierra Vista subdivision.

South of the southwest corner of Kings Point is the development called Crown Point. Crown Point is a mixed-use development consisting of multi-family, office and commercial uses. Access to Crown Point is primarily from Cottonwood Drive.

West of Kings Point is another subdivision called Valley Hi, consisting of large areas of vacant land zoned for future commercial uses. The Valley Hi community is large lot development with individual sites ranging from two to 2-1/2 half acres.

The following matrix and associated maps will identify and describe, in more detail, all existing features natural and/or man-made that will affect how the Kings Point property will be developed. In addition, since the project site was divided into Parcels A and B due to the construction of E-470, the existing natural and man-made features will be described in the same manner. As per the City of Aurora standards and the E-470 corridor design guidelines, the following information will be included as part of the Framework Development Plan package.

1. Context Map
2. Site Analysis Map
3. Slope analysis Map

##### 1.2 INVENTORY OF SITE FEATURES WITHIN "PARCEL A"

###### 1.2.1 TOPOGRAPHIC FEATURES

###### 1.2.1.1 RIDGELINE 1

Ridge #1 is located within "Parcel A" of the project site. Extending from the northwest corner to the southwest corner of the parcel, the ridge creates slopes of 8-12% with the central portions being in excess of 12%. The steep slopes create a natural separation between low density and medium density zoned portions of the residential property.

###### 1.2.1.2 HIGH POINT 1

This high point is located on the northeast portion of "Parcel A". The elevation, at 5905, is approximately 100' higher than drainage 1, to the west.

###### 1.2.1.3 DRAINAGE 1

This drainage basin runs south, approximately 300' to the west and parallel to the property line of "Parcel A". It begins to flare out as it approaches the low point on the southwest corner of "Parcel A".

###### 1.2.1.4 Springs

A small intermittent spring is found at the low set point of drainage 1.

###### 1.2.1.5 NATURAL OR GEOLOGIC HAZARD AREAS OR SOIL CONDITIONS

Although the steep slopes found in the site present challenging design opportunities, only the steeper slopes present an erosion hazard. The soils, primarily used for dry-farmed crops, have a plant penetrability of approximately 60 inches.

###### BOULDERS

Although there are a few steep slopes on the site, Parcel A only contains one small area of large, exposed boulders that will be relocated and used in open space areas and at accent points for the proposed community. The boulder location is in the middle of the slope that defines the ending of Ridge 1.

###### 1.2.2 VEGETATION

###### 1.2.2.1

In addition to small native grasses and yucca plants, the site does not have any other significant native plant material. Taller grasses are mainly found at the base of the major drainage areas. Large numbers of yucca plants are found throughout the entire site.

###### 1.2.3 WILDLIFE

Although several common species of wildlife have been observed, the environmental and ecological report prepared for the site does not include sightings or make reference to any variety of endangered species. A prairie dog colony identified on the west side of "Parcel A", in the drainage 1 area, was removed in the spring of 2000. In conversations with the Department of Wildlife were told that the area is not mapped as a wildlife corridor and is not considered a wildlife habitat area.

###### 1.2.4 SIGNIFICANT MAN-MADE FEATURES

###### 1.2.4.1 HISTORIC OR ARCHEOLOGICAL SITES

The site does not contain any historic or archeological sites or areas that have been recognized by the city council as significant nor is the applicant aware of any historic or archeological sites on the property.

###### 1.2.4.2 PUBLIC SERVICE OF COLORADO

The site does not have any type of electrical easement within its boundaries.

###### 1.2.4.3 KANAB PETROLEUM

A 100' petroleum pipeline easement runs north-south, outside of the Kings Point South development, west of the entire western property line. The line is a 6-inch high-pressure line that transfers gasoline and diesel fuel. Construction can take place right up to the easement line as long as the pipeline has 5 feet of earth cover.

###### 1.2.4.4 E-470 HIGHWAY

E-470 Highway bisects the entire Kings Point South develop in a north-south alignment. Although the highway has great proximity to the site, access connections to the proposed development will not be allowed. Access to the site will be from County Line road on the north side of the property.

###### 1.2.4.5 COUNTY LINE ROAD

The proposed County Line Road, a 144' R.O.W. roadway, will be constructed on the north boundary of the project site. Its proposed location will serve as the primary access point with a right-in, right-out secondary access. Construction phasing is shown on the FDP- phasing plan.

##### 1.3 SITE SUMMARY

In the planning of the Kings Point South development, the planning has taken into consideration and placed great emphasis on the design regulations established under the "E-470 Corridor Zoning Regulations and Design Standards and Procedures". In a creative approach, and in close coordination with the planning review committee, the development will take advantage of all of the site's natural features. Topographical high points and slopes will be preserved to emphasize the panoramic view of the mountain range west of the site.

This site analysis will help us define the natural features that will be protected and/or appropriately included in the open space planning for the proposed site development plan.

###### SLOPES:

One-foot contours have been mapped as part of the slope analysis display. Moderate slopes (zero to twelve percent) are located in approximately 90% of the site. Steeper slopes (greater than twelve percent), typically found on the perimeter of the major ridge line and drainage ways, will be included as part of large lots or preserved as open space.

Whenever possible natural slopes will be preserved except when roadway is incorporated into the plan. The primary goal will be to minimize grading in an effort to preserve the character of the ridgelines and drainage ways. Roadways will be designed to follow existing contours and allowing the grade changes to remain with the implementation of basement walkouts and retaining walls.

As a vision, Kings Point South will become an upscale residential development abiding by the design standards outlined on the E-470 corridor design guidelines. The view corridors to the mountain range will be emphasized and the slope disturbance minimized. The developer will make it a priority to retain and preserve natural features existing at the site.

#### Use of Site Features Matrix "Parcel A"

Extent to which feature will be included in open space.		
Topographic Features		
Ridgeline 1	High Point 1	
When this section of "Parcel A" is developed, the ridgeline will be incorporated into the site design by respecting its general form and elevation so that its basic character will be preserved.	This high point's practical location, at a 5905 elev. will offer great view of the front range. When possible it will be included as part of large lots.	

Drainage 1	Spring	Natural or Geologic Hazards
This minor drainage feature crosses the site in a north to south direction. The existing grades, the drainage width and the proposed low-density development makes this area a potential location for a local road. The road design and streetscape program will respect its general form and elevation so that its basic character will be preserved.	A small natural spring was found on the low point of drainage 1. At the time of the site visit, perhaps due to recent rains, the spring contained a small amount of water.	None within the project site.
Vegetation	Wildlife Habitat	
Plant material within the site consists primarily of low and tall grasses. All plant material within drainage ways and steep slopes will remain in their natural settings.	Wildlife habitat within the Kings Point South development is limited to common species, and none of the drainage ways is considered a wildlife corridor.	

Man-Made Features		
Utilities	Gas Pipeline Easements	
No public service company easements are within the project site.	No gas easements are within the site.	
Views from Major Streets		
Collectors	Local Roads	
Parcel A will not have collector roads.	Strategically designed to be on the ridgeline and minor drainage areas, the local roads attempt to retain the open views toward the open space areas and the mountain range.	

Extent to which construction of land uses and roads will occur in or adjacent to this feature.		
Topographic Features		
Ridgeline 1	High Point 1	
Ridgeline 1 is located within the medium-density development of "Parcel A". The preliminary road layout plan will make use of this area as an access to the proposed home locations. The road grading, to meet the City of Aurora standards, will be kept to a minimum.	High point 5905 will be incorporated into residential lots. As part of the deep lots, this area will remain undisturbed.	
Drainage 1	Vegetation	Wildlife Habitat
The moderate slopes within this drainage way make this location a logical alignment for the local road. Using this area will prevent major disturbances on the steeper slopes of ridgeline 1.	With the exception of low and tall grasses, the vegetation within the site is not of concern. Whenever possible, native areas will remain undisturbed.	The area does not have any significant wildlife habitat and as reported by the Department of Wildlife, the site does not have any DOW mapped wildlife corridors.

Man-Made Features		
PSCo. Transmission Line	Gas Pipeline Easements	
No public service company easements are within the project site.	No gas easements are within the site.	
Views from Major Streets		
Collector and Local Roads		
Development adjacent to the street will consider views from the street in its design, emphasizing varied views and open space pockets adjacent to the right-of-way and buffer.		

Manner in which features will be protected or used as an amenity when construction or grading occurs in or adjacent to the features.		
Topographic Features		
Ridgeline 1	High Point 1	Drainage 1
Careful planning of streets and lots will reduce grading and maintain the general integrity of the ridgeline.	This high point's practical location may serve as a natural sound barrier between the E-470 highway and the medium-density development. A high point area east of the main road will be retained as part of the overall open-space program, as NAC2	Careful planning of streets and lots will reduce grading and maintain the general integrity of the drainage way. Use of the drainage allows for the preservation of the steeper slopes to the east and the long-range view of the mountains.
Spring	Natural or Geological Hazards	
	None within the project site.	

eBlueprint

ABADAN  
files available at [www.eblueprint.com](http://www.eblueprint.com)



Vegetation	Wildlife	
Plant material within the site consists primarily of low and tall grasses. All plant material within drainage ways and steep slopes will remain in their natural settings. In addition, based on the City of Aurora landscape requirements, the area, which is void of considerable plant material, will be re-vegetated as per City of Aurora requirements.	Based in conversations with the Department of Wildlife, Kings Point South does not have any significant issues with wildlife habitat or wildlife corridors.	
Man-Made Features		
Utilities	Gas Pipeline Easements	
No public service company easements are within the project site.	No gas easements are within the site.	

Views from Major Streets		
North-South Collector	Local Roads	
The high location of this collector allows for the preservation of panoramic views toward the mountain range. The open space/drainage corridor along the west side of the collector street emphasizes the medium and long-range views towards the wildlife corridor and the mountain range.	Local roads will be strategically designed to be on the ridgeline and minor drainage areas; the local roads attempt to retain the open views toward the open space areas and the mountains to the west.	

Manner in which the impacts of construction or grading will be mitigated.		
Topographic Features		
Ridgeline 1	High Point 1	Drainage 1
In general, ridgelines will not be graded flat but will retain their general relationship to the surrounding landforms	Lotting and circulation near this highpoint will emphasize maintaining the views from the high point to the extent possible	The drainage plan generally follows the existing drainage patterns. Due to the surrounding grades, drainage 1 may be the most appropriate location for roadway access, allowing for development of large lots to the west and preserving steep slopes to the east.
Spring	Natural or Geologic Hazards	
	None within project site	
Vegetation	Wildlife Habitat	
Site design will have the goal of preserving native plants as value-enhancing amenities. Plant material will be added as per the City of Aurora landscape requirements.	All open space areas and major drainage ways will remain and be improved as a wildlife corridor.	
Man-Made Features		
Utilities		
There are no utility easements within the project site.		
Views from Major Streets		
Collector and Local Roads		
A landscaped open space and detached walk along the street will buffer adjacent development from the street, articulate views and be an amenity for users. Development adjacent to the street will consider views from the street in its design, emphasizing varied views and open space pockets adjacent to the right-of-way and buffer.		

1.4 INVENTORY OF SITE FEATURES WITHIN "PARCEL B"

1.4.1 TOPOGRAPHIC FEATURES

1.4.1.1 RIDGELINE 2

This ridgeline is located along the west boundary of "Parcel B", adjacent to the E-470 highway. Its location helps create a natural sound barrier from the E-470 traffic and the proposed residential areas.

1.4.1.2 RIDGELINE 3

This ridgeline starts at the center, northernmost location of "Parcel B" and extends approximately 800' straight south. Its location will be intersected by the proposed alignment of County Line Road.

1.4.1.3 RIDGELINE 4

This ridgeline is created by one of the highest points of the site. It begins at the center of the east property line and extends westward toward of the center of "Parcel B".

1.4.1.4 RIDGELINE 5

This ridgeline is parallel and approximately 700' north of the southern property line. It meanders through the site creating 8-12% slopes and ending on the southwest corner of the site, where slopes exceed 12%.

1.4.1.5 HIGH POINT 2

This high point is near the center of the site, on "Parcel B", approximately 400' west of the east property line. Although its elevation, at 5963 is not the highest point of the site, it defines the beginning of ridgeline 4.

1.4.1.6 DRAINAGE 2

Drainage 2 is defined as a major drainage way extending from the northeast corner of "Parcel B", into a culver under E-470 in the center of the site, and across the southeast corner of "Parcel A". Because its location, at the center of the site, it collects approximately ¾ of the runoff on parcel B and 1/3 of parcel A.

1.4.1.7 DRAINAGE 3

This is another well-defined drainage way located on "Parcel B". It traverses the southeast corner and into a major channel outside and adjacent to the south property line.

1.4.1.8 NATURAL OR GEOLOGIC HAZARD AREAS OR SOIL CONDITIONS

Although the steep slopes found in the site present challenging design opportunities, only the steeper slopes present an erosion hazard. The soils, primarily used for dry-farmed crops, have a plant penetrability of approximately 60 inches

1.4.2 VEGETATION

In addition to low and tall grasses, the site has a large number of native plants. Three individual trees (50% dead) and a small grouping of three trees are found within the major drainage area, drainage 2.

1.4.3 WILDLIFE

Although several common species of wildlife have been observed, the environmental and ecological report prepared for the site does not include sightings or established occurrence of any variety of endangered species. In addition, the Department of Wildlife does not considered the area as a wildlife corridor.

1.4.4 SIGNIFICANT MAN-MADE FEATURES

1.4.4.1 HISTORIC OR ARCHEOLOGICAL SITES

The site does not contain any historic or archeological sites or features that have been recognized by the city council as significant nor is the applicant aware of any historic or archeological sites on the property.

1.4.4.2 8.5' CONCRETE CISTERN

Concrete cistern is located on the center of the south boundary, adjacent to the property line and within the Sierra Vista Subdivision.

1.4.4.3 Public Service of Colorado

The site does not have any type of electrical easement within its boundaries. However, there are overhead electric lines south and adjacent to the southern property line. Those overhead lines start at a power station located approximately 700' east of the southeast corner of the site, running west, across the Sierra Vista subdivision and turning south when it reaches the Crown Point development.

1.4.4.4 E-470 HIGHWAY

E-470 Highway bisects the entire Kings Point South develop in a north-south alignment. Although the highway has great proximity to the site, access connections to the proposed development will not be allowed. Access to the site will be from County Line road on the north side of the property and potentially from the property to the east (Prusse).

1.4.4.5 COUNTY LINE ROAD

The proposed County Line Road, a 144' R.O.W. roadway, will be constructed on the north boundary of the project site. Its proposed location will serve as the access point for both parcels, on the east and west of E-470.

1.5 SITE SUMMARY

In the planning of the Kings Point South development, the developer has taken into consideration and placed great emphasis on the design regulations established under the "E-470 Corridor Zoning Regulations and Design Standards and Procedures". In a creative approach, and in close coordination with the planning review committee, the developer will take advantage of all of the site's natural features. Topographical high points and slopes will be preserved to emphasize the panoramic view of the mountain range west of the site.

This site analysis will help us define the natural features that will be protected and/or appropriately included in the open space planning for the proposed site development plan.

SLOPES:

One-foot contours have been mapped as part of the slope analysis display. Moderate slopes (zero to twelve percent) are located in approximately 90% of the site. Steeper slopes (greater than twelve percent), typically found on the perimeter of the major ridge line and drainage ways, will be included as part of large lots or preserved as open space.

Whenever possible natural slopes will be preserved except when roadway is incorporated into the plan. The primary goal will be to minimize grading in an effort to preserve the character of the ridgelines and drainage ways. Roadways will be designed to follow existing contours and allowing the grade changes to remain with the implementation of basement walkouts.

As a vision, Kings Point South will become an upscale residential development abiding by the design standards outlined on the E-470 corridor design guidelines. The view corridors to the mountain range will be emphasized and the slope disturbance minimized. The developer will make it a priority to retain and preserve natural features existing at the site.

Use of Site Features Matrix "Parcel B"

Extent to which feature will be included in open space.			
Topographic Features			
Ridgeline 2	Ridgeline 3	Ridgeline 4	
Ridgeline 2 serves as a natural buffer from the adjacent E-470 highway and the major part of Parcel B. The buffer zone in the multi-use easement west of ridgeline will be heavily landscaped to provide visual and sound screening.	The east-west County Line Road traverses ridgeline 3. The section north of County Line will be planned for residential uses.  With the exception of the proposed road location, the ridgeline will be preserved in its general form and elevation so that its basic character will be preserved	Ridgeline 4 extends east to west along the center of "Parcel B". The steeper section at the end of the ridge will be retained as open space, or incorporated as part of large lots, in conjunction to the open space created by the drainage ways.  The remaining areas will be incorporated into the site design by respecting its general form and elevation so that its basic character will be preserved.	
Ridgeline 5			
The largest ridgeline on the site extends from the center of "Parcel B", adjacent to the west property line, to the southwest corner. The steep slopes at the end of the ridgeline will be preserved as part of deep lots within the development.			

High Point 2	Drainage 2	Drainage 3
When developed as part of the low-density single family residential, the existing high point (5953) will be incorporated as part of the streetscape program. Development within this feature will respect its general form and elevation so that its basic character will be preserved.	This drainage area traverses the entire project site, starting at the northwest corner of "Parcel B", extending west across the southeast corner of "Parcel A", and onto the adjacent outlot A.  It natural location will be preserved as open space throughout parcel B. This open space will become the main open space spine the serves as the pedestrian circulation throughout the low and medium density of "Parcel B".	This minor drainage traverses the southeast corner of the site on a northeast to southwest direction. The drainage will not be open space but will be incorporated into the lots (extra depth) to preserve it natural topographical features.
Natural or Geological Hazards		
None within the project site.		
Vegetation	Wildlife Habitat	
Plant material within the site consists primarily of low and tall grasses. All plant material within drainage ways and steep slopes will remain in their natural settings. Existing trees, located within drainage 2 will remain or be mitigated.	Although the wildlife habitat within the Kings Point South development is limited to common species, the major drainage way (drainage 2), steep slopes adjacent to drainage ways and multi-use easement on both sides of E-470 will remain.	
Man-Made Features		
Gas Pipeline Easements	Utilities	
No public service company easements are within the project site.	No gas easements are within the site.	

North-South Collector	Local Roads	
The high location of this collector allows for the preservation of panoramic views toward the mountain range. It proposed location starts at County Line Road, east of drainage 2, and continues parallel to contour 5970 and into the eastern property line (Prusse site).	Strategically designed to be on the ridgeline and minor drainage areas, the local roads attempt to retain the open views toward the open space areas and the mountain range.	

Extent to which construction of land uses and roads will occur in or adjacent to this feature.			
Topographic Features			
Ridgeline 2	Ridgeline 3	Ridgeline 4	
Ridgeline 2 falls within the medium density zoning. The local roads in this area will follow the existing contour lines to minimize the slope grading. On the steeper slopes, the lots will receive extra depth.	Due to the proposed County Line Road layout, the upper section of ridgeline 3 will be re-graded to meet the city's road construction standards.  The road access to the site will meet the elevations established by County Line Road.	Ridgeline 4 will be used primarily for local roads. Grading will be kept to a minimum.  Steeper slopes will be incorporated into the open space program or as part of extra-deep residential lots.	
Ridgeline 5	High Point 2	Drainage 2	
Ridgeline 5 falls primarily within the low-density development. Designing extra deep and extra wide lots will minimize re-grading.  Steeper slopes will be incorporated into the open space program or as part of extra-deep residential lots	Due to the existing grades in this area, this high point will become a part of the collector road extending to the property to the east. Keeping the primary roads on top of the ridgeline allows for road construction meeting the City standards while minimizing grade work.	Local roads may cross this major drainage way. Road alignments will be selected to minimize disturbance to the existing slopes. The entire drainage way will remain as part of the open space program	
Drainage 3	Natural or Geologic Hazards		
Due to the drainage location, the proposed design will minimize the vehicular circulation within this area.  To an extent feasible, oversized lots (extra depth or width) will be developed to protect the existing slopes.	There are no natural or geologic hazards in the area.		
Vegetation	Wildlife Habitat		
With the exception of low and tall grasses, the vegetation within the site is not of concern. Whenever possible, native areas will remain undisturbed.	The low to medium density development, together with the area's steep slopes and drainage ways, will enhance the wildlife habitat within the project site.		



Man-Made Features		
PSCo Transmission Line	Gas Pipeline Easements	
No public service company easements are within the project site.	No gas easements are within the site.	
Views from Major Streets		
Collector and Local Roads		
Development adjacent to the street will consider views from the street in its design, emphasizing varied views and open space pockets adjacent to the right-of-way and buffer.		

Manner in which features will be protected or used as an amenity when construction or grading occurs in or adjacent to the features.		
Topographic Features		
Ridgeline 2	Ridgeline 3	Ridgeline 4
Careful planning of streets and lots will reduce grading and maintain the general integrity of the ridgeline. The ridgeline will be used as a sound buffer between the E-470 highway and the proposed residential development.	Careful planning of streets and lots will reduce grading and maintain the general integrity of the ridgeline.	Ridgeline 4 extends east to west along the center of "Parcel B". The access from ridgeline to adjacent drainage ways/open space will be retained. The remaining areas will be incorporated into the site design by respecting its general form and elevation so that its basic character will be preserved.

Ridgeline 5	High Point 2	Drainage 2
The largest ridgeline on the site extends from the center of "Parcel B", adjacent to the west property line, to the southwest corner. The steep slopes at the end of the ridgeline will be preserved as part of deep lots within the development.	When developed as part of the low-density single family residential, the existing high point (5953) will be incorporated as part of the streetscape program. Development within this feature will respect its general form and elevation so that its basic character will be preserved. Careful lot planning will create opportunities for views of the mountain to the west.	This drainage area traverses the entire project site, starting at the northwest corner of "Parcel B", extending west across the southeast corner of "Parcel A", and onto the adjacent outlot A. Its natural location, within Parcel B, will be preserved as open space.
Drainage 3	Natural or Geological Hazards	Vegetation
This minor drainage traverses the southeast corner of the site on a northeast to southwest direction. The drainage will not be open space but will be incorporated into the lots (extra depth) to preserve its natural topographical features.	None within the project site.	Plant material within the site consists primarily of low and tall grasses. All plant material within drainage ways and steep slopes will remain in their natural settings. In addition, existing trees within drainage 2 will be preserved and/or mitigated.
Wildlife Habitat		
Based on conversations with the Department of Wildlife, wildlife habitat and/or corridors are not of significant issue on the Kings Point South site.		
Man-Made Features		
Utilities	Gas Pipeline Easements	
No public service company easements are within the project site.	No gas easements are within the site.	

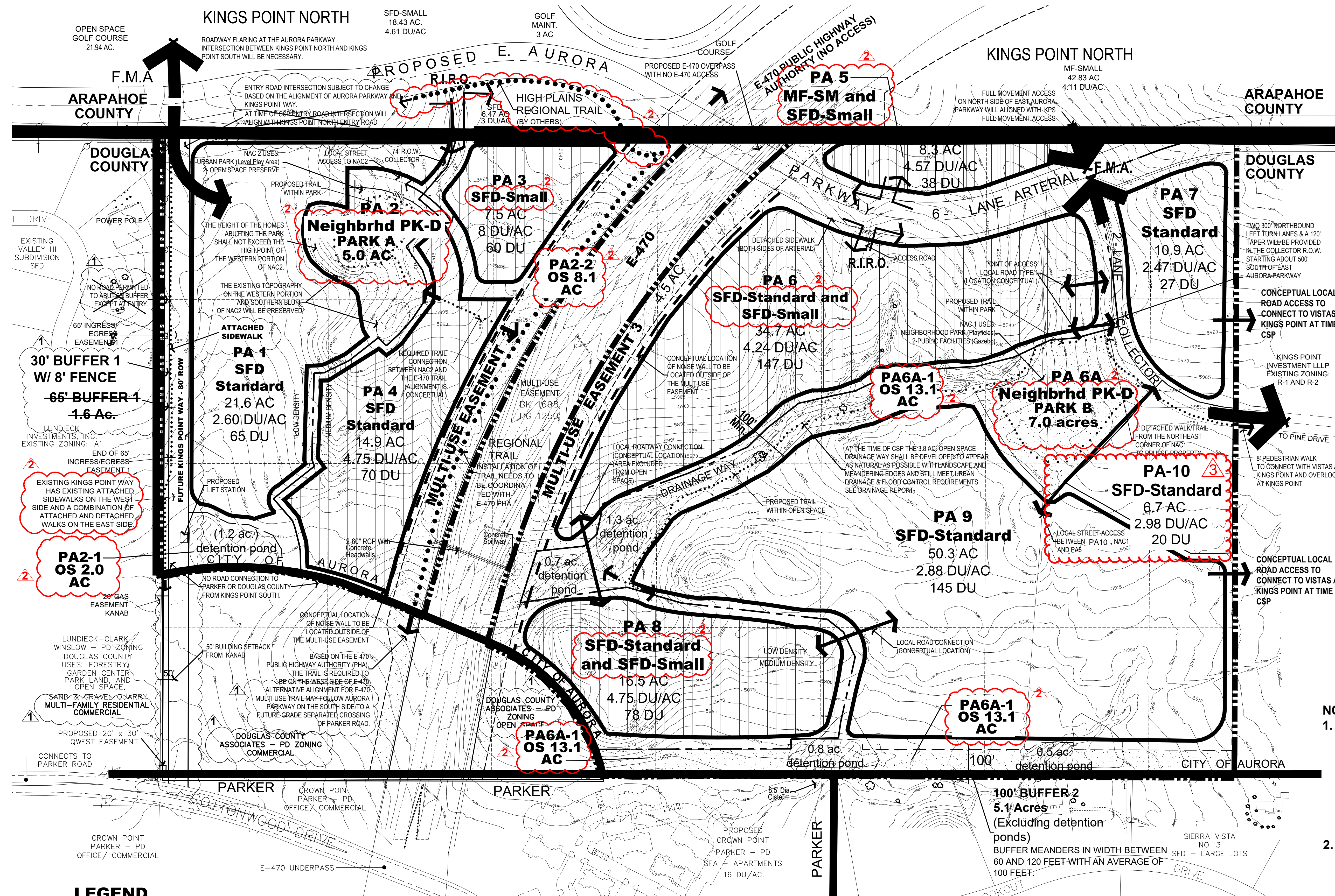
Views from Major Streets		
North-South Collector	Local Roads	
The high location of this collector allows for the preservation of panoramic views toward the mountain range. The open space/drainage corridor along the west side of the collector street emphasizes the medium and long-range views toward the wildlife corridor and the mountain range.	Local roads will be strategically designed to be on the ridgeline and minor drainage areas; the local roads attempt to retain the open views toward the open space areas and the mountains to the west.	

Manner in which the impacts of construction or grading will be mitigated.		
Topographic Features		
Ridgeline 2	Ridgeline 3	Ridgeline 4
In general, ridgelines will not be graded flat but will retain their general relationship to the surrounding landforms.	In general, ridgelines will not be graded flat but will retain their general relationship to the surrounding landforms.	In general, ridgelines will not be graded flat but will retain their general relationship to the surrounding landforms.
Ridgeline 5	High Point 2	Drainage 2
In general, ridgelines will not be graded flat but will retain their general relationship to the surrounding landforms.	Lotting and circulation near this highpoint will emphasize maintaining the views from the high point to the extent possible.	The drainage plan generally follows the existing drainage pattern. Plant material damaged or destroyed during development will be replanted as per city requirements.
Drainage 3	Natural or Geologic Hazards	Vegetation
The drainage plan generally follows the existing drainage pattern. In general, swales will retain their basic relationship to surrounding landforms.	None within project site	Site design will have the goal of preserving native plants as value-enhancing amenities. Plant material will be added as per the City of Aurora landscape requirements.
Wildlife Habitat		
All open space areas and major drainage ways will remain.		

Man-Made Features		
Utilities		
There are no utility easements within the project site.		

Views from Major Streets		
Collector and Local Roads		
A landscaped open space and detached walk along the street will buffer adjacent development from the street, articulate views and be an amenity for users. Development adjacent to the street will consider views from the street in its design, emphasizing varied views and open space pockets adjacent to the right-of-way and buffer.		





LEGEND

<b>F.M.A.</b>	FULL MOVEMENT ACCESS		EXISTING ZONING LINE		REGIONAL TRAIL
<b>R.I.R.O.</b>	RIGHT IN/ RIGHT OUT		PLANNING AREA		PROPOSED TRAIL
<b>N.A.C.</b>	NEIGHBORHOOD ACTIVITY CENTER		ZONING AREA		PROPOSED MEDIUM DENSITY
	PROPERTY BOUNDARY		EASEMENTS		PROPOSED LOW DENSITY
	OPEN SPACE		TEN ACRE GRIDLINE		DETENTION AREA (not a part of open space)
	COUNTY BOUNDARY		NOISE WALL		
	MUNICIPAL BOUNDARY				

Developer:  
Lennar  
9193 S. Jamaica St. 4th Floor  
Englewood, CO 80111  
303-486-5002  
Contact: Kent Pedersen

Planner:  
THK Associates, Inc.  
2953 S Peoria St., Suite 10  
Aurora, CO 80014  
303 770 7201  
Contact: Julie Gamec

Civil & Traffic Engineer:  
HR Green  
5619 DTC Parkway #1150  
Greenwood Village, CO 80111  
720 602 4999  
Contact: Ryan Littleton

Land Use Legend

ZONING: R-1 and R-2, Subarea C

Existing Site and Adjusted Site Acreage = 202.86 AC\*

\*Acreage has adjusted due to Kings Point Way R.O.W dedication

Maximum Dwelling Units Allowed

Low Density = 111.6 Ac x 2 = 223

Medium Density = 91.27 Ac x 5 = 456 DU

TOTAL = 679 DU

Small Lots Allowed

Small lots = 223 SFD DU x 15% = 33 DU (LOW DENSITY)

Micro Lots = 33 SFD DU x 5% = 1 DU (LOW DENSITY)

Small Lots = 456 SFD DU x 35% = 159 DU (MEDIUM DENSITY)

Micro Lots = 159 SFD DU x 10% = 15 DU (MEDIUM DENSITY)

LOW DENSITY – RESIDENTIAL USES

Land Use	Planning Area	Acres	Density	Dwelling Units
SFD-Standard	PA-1	21.6 <sup>3</sup>	3.0	65
SFD-Standard	PA-7	10.9	2.47	27
SFD-Standard	PA-9	50.3	2.88	145
SFD-Standard	PA-10	6.7	2.98	20
Neighbrhd Pk-D	PA-2 (Park A)	5.0	-	-
Neighbrhd Pk-D	PA-6A (Park B)	7.0	-	-
Open Space	PA2-1	2.0	-	-
Open Space	PA2-2	8.1	-	-

LOW DENSITY TOTAL 111.6 2.3<sup>1</sup> 257<sup>2</sup>

1. LOW DENSIT DU/AC DOES NOT EXCEED PERMITTED 2.3 DU/AC
2. LOW DENSITY DU DOES NOT EXCEED PERMITTED 257 D.U.
3. PA-1 AREA CHANGE IS A RESULT OF THE KINGS POINT WAY R.O.W. PREVIOUS FDP ACERAGE WAS 24.7 AC.

MEDIUM DENSITY – RESIDENTIAL USES

Land Use	Planning Area	Acres	Density	Dwelling Units
SFD-Small	PA-3	7.5	8.0	60
SFD-Standard	PA-4	14.9	4.75	70
SFD-Standard	PA-6	34.7	4.24	147
SFD-Standard	PA-8	16.5	4.75	78
MF-SM and SFD-Small	PA-5	8.3	4.57	38 <sup>3</sup>
Open Space	PA6-1	13.1	-	-

MEDIUM DENSITY TOTAL 91.26 4.23<sup>4</sup> 393<sup>5</sup>

4. MULTI-FAMILY DU DOES NOT EXCEED PERMITTED 159 DU
5. MEDIUM DENSITY DU/AC DOES NOT EXCEED PERMITTED 5 DU/AC.
6. MEDIUM DENSITY DU DOES NOT EXCEED PERMITTED 456 DU

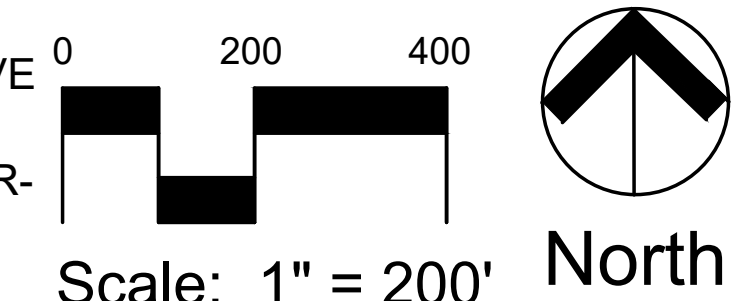
NOTES:

1. THE LANDOWNER SHALL BE RESPONSIBLE FOR TRAFFIC SIGNAL COSTS AT ALL FUTURE LOCATIONS ABUTTING THIS DEVELOPMENT. FUTURE SIGNAL LOCATIONS AND COST SHARING WILL BE DETERMINED AND NOTED ON THE CSP.
2. COMMUNITY PARK REQUIREMENTS WILL BE MET WITH A CASH IN LIEU SETTLEMENT AS APPROVED BY THE CITY OF AURORA PARKS DEPT.
3. THE DEVELOPER SHALL PROVIDE TWO POINTS OF EMERGENCY ACCESS AND AN LOOPED WATER SUPPLY TO EACH PHASE OF THE DEVELOPMENT AS APPROVED BY THE LIFE SAFETY REPRESENTATIVE FOR THE AURORA FIRE DEPT. THE DEVELOPER SHALL PROVIDE EMERGENCY CROSSINGS THAT MEET ALL CITY STANDARDS.

FRAMEWORK DEVELOPMENT PLAN

Revisions:

Amendment #3	November 5, 2024
Amendment #2	October 12, 2022
Amendment #2	July 6, 2022
Amendment #1	December 28, 2017
5th Submittal	January 20, 2003
4th Submittal	December 4, 2002
3rd Submittal	June 18, 2002
Date Submitted:	December 31, 2001

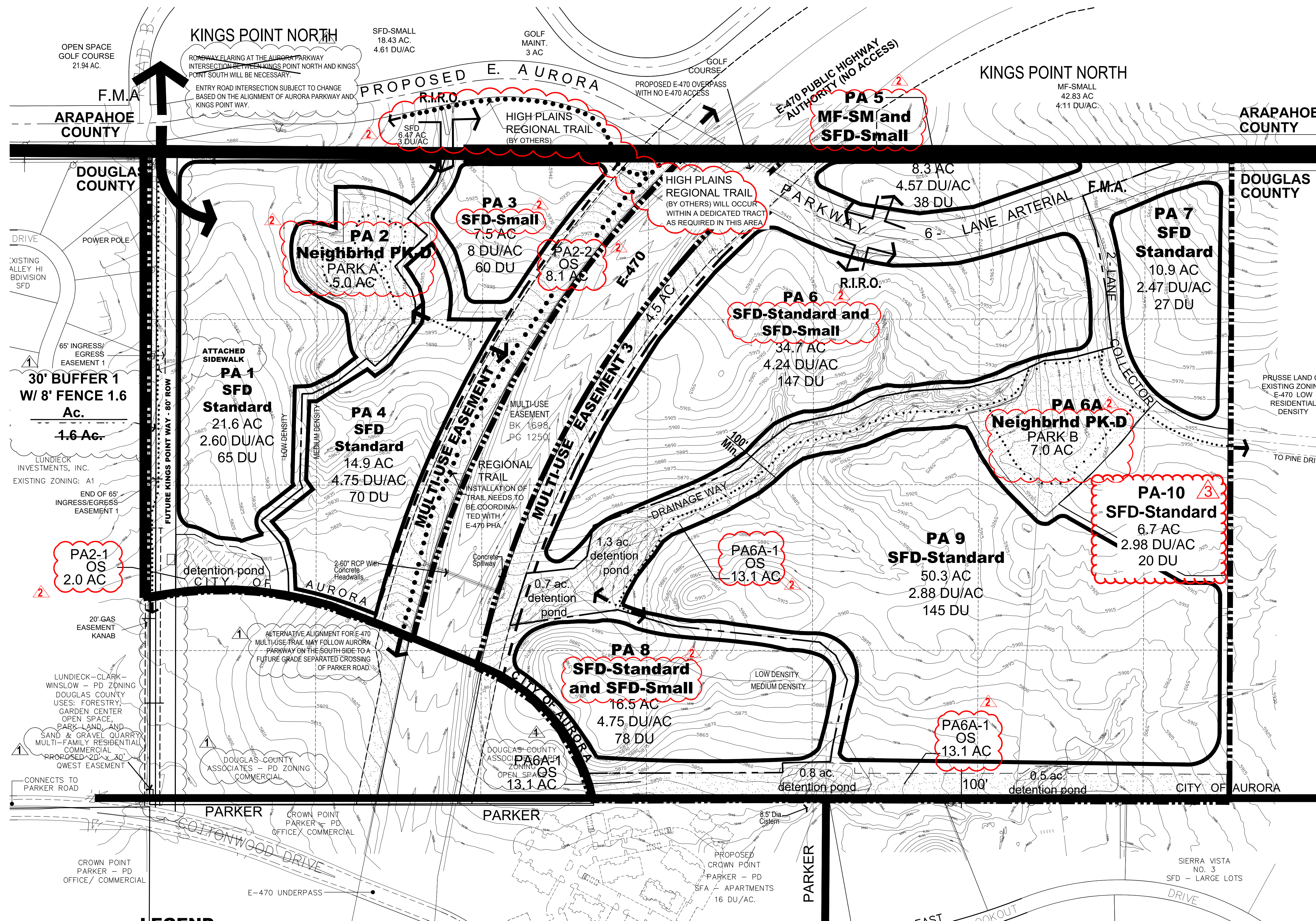


Scale: 1" = 200' North

CITY OF AURORA, COLORADO

FRAMEWORK DEVELOPMENT PLAN  
FRAMEWORK SECTION





LEGEND

N.A.C.	NEIGHBORHOOD ACTIVITY CENTER	---	EXISTING ZONING
---	MULTI-USE EASEMENT	---	PROPOSED ZONING
□	OPEN SPACE	▨	DETENTION AREA
---	PROPERTY BOUNDARY	---	TEN ACRE GRIDLINE

Developer:  
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9193 S. Jamaica St. 4th Floor  
Englewood, CO 80111  
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Contact: Kent Pedersen

Planner:  
THK Associates, Inc.  
2953 S Peoria St., Suite 101  
Aurora, CO 80014  
303 770 7201  
Contact: Julie Gamec

Civil & Traffic Engineer:  
HR Green  
5619 DTC Parkway #1150  
Greenwood Village, CO 80111  
720 602 4999  
Contact: Ryan Littleton

KINGS POINT SOUTH  
CITY OF AURORA, COLORADO

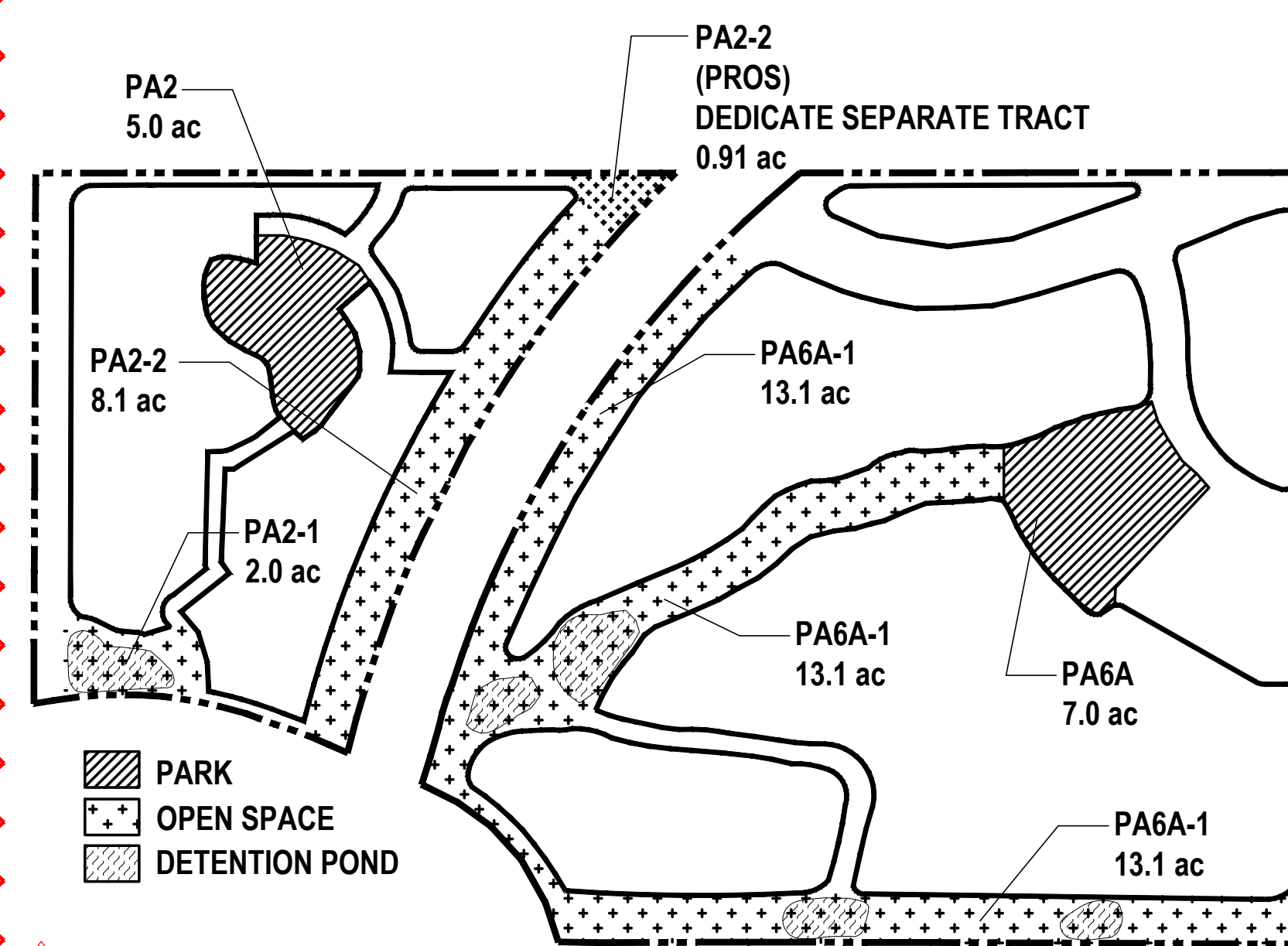
PUBLIC LAND DEDICATIONS  
FRAMEWORK SECTION

A. Planning Area Designation (or feature in an area)	B. Description and Inventory of Facilities	C. Total Acreage	D. Parks Dept. Credited Acreage	E. Final Ownership and Facility Funding	F. Trigger to Each Phase
PA2	Neighborhood Park: Play equipment (2-5 or 5-12 - neighborhood parks are required to have both if they are designed adjacent), trash receptacles, lighting, benches, landscaping, dog waste station, trails and connectivity	5.0 ac	5.0 ac	Private Ownership Metro District and/or HOA	Constructed by developer as infrastructure for Filing 1 development
PA2-1	Open Space: Trails and connectivity, benches, dog waste stations	2.0 ac	0 ac *Excludes 0.33 ac of detention that exceeds 24-hr drain time	Private Ownership Metro District and/or HOA	Constructed by developer as infrastructure for Filing 1 development
PA2-2	Open Space: Trails and connectivity, benches, dog waste stations Includes E-470 multi-use easement and High Plains Regional Trail	8.1 ac	3.72 ac +/- 0.9 ac for High Plains Trail	PROS Ownership of High Plains Trail (to be in a separate tract) Balance to be Private Ownership Metro District and/or HOA	High Plains Trail to be constructed by City of Aurora. Other trail through MUE to be constructed by developer as infrastructure for Filing 1 development
PA6A	Neighborhood Park: Play equipment (2-5 or 5-12 - neighborhood parks are required to have both if they are designed adjacent), trash receptacles, lighting, benches, landscaping, dog waste station, trails and connectivity	7.0 ac	7.0 ac	Private Ownership Metro District and/or HOA	Constructed by developer as infrastructure for Filing 2 development
PA6A-1	Open Space: Trails and connectivity, benches, dog waste stations Includes E-470 multi-use easement.	13.1 ac	9.3 ac *Excludes 3.8 ac of detention ponds and drainage way	Private Ownership Metro District and/or HOA	Constructed by developer as infrastructure for Filing 2 development

NOTE: PARK TO BE CONSTRUCTED AND AVAILABLE FOR PUBLIC USE PRIOR TO 50% OF THE RESIDENCES THAT FALL WITHIN THE SERVICE AREA OF THE PARK BEING OCCUPIED.  
Total Parks and Open Space Required (acres) 19.87 ac  
Total Parks and Open Space Dedicated (acres) 25.02 ac

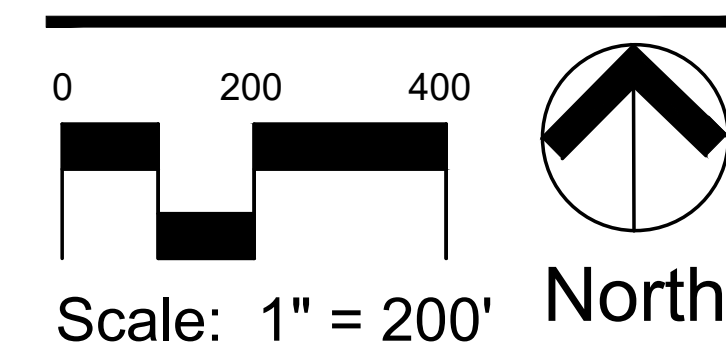
Director of Parks, Recreation and Open Space \_\_\_\_\_ Date \_\_\_\_\_  
AURORA PARKWAY:  
PER THE KINGS POINT (PRAIRIE POINT) MASTER PLAN APPROVED BY ADMINISTRATIVE DECISION DATED APRIL 20, 2022, AURORA PARKWAY WILL BE A FOUR LANE ARTERIAL WITH RAISED MEDIAN. LANDSCAPE WITHIN IN THE MEDIAN SHALL CONFORM TO CURRENT PROS STANDARDS.

PARK AND OPEN SPACE AREA CALCULATIONS

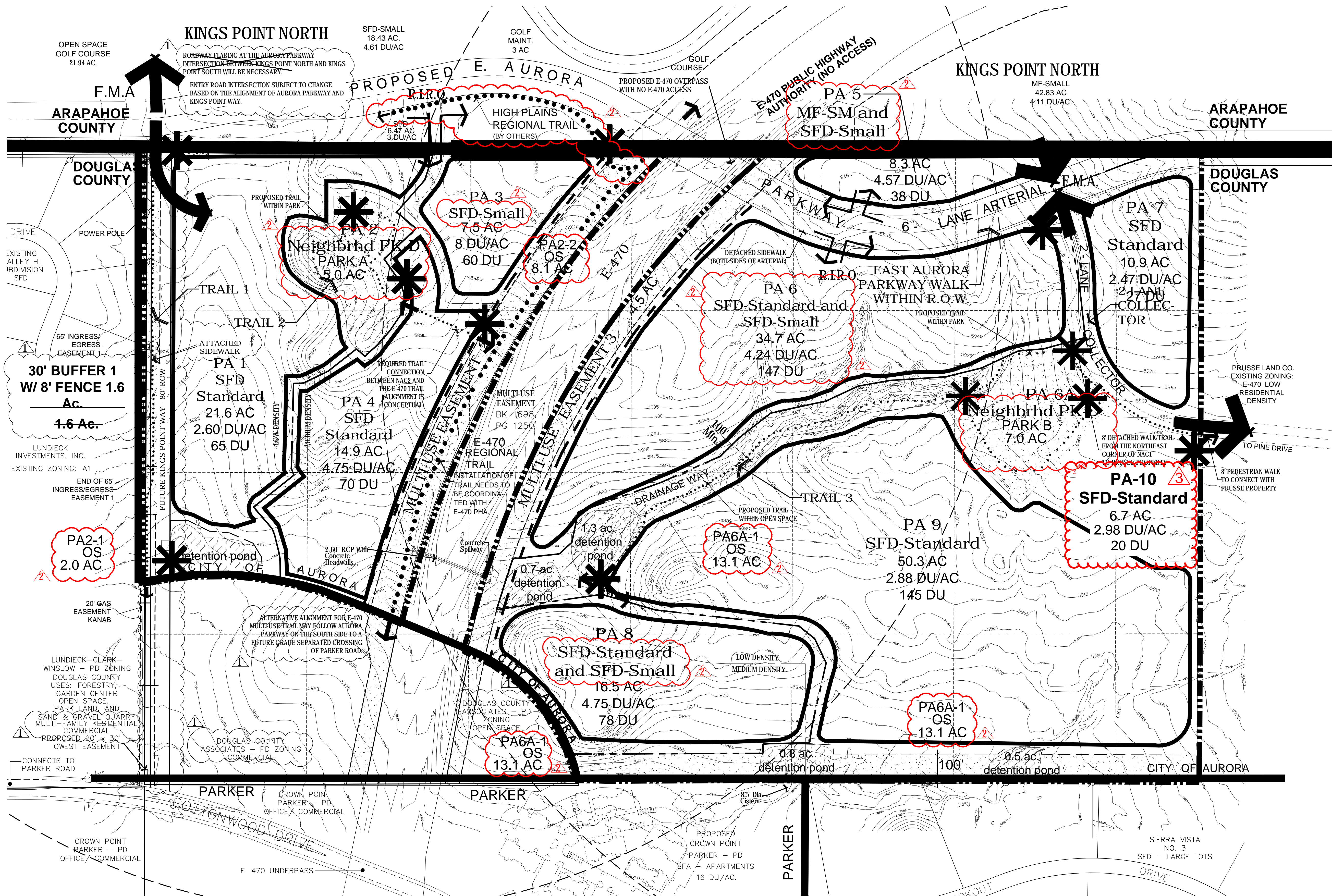


PUBLIC LAND DEDICATIONS PLAN

Revisions:	
Amendment #2	December 7, 2022
Amendment #2	July 6, 2022
Amendment #1 Buffer	December 28, 2017
5th Submittal	January 15, 2003
4th Submittal	December 4, 2002
3rd Submittal	June 18, 2002
Date Submitted:	Dec. 31, 2001







LEGEND

- PEDESTRIAN TRIP GENERATIONS
- ALL WITHIN 1/2 MILE WALKING DISTANCE
- REGIONAL TRAIL
- PROPOSED TRAIL
- N.A.C.
- NEIGHBORHOOD ACTIVITY CENTER
- MULTI-USE EASEMENT
- PROPERTY BOUNDARY
- EXISTING ZONING LINE
- PLANNING AREA
- PROPOSED ZONING AREA
- OPEN SPACE
- DETENTION AREA

1. BUFFER FENCE SHALL HAVE AN APPROXIMATE LENGTH OF 900 LF. BUFFER FENCE SHALL BE PLACED ON THE WESTERN PROPERTY LINE FROM NORTH-WEST CORNER OF KINGS POINT SOUTH RUNNING SOUTH TO THE SOUTHERN BOUNDARY OF VALLEY-HI.

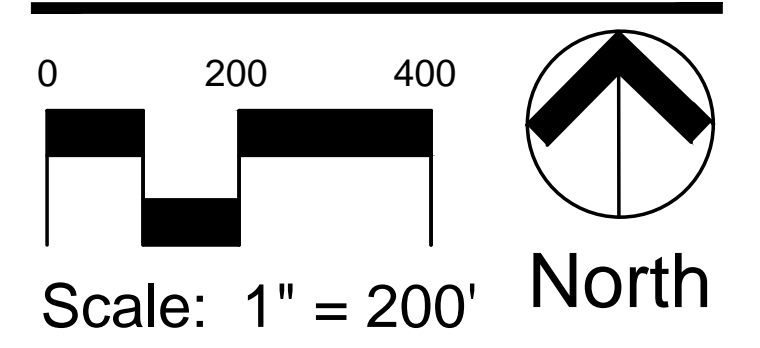
BUFFER FENCE SHALL BE A MINIMUM OF 8' TALL CEDAR PANELS AND SHALL INCLUDE DECORATIVE MASONRY COLUMNS. SPACING TO BE DETERMINED.



CONCEPTUAL BUFFER FENCE ELEVATION

BIKE & PEDESTRIAN NETWORK PLAN

Revisions:	
Amendment #2	October 12, 2022
Amendment #2	July 6, 2022
Amendment #1 Buffer	December 14, 2017
5th Submittal	January 15, 2003
4th Submittal	December 4, 2002
3rd Submittal	June 18, 2002
Date Submitted:	December 31, 2001



Kings Point South  
City of Aurora, Colorado

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Contact: Kent Pedersen

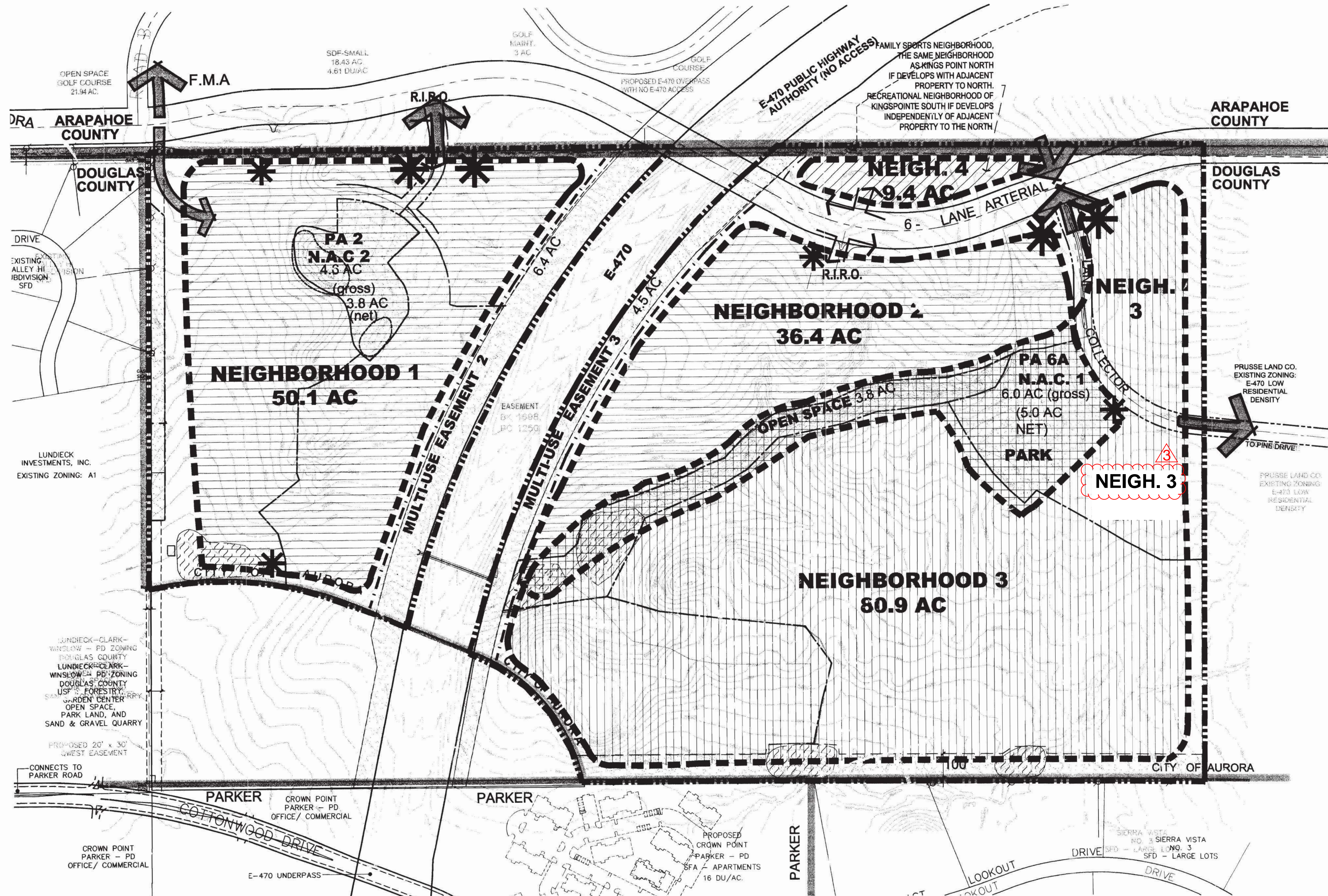
**Planner:**  
THK Associates, Inc.  
2953 S Peoria St., Suite 101  
Aurora, CO 80014  
303 770 7201  
Contact: Julie Gamec

**Civil & Traffic Engineer:**  
HR Green  
5619 DTC Parkway #1150  
Greenwood Village, CO 80111  
720 602 4999  
Contact: Ryan Littleton

Bike and Pedestrian Network Plan  
Framework Section

BIKE & PEDESTRIAN NETWORK PLAN





- ### LEGEND
- PRIMARY ENTRY MONUMENT
  - SECONDARY ENTRY MONUMENTS
  - NEIGHBORHOOD BOUNDARY
  - NEIGHBORHOOD ACTIVITY CENTER
  - MULTI-USE EASEMENT
  - PROPERTY BOUNDARY
  - AMERICAN TRADITIONAL NEIGHBORHOOD
  - RECREATIONAL NEIGHBORHOOD
  - PROPOSED ZONING AREA
  - OPEN SPACE
  - DETENTION AREA

# KINGS POINT SOUTH

## CITY OF AURORA, COLORADO

**Developer:**  
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9193 S. Jamaica St 4th Floor  
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Contact: Kent Pedersen

**Planner:**  
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303 770 7201  
Contact: Julie Gamec

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Greenwood Village, CO 80111  
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### NEIGHBORHOOD DEFINITION ELEMENT

**Revisions:**

5th Submittal	JANUARY 20, 2003
4th Submittal	December 4, 2002
3rd Submittal	June 18, 2002
2nd Submittal	March 20, 2002
Date Submitted:	December 31, 2001

0 200 400

Scale: 1" = 200'

North

## NEIGHBORHOOD DEFINITION ELEMENT PLAN

### DESIGN THEMES SECTION

**eBlueprint**  
ABADAN  
files available at [www.eblueprint.com](http://www.eblueprint.com)

**thk associates inc.**  
2953 South Peoria Street, Ste 101  
Aurora, Colorado 80014  
303-770-7201 FAX 770-7132  
SECTION 4 PLAN 1 OF 1  
KINGS POINT SOUTH CASE # 2001-7017-00

NEIGHBORHOOD DEFINITION ELEMENT





## Kings Point South

### FRAMEWORK DEVELOPMENT PLAN NARRATIVE

#### PLANNING CONCEPTS

##### 1. NATURAL SITE CHARACTERISTICS

The property is characterized by moderately rolling terrain with two dominant ridges and is bisected by a natural drainage. This natural drainage runs from the high point located on the northeast part of the east Parcel to the southwest corner of the same Parcel. The site has little vegetation other than few deciduous trees, small shrubs and grasses. Long-distance views dominate, especially from high points in the north parts of the site.

Man-made influences include a Highway (E-470), which bisects the entire Kings Point South development in a north-south alignment.

##### 1.1 Vehicular Circulation Framework

The proposed roadway patterns of the community are planned to provide efficient, easy access, privacy and safety for the neighborhoods. The internal road system for Kings Point South provides a hierarchy of street classifications from major arterial to collector roads.

The major proposed roadways in the vehicular circulation framework are:

- East Aurora Parkway, a 6-lane arterial to the north of the site, connecting to the existing alignment of Parker Road to the east and South Garrell Road at ultimate build-out.
- Kings Point Way, a 2-lane collector with a two-way center turn lane providing access from East Aurora Parkway on the north to Cottonwood Drive on the South through Parcel A.
- North-South Collector, providing access from East Aurora Parkway on the north and looping through adjacent developments connecting back to East Aurora Parkway on the north through Parcel B.

These public streets will be designed to provide convenient access from adjacent arterials and connections to residential neighborhoods defined by natural topographic features and surface drainageways. The more intense uses in single-family attached areas may be served internally by public streets or private drives, per City Code.

Safe pedestrian circulation will be provided by trails within park and open space areas, between and within the neighborhoods and/or detached walks adjacent to public streets. These walkways provided convenient access to parks and community uses.

There will be a regional trail in the E-470 multi-use easement corridor on the west part of Parcel A. Local trails within Parcel A will connect to this trail. The trail will meander within landscaping. Where trails exist along roadways, the trail corridor shall conform to City Standards.

##### \* Life Safety

- There will be at least two points of public access to the Kings Point South during construction within the City of Aurora jurisdiction and before the first certificate of occupancy is issued for land use.
- The developer shall provide two points of emergency access within the City of Aurora jurisdiction and a looped water supply to each phase of the development as approved by the Life Safety Representative for the Aurora Fire Department. The developer shall provide emergency crossings that meet all City standards.

##### 1.2 Open Space Framework

The intent is to protect significant natural features, resources and sensitive areas in order to minimize the impacts of development on the environment and create distinctive neighborhoods.

##### 1.2.1 Natural Features

The site analysis identifies a number of features and resources to be preserved or respected in the FP:

- **Natural Drainage Feature:** The natural drainage way running east-west through Parcel B is an important natural feature that offers visual relief and recreational opportunities. This drainage way has been preserved as open space for use as a passive recreation opportunity and trail corridor. Road systems and trail networks will provide easy physical and visual access to these amenities, which are part of the dedicated public open space system. The construction of roadways or regrading of lots within the Kings Point South development will not affect this drainage.
- **Significant Views of the Front Range and Continental Divide:** Long-distance, panoramic views of the Front Range and Continental Divide - the intent of the land planning effort has been to maximize the exposure to these significant features and preserve these views to the extend feasible from all locations of the site.

##### 1.2.2 Man-Made Features

The E-470 Highway bisects the entire Kings Point South development in a north-south alignment. Although the highway is adjacent to the site, direct access connections from E-470 to the proposed development are not be allowed. Access to the site will be from East Aurora parkway on the north side of the property, Pine Drive from the southeast, through the proposed Prusse development, and from Cottonwood Drive.

##### 1.3 Topographic Form

The existing topography of the site offers many opportunities and challenges. The basic structure of the site - the major ridge line and swales - is used throughout the plan to define planning areas and open space and the approximate topographic landforms will be maintained during development.

The grading of these land forms will involve minimizing cut and fill by running roads with the contours - that is, along the sides of hills and on or near ridgetops. Homesites will step down the slopes, using walk-outs and deeper lots or retaining walls to take up grade. These techniques are illustrated in the attached Topography Tool Kit

##### 2. LAND USE AND DENSITIES

The site is within R-1 and R-2 zoning in Subarea C

##### 3. USE OF SITE FEATURES

In the planning of Kings Point South we have placed a great deal of emphasis on taking advantage of existing site features. These features include topography such as ridgelines, views of the Front Range and the drainage corridor. The FP has been organized to protect, appropriately use or enhance these features by putting features in open space, by sensitive development techniques or by mitigating impacts.

##### 3.1 Topographic Features

##### a. Topographic Features

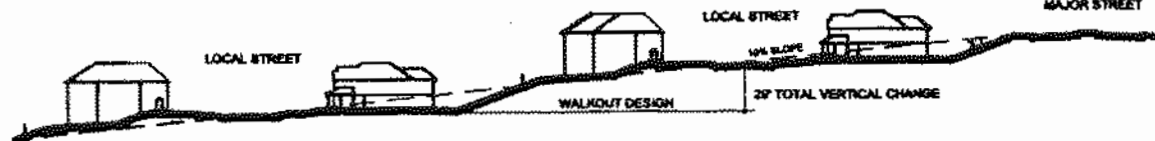
The goal of site design will be to minimize the impact on existing topographic features so that the basic landform of the site is preserved - ridgelines and drainages may be impacted slightly, but the general character of the site will remain as it is.

This satisfies the City's requirement that grading preserve existing topographic forms.

##### b. Topographic Tool Kit

The standards to be used in Kings Point South include these tools for developing on steeper slopes:

1. When slopes across the front of a lot reach 6%, site designs should minimize the negative affects that this condition creates through the following mechanisms:
  - Run streets with contours and step down the hillside. This is the principal tool for dealing with topography where slopes frequently average above 6 percent. Development strategies include routing streets along the contours and taking up grade within the lots and structures through the use of walkout designs.
  - Use of floorplans and adjacent homes which allow more area where side yard drainage swales exist.
  - Absorbing grade across the lot by employing retaining walls, extending siding or masonry architectural elements along a foundation wall, or increasing side yard setbacks.



2. Cul-de-sacs draining downhill should usually be avoided; however, in certain cases such cul-de-sacs should be used where they will decrease the amount of earthwork required. Downhill cul-de-sacs also increase pedestrian connectivity in these conditions by reducing the slope bank at the end of the cul.
3. When slopes across the front of a lot reach 6%, fences shall not be permitted in the side yard setback area.
4. Single-family detached and motor-court homes on lots with rear yard setback areas greater than 15 feet in depth shall contain a minimum of 15 feet of setback width a slope of 10% or less. This requirement shall not apply to homes with rear yard setback areas 30 feet or greater in depth. The rear lot areas of single-family detached and motor-court homes on lots with rear yard setback areas 15 feet in depth or less shall not exceed a 10% slope.
5. One service access from the front yard to the rear lot area shall be required for each lot. The access shall be installed by the builder, be a minimum of 2 1/2 feet wide and be constructed of a material resistant to erosion (concrete, masonry or other similar compacted material to allow a lawnmower or other equipment on wheels to move smoothly) and approved by the City at the time of site plan. The service access shall not be built within the drainage swale.
6. The minimum distance between the face of a retaining wall and a building foundation shall be four feet.
7. The centerline of the drainage swale shall be a minimum of 2 feet from the base of a retaining wall.
8. The minimum distance between single-family and motor-court homes adjacent to a street with a grade of 6% or greater shall be at least fourteen feet.
9. When accommodating slopes between streets greater than 6%, additional space for taking up grades in the rear yard area can be achieved by tiered retaining walls or increased lot depths. See illustrations at the end of this section (pages 8-10)
10. No more than two retaining walls (tiered walls) shall be permitted in the rear yard of a residential lot or between the rear yards separating residential lots.
11. The slope ratio from between tiered retaining walls is a minimum of 4:1.
12. The maximum height of retaining walls in residential districts in the E-470 Corridor Zone District is 42 inches.
13. Wall materials and construction are important considerations to avoid adversely impacting the community's aesthetic appeal - the standard material for walls used throughout the community will be natural or cultured stone. All retaining walls shall be constructed of a uniform material throughout the FDP. Retaining walls shall be constructed of concrete, stone or decorative masonry material (see details on Landscape Theme Design plans).
14. Drainage shall not be permitted to discharge over the top of a retaining wall without special attention to preventing erosion and wall damage as reviewed and approved by the City.
15. In no case shall drainage from a downspout or roof drain be allowed to extend over the top of a retaining wall and discharge onto another property.



##### 4. CIRCULATION ANALYSIS

##### 4.1 Circulation Constraints & Opportunities

As always, site features and existing conditions on and near the site pose constraints to the circulation plan for the FP. These include:

##### Existing Roads

- E-470  
E-470 north-south alignment bisects the entire Kings Point South development. Although the highway has great proximity to the site, access and/or connections to the proposed development is not provided.

##### - KINGS POINT WAY

This north-south alignment occurs on the west side of Parcel A and connects Cottonwood Drive within the Town of Parker north to the future South Aurora Parkway. The road is currently constructed.

Access to the site will be from South Aurora Parkway on the north side of the property and additional access to Parcel A from Kings Point Way on the west side of Parcel A.

##### Proposed Roads

- EAST AURORA PARKWAY

This arterial will run east - west along the north side of the site. The road will provide the major access, and its intersection with Street A, the north-south collector, creates a major focal point. East Aurora Parkway will connect with Parker Road west of the site. The Parkway will provide pedestrian connections between the two Parcels of this project.

- North-South Collector

The City's connectivity standards call for a north-south collector from South Aurora Parkway to the south. As shown on the Framework Development Plan, this two-lane collector will extend southeast through the proposed 'Vistas' development and connect with East Aurora Parkway again to the east. 'Vistas' development is located due east of Kings Point South and is not a part of this Master Plan. Due to existing development south of the site, no connection to the south from Parcel B is possible.

##### 5. DESIGN RESPONSE TO CIRCULATION CONSTRAINTS & OPPORTUNITIES

##### 5.1 Existing and Planned Circulation

- EAST AURORA PARKWAY ALIGNMENT

East Aurora Parkway extends along the north of the site in an east-west direction. Its strategic alignment on the boundary at the Kings Point South Development provides easy access to the east and west Parcels of the community. The alignment of this arterial road is being determined with PBS&J, engineer for Kings Point North, which is immediately north of the site.

##### 5.2 Topography

Design of the circulation system is greatly influenced by the existing topography. The alignments of the north-south collector on the Parcel B, take into consideration the existing landforms and follow the existing contours to every extent possible which minimizes disturbance to existing grades.

The natural drainage also affects land use and circulation to a great extent. It is used for trail corridors and edges of planning areas.

##### 5.3 Utility Corridors

No public service company easements are within the project site.

##### 5.4 Land Use

The primary uses on the site are single-family residential, in keeping with the density themes described above. These neighborhoods are oriented to take advantages of the trail and open space corridors represented by the natural drainage way and trails connected to meet the City of Aurora requirements.

##### 5.4.1 Focal Points

The interplay of the road network, topography and open space opportunities create some distinctive focal points for the plan:

- The relatively level terrain along the south property line of both Parcels provides an opportunity for higher density residential.
- The point where the north-south collector reaches the high point of the Parcel B is a logical location for a neighborhood activity center with all-purpose fields, pedestrian circulation, open space and a playground area that takes advantage of access, open space and pedestrian corridors and public facilities.
- The high point on the Parcel A of this site will provide the opportunity for a public open space/neighborhood activity center with open space and public facilities.

##### 5.4.2 Residential Neighborhoods

There are five residential neighborhoods within Kings Point South.

Neighborhood 1 - on the northwest side of the property, defined by the proposed East Aurora Parkway on the north, a designated one hundred foot wide open space on the south; a designated one hundred foot wide open space and NAC2 on the east; and a sixty-five foot buffer, Lundieck Investments and Valley Hi Subdivision on the west.

Neighborhood 2 - on the west side of the property, defined by a designated one hundred foot wide open space and the proposed East Aurora Parkway on the north, Crown Point commercial development on the south; E-470 and a multi-use easement on the east; and a sixty-five foot buffer and Lundieck Investments on the west.

Neighborhood 3 - defined by the proposed East Aurora Parkway on the north; a designated one hundred foot wide open space on the south; NAC1 on the east; and E-470 and a multi-use easement on the west.

Neighborhood 4 - on the east side of the property, defined by a designated one hundred foot wide open space on the north; Sierra Vista Development and Crown Point apartments on the south; Prusse Land Company on east; and E-470 and a multi-use easement on the west.

Neighborhood 5 - on the north east side of the property, defined by multifamily residential on the north; the proposed East Aurora Parkway on the south; and E-470 and a multi-use easement on the west.

##### 5.4.3 Neighborhood Activity Center (NAC)

**Location:** NAC1 is located along north-south collector at the intersection of a local street and the natural drainage.

**Size:** 6.0 gross acres (5.0 net acres)

**Uses:** All-purpose fields, pedestrian circulation, open space, a playground area and public facilities.

**Location:** NAC2 is located at the intersection of a local street and a designated one hundred foot wide open space.

**Size:** 4.07 gross acres

**Uses:** All-purpose fields, pedestrian circulation, open space, a playground area and public facilities.

##### 5.4.4 Open Space Network

The intent of the plan is to create a continuous, interconnected system of open space elements. Major public open space dedications will include:

- Public Park on the west Parcel (Neighborhood 1 and 2) - a 4.07-acre net park located on the high point on the northwest part of this Parcel, providing space for playgrounds, connecting to nearby neighborhoods on detached walks along streets and through the regional trail along E-470.
- Neighborhood Public Park on the east Parcel (Neighborhood 3 and 4) - a 5.0-acre net (6.0 acre gross) park is located on one of the high points of the site, providing space for playfields and connecting to nearby neighborhoods on detached walks along streets and the trail system implemented on the natural drainage way.
- Regional Trail - a section of the regional trail system along E-470's west bound will be connected to the community.
- Private Open Space includes:
  - Perimeter landscape buffers berms, parkways;
  - Internal pedestrian and bicycle trails along drainage ways, rights-of-way and easements; and
  - Entry features/monumentation;

Private open space shall be owned and maintained by the Kings Point South homeowner's associations, or other quasi-governmental entity.

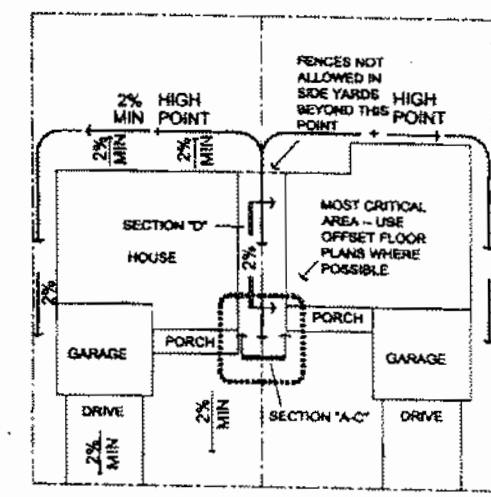
##### ACCOMMODATING SLOPES ALONG STREETS

**ADJUSTING GRADE ACROSS LOT**  
WHEN SLOPES ACROSS THE FRONT OF THE LOT APPROACH 6%, MOST HOME DESIGNS CANNOT ABSORB THE GRADE CHANGE. SITE DESIGN SHOULD MINIMIZE THIS CONDITION BY:

- RUNNING SIDEWALKS PARALLEL TO THE CONTOURS AND STEPPING HOMESITES DOWN THE HILLSIDE.
- LOCATING THE GARAGE ON THE UPHILL SIDE OF THE LOT ALSO MINIMIZES PROBLEMS WITH DRIVEWAY GRADE.

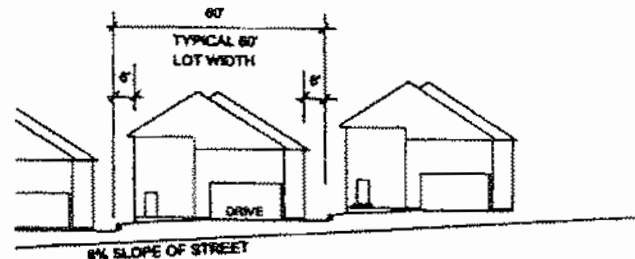
WHEN NECESSARY TO ABSORB GRADE ACROSS THE LOT, BUILDERS MAY CHOOSE FROM ONE OF THE FOLLOWING ALTERNATIVES:

- FOUNDATION TREATMENT
- RETAINING WALLS
- EXTENDED SIDING
- INCREASED SIDE SETBACK



"A" LOT-HIGH POINT IN BACK YARD

THE "A" LOT CONDITIONS IS THE MOST DIFFICULT, SINCE THE SIDEYARD DRAINAGE SWALE IS THE LONGEST. "B" LOTS (HIGH POINT AT MIDPOINT HOUSE) AND WALKOUTS (HIGH POINT AT FRONT OF HOUSE ARE LESS DIFFICULT, SINCE THE SIDEYARD SWALE IS SHORTER IN LENGTH.



**TYPICAL CONDITION**  
FINISHED GRADE IS A MINIMUM OF 18" BELOW FINISHED FLOOR ELEVATION, SLOPING ACROSS THE FRONT OF THE HOUSE TO A MAXIMUM OF 18" BELOW FINISHED FLOOR.

DRAINAGE BETWEEN HOUSES IS ALONG PROPERTY LINE AT 2% MINIMUM FROM HIGH POINT.

##### STANDARDS FOR ACCOMMODATING SLOPES ALONG STREETS

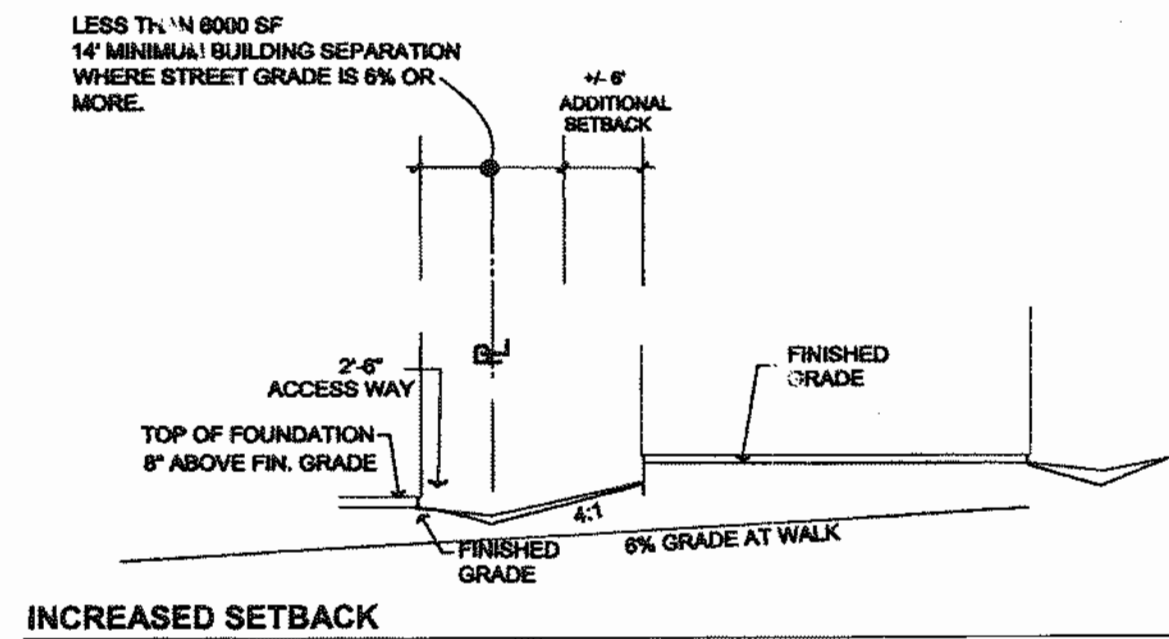
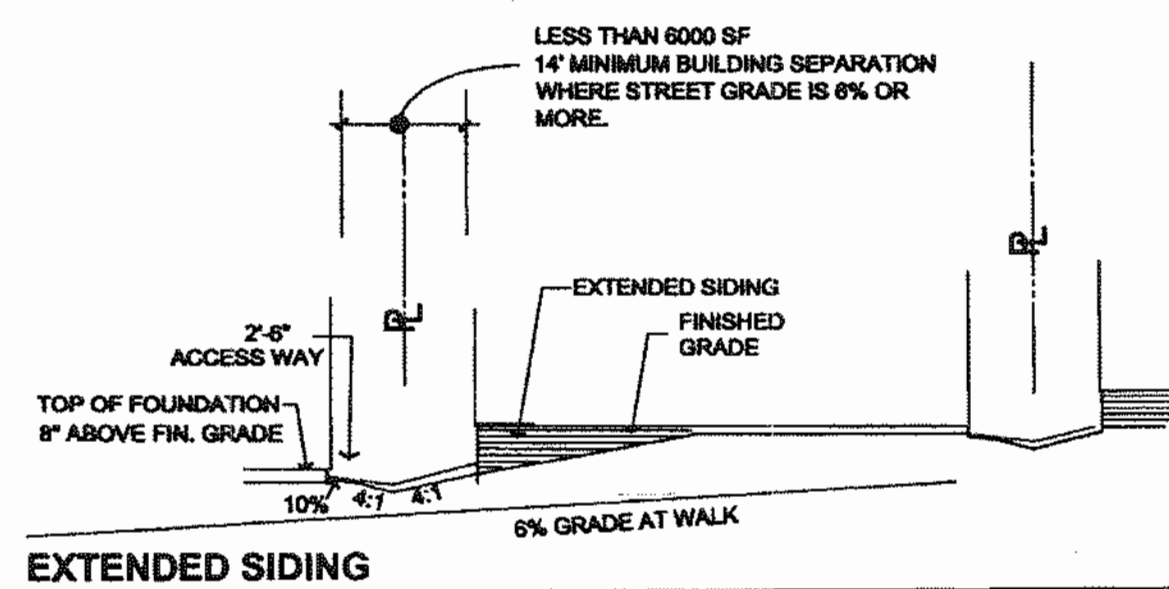
- NO TIERED RETAINING WALLS IN SIDE YARDS.
- EROSION CONTROL FROM FRONT TO REAR OF LOT REQUIRED, MINIMUM WIDTH 2'-0". GRASS IS AN ACCEPTABLE SURFACE.
- THE CENTERLINE OF THE DRAINAGE SWALE BETWEEN LOTS SHALL BE 2 FT MIN. FROM BASE OF RETAINING WALL.
- RETAINING WALLS MAY NOT BE LOCATED WITHIN 4 FEET OF HOUSE FOUNDATION.
- HEIGHT OF A RETAINING WALL IN SIDE YARD MAY NOT EXCEED 42 INCHES.
- DRAINAGE SHALL NOT BE PERMITTED TO DISCHARGE OVER THE TOP OF A RETAINING WALL SO AS TO CREATE EROSION OR DISCHARGE ONTO ANOTHER PROPERTY BEYOND THE SHARED DRAINAGE SWALE.
- FOR LOTS FRONTING ON STREETS WITH GRADES OF 6% OR MORE, MINIMUM BUILDING SEPARATION IS 14 FT.

##### TOPOGRAPHY TOOL KIT ACCOMMODATING SLOPES ALONG STREETS

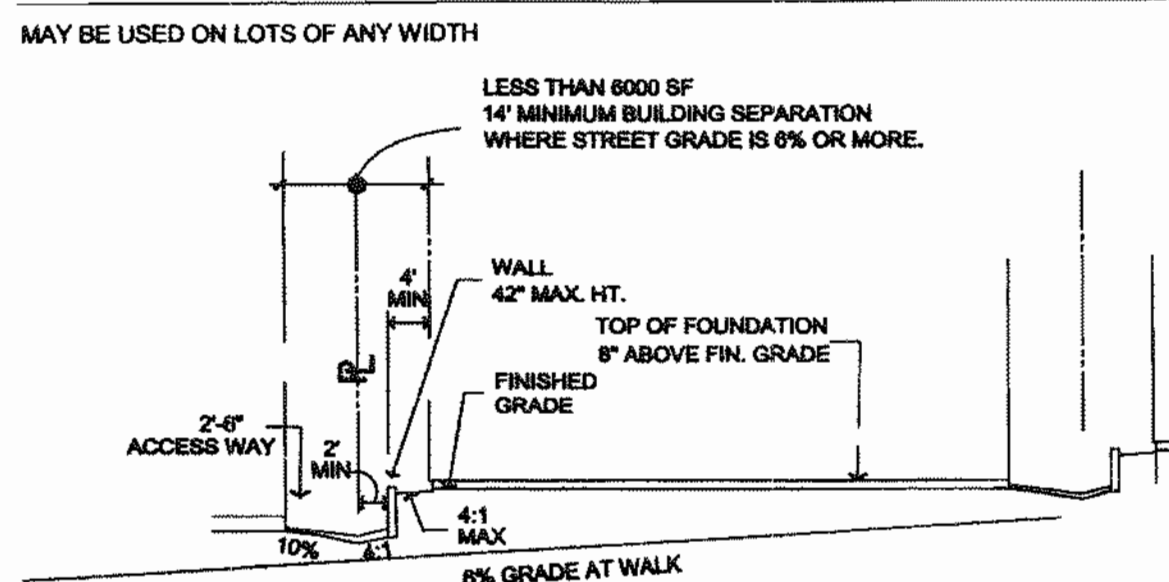
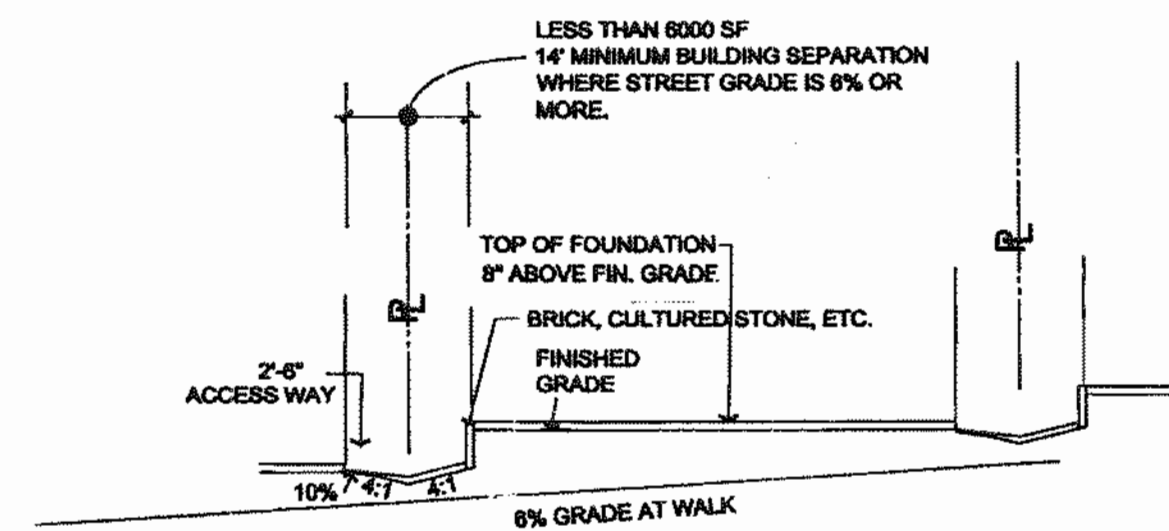
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**TOPOGRAPHY TOOL KIT  
ACCOMODATING SLOPES  
ALONG STREETS**



MAY NOT BE USED WITH A SIDEYARD SETBACK LESS THAN 6 FEET IF WINDOW WELLS ARE PRESENT. ALL RETAINING WALLS VISIBLE FROM THE STREET SHALL BE CONSTRUCTED OF UNIFORM MATERIAL THROUGHOUT THE NEIGHBORHOOD. WALLS SHALL BE CONSTRUCTED OF STONE, ARTIFICIAL STONE, OR DECORATIVE MASONRY MATERIAL, INCLUDING CMU.

**TOPOGRAPHY TOOL KIT  
ACCOMODATING SLOPES  
ALONG STREETS**

**FRAMEWORK DEVELOPMENT PLAN**

**KINGS POINT SOUTH  
CHECKLIST  
FRAMEWORK DEVELOPMENT PLAN  
E-470 CORRIDOR ZONING DISTRICT**

A. Background Information	
Information provided	Design standard
Appropriate scale	See FDP plan.
Appropriate map size	See FDP plan.
Appropriate standard notes	See FDP plan.
North Arrow	See FDP plan.
Graphic & numeric scale	See FDP plan.
Legend describing the meaning of all symbols used	See FDP plan.
Property owner name, address, & phone number	Lennar 9103 S. Jamaica Street, 4th Floor Englewood, CO 80111 303 486 5002
Name, firm name, address and phone number for person preparing the document	THK Associates, Inc. 2953 S. Poria Street, Suite 101 Aurora, Colorado 80014 303-770-7201
Name & phone number for contact person	Ross Brizil 303-770-7201
The location & boundary of each E-470 Zoning District Sub Area	See FDP plan.
Date the plan was prepared & any revision dates	See FDP plan.
FDP Signature block in format provided by Planning Dept.	See FDP plan.

B. Neighborhood Definition						
Information Provided	Design Standard	Neighborhood 1	Neighborhood 2	Neighborhood 3	Neighborhood 4	
The location boundaries & area of each neighborhood. Each neighborhood shall be labeled with a number for reference.	Each neighborhood shall have clearly identifiable boundaries. (Sec. 146-2256 (C)(1) of the E-470 Design standards – Sec. 147-32(b) of the Subdivision Ordinance).	North: King's Point North South: Crown Point East: E-470 & Multi-Use Easement West: 65' Buffer	North: E. Aurora Pkwy. South: 100' Open Space East: NAC1 West: E-470 & Multi-Use Easement	North: 100' Open Space South: Crown Point East: Prussee Land Co. West: E-470 & Multi-Use Easement	North: Multi-Family Res. South: E. Aurora Pkwy. West: Multi-use Easement	
Neighborhood boundaries with a description of each portion of the neighborhood boundary	Each neighborhood shall have distinctive entryways from arterial or collector streets. (Sec. 146-2256(c)(1) Industrial access located across an arterial from a neighborhood shall be placed out of alignment with the neighborhood entry. (Sec. 2256(C)(3) C.5. of the E-470 Design Standards).	Entries from East Aurora Parkway.  See Neighborhood Definition Plan for locations.	Entries from East Aurora Parkway.  See Neighborhood Definition Plan for locations.	Entries from East Aurora Parkway.  See Neighborhood Definition Plan for locations.	Entries from East Aurora Parkway.  See Neighborhood Definition Plan for locations.	
The location of primary entryways to each neighborhood	Small lot provisions are in Sec. 147-35 of the Subdivision Ordinance.					
The number of small lots (single family detach lots under 6,000 square feet) in each neighborhood						
A table describing the size of each neighborhood and the number of small lots and single-family lots in each.		50.1 Ac.	36.4 Ac.	80.9 Ac.	9.4 Ac.	

C. Transportation Network		
Information provided	✓	Design standard
The location of all existing & proposed arterial & collector streets		Arterials shall be provided north-south & east-west at approximately one mile intervals. Collectors will be provided that divide the one mile arterial segments approximately in half & that are continuous across arterials. (Sec. 126-369b)(1) Of the Street Standards)
The location of planned bicycle or pedestrian trails		Bicycle facilities & trails shall comply with the Aurora Bike Plan map and policies. Walkways shall be aligned & connected with those on adjacent properties. (Sec. 146-2255(B)(2) C & D of the E-470 Design Standards & 147-36 of the Subdivision Ordinance)

D. Land Use	Information provided	Design standard
1. Area & Average Density		
Total area of the FDP	211.4 acres	
Total number of dwellings proposed in the FDP	630 dwelling units	
Calculated average residential density defined as number of dwellings divided by total non-floodplain area.	Allowed average densities defined by Table 3 of the E-470 zoning provisions	Low Density Theme - 118.6 ac, 237 du = 2.0 du/ac Medium Density Theme - 92.8 ac, 464 du = 5.0 du/ac
Percent of land with 1/4 mile of E-470 ROW used for residential uses	Approximately 60% of the site which is used for residential is within 1/4 mile of E-470.	

2. Use Areas	Information provided	Design Standard
The area of each use area less any floodplain within that area.	See FDP plan	
Designated use areas with differing proposed uses in each area. Each use area should be provided with a letter label.	See FDP plan	
The maximum residential density for all residential use areas shall be shown on the FDP map.	See FDP plan	
A table describing the area of each use area minus floodplain area, land use categories, the number of residences by type in each use area, & the maximum residential densities allowed in each use area. Also, describe the number of single family small lots (under 6,000 square feet) & the percentage of all single family detach lots that are small lots.	The allowed uses should be based on & use the categories of Tables 1 & 2 of the E-470 Corridor District Zoning Provisions. The maximum residential density shall be based on Tables 3 & 4 of the E-470 Corridor District Zoning Provisions. Small lot provisions are in Sec. 147-35 of the Subdivision Ordinance.	See FDP plan

3. Multi-Family Residential Uses		Subdivision Ordinance	
Information provided	Design Standard	Low Density Subarea	Medium Density Subarea
Number of multi-family Residential uses in each subarea Zoning district.	N/A	Up to 23 du	38 du Up to 139 du
The total number of residential units in each subarea-zoning district.	N/A	237 du allowed = 2.0 du/ac	464 du allowed = 5 du/ac
The percentage of all residential uses that is multi-family in each subarea-zoning district.			0.9%
Information provided	Design Standard		Map Area 4
In residential zoning districts, the distance between each multi-family use area & the nearest Neighborhood Activity Center.	The nearest parcel boundary of any multi-family development shall be within 330 feet of a NAC or CAC, within 1320 feet of an arterial/arterial intersection, or within 330 feet of where an arterial street abuts major open space (Sec. 146-2256(D)(2) of the E-470 Design Standards)		Approximately 1/2 mile
In residential zoning districts, the distance between each multi-family use area & the nearest Community Activity Center.	The nearest parcel boundary of any multi-family development shall be within 330 feet of a NAC or CAC, within 1320 feet of an arterial/arterial intersection, or within 330 feet of where an arterial street abuts major open space (Sec. 146-2256(D)(2) of the E-470 Design Standards)		NA



In residential zoning districts, the distance between each multi-family use area & the nearest location where open space over two acres in size abuts an arterial street.	The nearest parcel boundary of any multi-family development shall be within 330 feet of a NAC or CAC, within 1320 feet of an arterial/arterial intersection, or within 330 feet of where an arterial street abuts major open space (Sec.146-2256(D)(2) of the E-470 Design Standards)	Adjacent
In residential zoning districts, the distance between each multi-family use area & the nearest arterial/arterial intersection	The nearest parcel boundary of any multi-family development shall be within 330 feet of a NAC or CAC, within 1320 feet of an arterial/arterial intersection, or within 330 feet of where an arterial street abuts major open space (Sec.146-2256(D)(2) of the E-470 Design Standards)	There is one Multi-family development in the whole project

4. Neighborhood Activity Centers (NAC's)			
Information provided	Design Standard	NAC1	NAC2
The location, extent, & size of each neighborhood activity center. If there is more than one NAC, each should be labeled with number.	NAC's shall be located at the intersection of two collector streets or of a collector & local street. Each shall not be more than 5 acres in size, except that the size requirement shall not apply to parks, schools, or places of worship. (Sec. 146-2257(E)(1)&(D) of the E-470 Design Standards)	On the east side of property. Size: 6.0 acres	On the west side of property. Size: 4.6 acres
A describing the uses proposed in each NAC.	Uses allowed in a NAC are described in Table 1 of the E-470 Corridor zoning provisions.	Park and open space, and public uses or facilities.	Park and open space, and public uses or facilities.
If the FDP is within 1,320 feet of the E-470 ROW, the distance between the neighborhood center & the E-470 ROW.	NAC's shall not be adjacent to the E-470 ROW. (Sec. 146-2257(E)(2) E-470 Design Standards)	Approximately 1/4 mile.	Approximately 1/4 mile.
The distance between each Neighborhood Activity Center & the nearest other Neighborhood Activity Center	No NAC shall be within 1,320 feet of another NAC (Sec. 146-2257(E)(3) E-470 Design Standards)	2,400'	2,400'
The distance between each Neighborhood Activity Center & the nearest other Community Activity Center.	No NAC shall be within 1,320 feet of another NAC (Sec. 146-2257(E)(3) E-470 Design Standards)	NA	NA
Distance of NAC frontage on each street.	Except for parks & schools, shall extend no further than 660 feet along a street. (Sec. 146-2257(E)(1) E-470 Design Standards)	Approximately 350'	Approximately 300'

5. Community Activity Center (CAC's)			
Information provided	Design Standard	CAC	
Location & boundary of each Community Activity Center. Each Community Activity Center should be labeled with a letter designation.	Shall be at arterial/arterial intersection, but not more than two corners. (Sec. 146-2258(C) )	NA	
Size of each Community Activity Center labeled on the map	Not less than 12 acres, not more than 30 acres. Not more than 40 acres if at intersection of arterial & E-470. (Sec. 146-2258(D))	NA	
Distance of street frontage of each CAC labeled on the map	Shall not extend further than 1,320 feet from the intersection along any street, except when the CAC is part of a FDP with at least 640 acres, the CAC may extend 2,000 feet from the intersection. (Sec. 146-2258(C).	NA	

6. Regional Activity Centers			
Information provided	Design Standard	RAC	
Location & description of the RAC focal point. Each RAC or RAC subarea shall be labeled with a number	Each RAC subarea shall incorporate the three organizing elements. These shall be included on both sides of E-470. (Sec. 146-2259 (C) (2)A. of the E-470 Design Standards)	NA	
Nearest distance between the focal point & the E-470 ROW	The focal point shall be located within 1/4 mile of the E-470 ROW. (Sec. 146-2259 (C) (2)B.1 of the E-470 Design Standards)	NA	
Location of areas containing focal point sites	Focal point sites shall include all land within 660 feet of the focal point & also may include any land located with 660 feet of the main street. (Sec. 146-2259 (C) (2)B.1 of the E-470 Design Standards)	NA	
Location & description of the Walkable Main Street	Each RAC subarea shall incorporate the three organizing elements. These shall be included on both sides of E-470. (Sec. 146-2259 (C) (2)A. of the E-470 Design Standards)	NA	
Length of Walkable Main Street	At least 660 feet long. (Sec. 146-2259 (C) (2)B.2 of the E-470 Design Standards)	NA	

Location of the Boundary Road	Each RAC subarea shall incorporate the three organizing elements. These shall be included on both sides of E-470. (Sec. 146-2259 (C) (2)A. of the E-470 Design Standards)	NA
Minimum distance between the Boundary Road & the E-470 ROW	At least 300 feet from E-470 ROW. (Sec. 146-2259 (C) (2)B. 3 of the E-470 Design Standards)	NA
Location of High Visibility Sites	Single row of sites between boundary road & E-470 ROW. (Sec. 146-2259 (C) (2)B. 3 of the E-470 Design Standards)	NA
Percent of gross land area used for residential development	No more than 25% in RAC. (Sec. 146-2256 (C) (3)A of the E-470 Design Standards)	None
Approximate locations of pedestrian circulation system & plazas along main street	An element of pedestrian circulation shall cross main street at least every 660 feet on average. Sec 146-2250 (d)(4)A.1 of the E-470 Design Standards)	Approximately 500'

7. Public & Private Lands			
Information provided	Design Standard		
Location & description of all public land dedications	Neighborhood & community parks, fire stations, siren warning system locations, & pump stations, etc.	See FDP Plan & Neighborhood Element Definition Plan.	
Location & description of all neighborhood park dedications	Shall be located to provide as complete a service area radius (1/2 mile) as possible. Shall be adjacent to or easily connected to trail or pedestrian corridors. Shall contain topography suitable for the development of basic features. Shall be a minimum of 5 acres in area. Shall be entirely outside of any floodplain or drainage area.	See FDP & Bike & Pedestrian Network Plans for locations.	
Floodplains & floodplain crossings	Floodplains shall be dedicated to the City.	NA	

8. Proposed FDP Waivers			
Describe the proposed waivers to FDP requirements as described above. Describe which specific code requirement applies. Describe the justification for the waiver & proposed offsetting or mitigating provisions proposed by the FDP.			
Proposed Waiver	Application Code Provision	Waiver Justification	Proposed Offsetting or Mitigation Provisions

KPS KINGS POINT SOUTH

FDP LAND USE / DENSITY MAP MATRIX

	A	B	C	D	E	F	G
	Planning Area Map Number	Area Code	Area Land Use Formula	Gross Land Area Acres	Maximum Potential Density Code (in DUs or SF)	Actual Proposed Maximum Density (in DUs or SF)	Residents
1. Easements	55' Ingress/Egress	Easement 1	N/A	1.6	N/A	N/A	Easements are not part of land dedications
	Multi-use Easement 2	Easement 2	N/A	6.4	N/A	N/A	
	Multi-use Easement 3	Easement 3	N/A	4.5	N/A	N/A	
2. Required Land	PA 6A	Neighborhood PK-D	3 acres per 1,000 resident population	6.0	N/A	N/A	
	PA 2	Neighborhood PK-D	3 acres per 1,000 resident population	8.4	N/A	N/A	
Dedication Areas for Parks and Schools	N/A	COMMUNITY PK-D	N/A	N/A	N/A	N/A	Applicant will make a cash-in-lieu payment to the City
3. Development Areas Subzone: Low Density	PA 10	SFD Standard	3.0 DU's per acre	6.7	20	20	
	PA 1	SFD Standard	3.0 DU's per acre	24.7	74	85	
	PA 7	SFD Standard	3.0 DU's per acre	10.9	33	27	
	PA 9	SFD Standard	3.0 DU's per acre	50.3	151	145	
	PA 3	SFD Small	3 DU's per acre	7.5	60	60	
	PA 4	SFD Standard	3 DU's per acre	14.9	119	70	
	PA 5	MF-SH and SFD Small	3 DU's per acre	8.3	66	38	
	PA 6	SFD Standard and SFD Small	3 DU's per acre	34.7	278	147	
	PA 8	SFD Standard and SFD Small	3 DU's per acre	18.5	132	78	
Open Space				6.95	21.4		
4. Total Acreage (total figures above)				211.4			
5. Less 1/2 of Perimeter Streets Not Owned by Applicant				0			
6. Applicant's Acreage Listed in Application (line 4 minus line 5)				211.4			
7. Easements				12.5			
8. Total adjusted Gross FDP Acreage (line 4 minus line 7)				198.9			
	A	B	C	D	E	F	G
	Planning Area Map Number	Area Code	Area Land Use Formula	Gross Land Area Acres	Maximum Potential Density Code (in DUs or SF)	Actual Proposed Maximum Density (in DUs or SF)	Residents
9. Total SFD Planning Areas			2.65 persons per unit	152.0	787	532	1409 Estimated residents
10. Total Duplex Planning Areas			2.2 persons per unit	7.5	60	60	132 Estimated residents
11. Total MF Planning Areas			2.2 persons per unit	8.3	66	38	83 Estimated residents
12. Total Residential				167.8	913	630	1624
13. Check for average residential density Low			2 DUs per acres X				Total number of proposed dwelling units is within allowable FDP maximum
Density subzone			211.4 (line 8)	118.6	237	237	Total number of proposed dwelling units is within allowable FDP maximum
Check for average residential density			5 DUs per acres X				Total number of proposed dwelling units is within allowable FDP maximum
Medium Density subzone			211.4 (line 8)	92.8	464	393	Total number of proposed dwelling units is within allowable FDP maximum
14. Check for maximum allowable number of multifamily units in Low Density subzone			237 (Line 13E) X 10%	=	23	-	Total number of proposed multifamily units is within allowable FDP maximum
Check for maximum allowable number of multifamily units in Medium Density subzone			464 (Line 13E) X 30%	=	139	38	Total number of proposed multifamily units is within allowable FDP maximum
15. Total retail planning areas				N/A			
16. Total Office planning areas				N/A			
17. Total Industrial planning areas				N/A			
18. Total Mixed commercial areas				N/A			
19. Total Commercial				N/A			
20. Total Neighborhood parks				8.8			
21. Total Community parks				N/A			
22. Total other open space including trail corridors, greenbelts special recreational sites (excludes flood plain)				12.5			
23. Total Open Space				26.3			

PARCEL B SHALL INCLUDE ONE TEMPORARY FIRE STATION WITHIN A RESIDENTIAL LOT. LOCATION SHALL MEET ALL DISTANCE REQUIREMENTS SET FORTH BY CITY OF AURORA FIRE, LIFE AND SAFETY. AS FIRE STATION IS TEMPORARY, NO PERMANENT LAND DEDICATION IS NOTED. NEED FOR TEMPORARY FACILITIES SHALL BE CONFIRMED AT TIME OF SITE PLAN AS SURROUNDING DEVELOPMENTS ARE COMPLETED.

PARCEL B SHALL INCLUDE ONE 10'X10' WHELAN SIREN SYSTEM LOCATION.













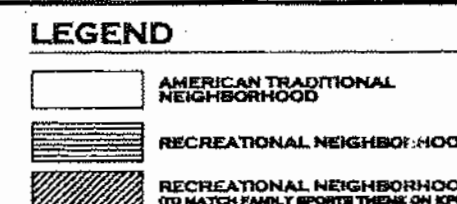


## RECREATIONAL NEIGHBORHOOD

1. American Vernacular
2. Mediterranean
3. Shingle
4. Prairie

In addition to the architectural styles assigned to this particular neighborhood, the following elements will ensure that a strong relationship exists between the architecture and landscape design:

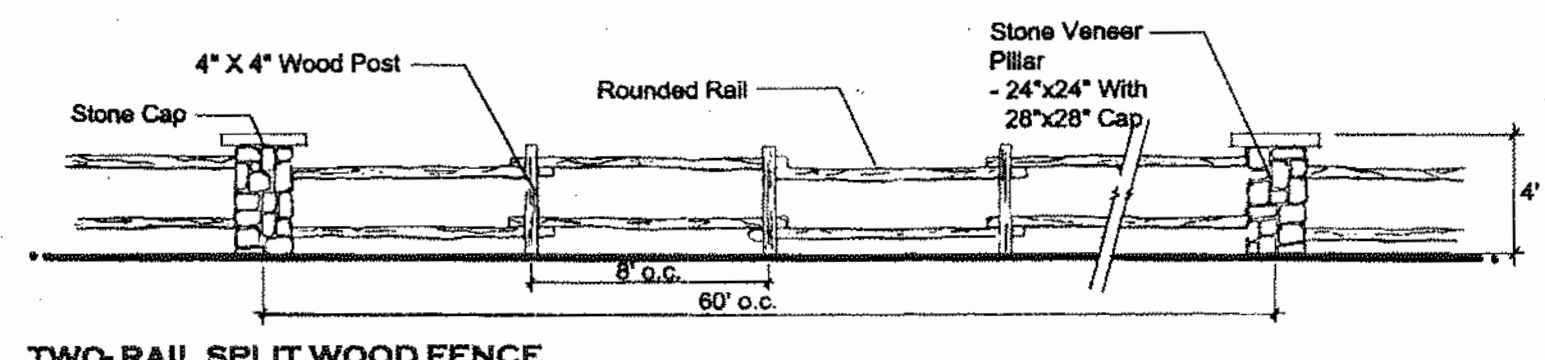
- Asymmetrical design style
- Natural sandstone signage
- High pitch roof line in terra-cotta or earthenware colors
- Stone and stone veneer retaining walls and columns
- Rounded open rail fence (backyards and adjacent to open only)



KEY	COMMON NAME
-----	-------------

[illegible]

FROM THE CITY OF AURORA'S PROVIDED PLANT LIST.  
PLANT MATERIAL SHOWN IS NOT ALL INCLUSIVE. OTHER PLANTS MAY BE ADDED



Note: Fences will be primarily used on property lines that are adjacent to open space areas. Fence locations and material will be reviewed at CSP level.



## LIGHTING & DIRECTIONAL SIGNAGE

The creation of each style requires the utilization of architectural features or details. The following pages list the menu of details for each style. These details may be used only on the style for which they are specified and must be used on all four sides of the residence. All architectural features will not occur on every house, but each house will have a required minimum number of details related to its size and type to achieve a proper expression of its style. The symbol \* indicates basic details which are required on each home. The remaining are optional details to be added to the required details. They may, in some cases, replace the required details. Multi-family buildings are to be constructed in conformance to one of the chosen styles.

*Lots - 9000 square feet and above	15
*Lots 6000 to 8999 square feet	12
*Lots Less Than 6000 square feet	1
Multi-Family Housing (each unit)	5

In addition to the architectural standards, each residence must also meet all criteria established by the City of Aurora and the E-470 Corridor Zoning District Residential Design standards.

Information documenting the architectural styles was gathered from the following sources. Baker, John: *Mildens, American House Styles, A Concise Guide*, W. W. Norton & Company Larkin, D.: *ed, Farm The Vernacular Tradition of Working Buildings*, The Monacelli Press. McAlester, Virginia & Lee, *A Field Guide to American Houses*, Alfred A. Knopf Mullins, Lisa C., Editor, *New England By The Sea*, National Historical Society. Walker, Lester, *American Shelter*, The Overlook Press.



PREPARED BY:  
HABITAT DESIGN GROUP  
3393 IRIS AVENUE  
BOULDER, COLORADO

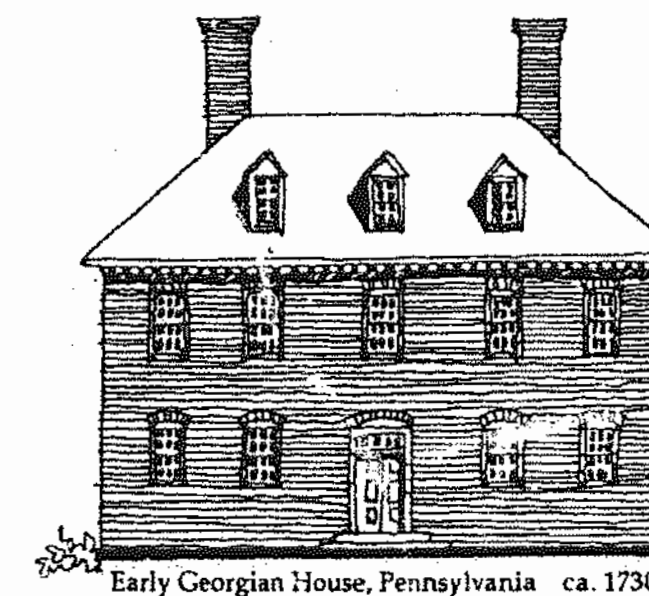
INDEX:	COVER SHEET
ARCHITECTURAL STANDARDS	SHEETS 1.1 – 1.5
COLONIAL REVIVAL	SHEETS 2.1 – 2.5
AMERICAN TUDOR	SHEETS 3.1 – 3.5
AMERICAN VERNACULAR	SHEETS 4.1 – 4.5
MEDITERRANEAN	SHEETS 5.1 – 5.5
SHINGLE	SHEETS 6.1 – 6.5
MONTEREY	SHEETS 7.1 – 7.5
CRAFTSMAN	SHEETS 8.1 – 8.5
PRAIRIE	SHEET 9.1
MOTOR COURT STANDARDS	

## HISTORICAL BASIS OF THE STYLE

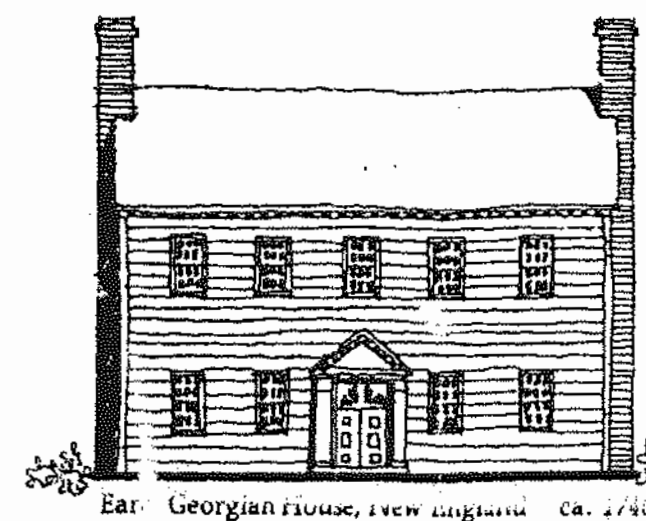
### Architectural Character

Colonial Revival design was a part of what is termed the Eclectic Movement in American residential architecture. The Eclectic Movement drew on a full spectrum of architectural tradition for stylistic inspiration, and started in the late 1800's as architects began to design landmark period style houses for wealthy clients. Although most of the Eclectic styles were European in tradition, a rebirth of interest in America's colonial architectural heritage (particularly the early English and Dutch houses of the Atlantic seaboard in Adams and Georgian styles) influenced the designs known as Colonial Revival. Examples of the style range from free interpretations with details that suggest their colonial precedents rather than closely mirroring them to carefully researched copies with correct proportions and details.

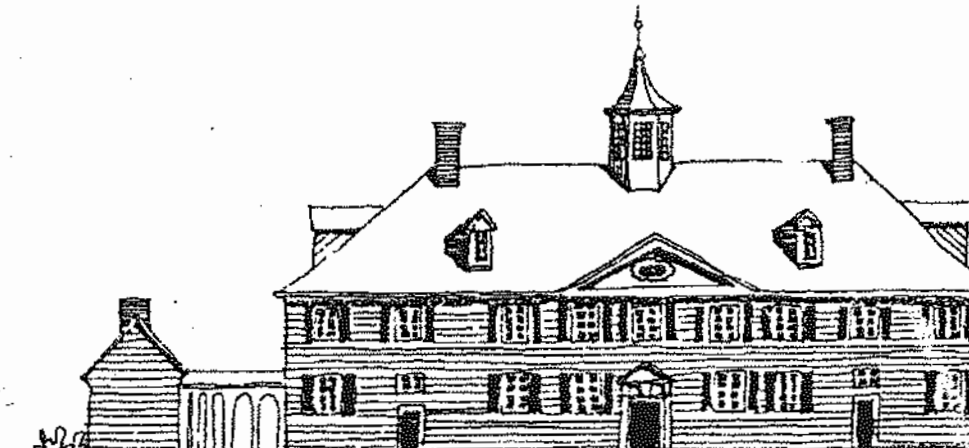
- Massing and volume is typically symmetrical two-story with a side gabled roof, but many other principal sub-types, such as hipped roof, Cape Cod, etc. can be distinguished.
- Facade normally has symmetrically balanced windows and center door.
- Windows with double hung, sashes, usually with multi-pane glazing in one or both sashes. Windows are frequently in adjacent pairs flanked by shutters.
- Earlier examples were usually clad in wood clapboard siding, later prototypes often have masonry veneered first stories with wood siding above.
- The front door is accentuated, normally with a decorative crown or pediment supported by pilasters or extended forward and supported by columns to form an entry porch. Doors often have fanlights or sidelights.



Early Georgian House, Pennsylvania ca. 1738



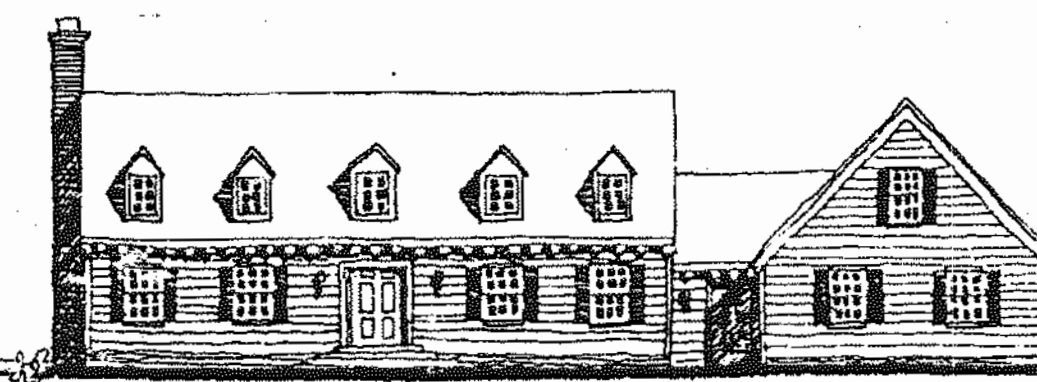
Ear. Georgian House, New England Ca. 1740



Mount Vernon, Virginia ca. 1785



Mount Vernon, Virginia ca.1759



Typical Caribbean Colonial Revival Examples 1920's-1960'



**HISTORICAL EXAMPLES**  
Illustrations shown here reprinted from "American Shelter"  
written by Lester Walker, published by The Overlook Press

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## LANDSCAPE THEME DESIGN

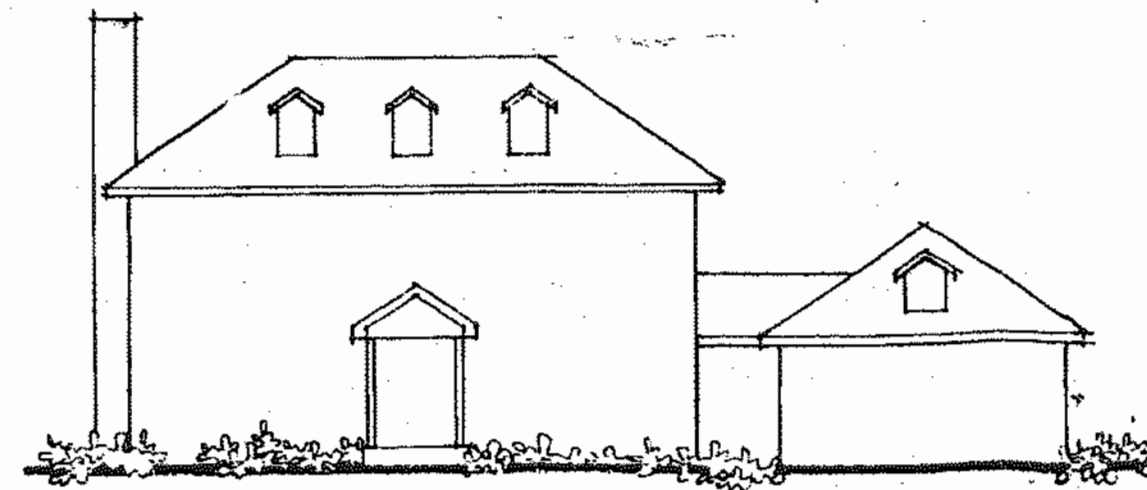
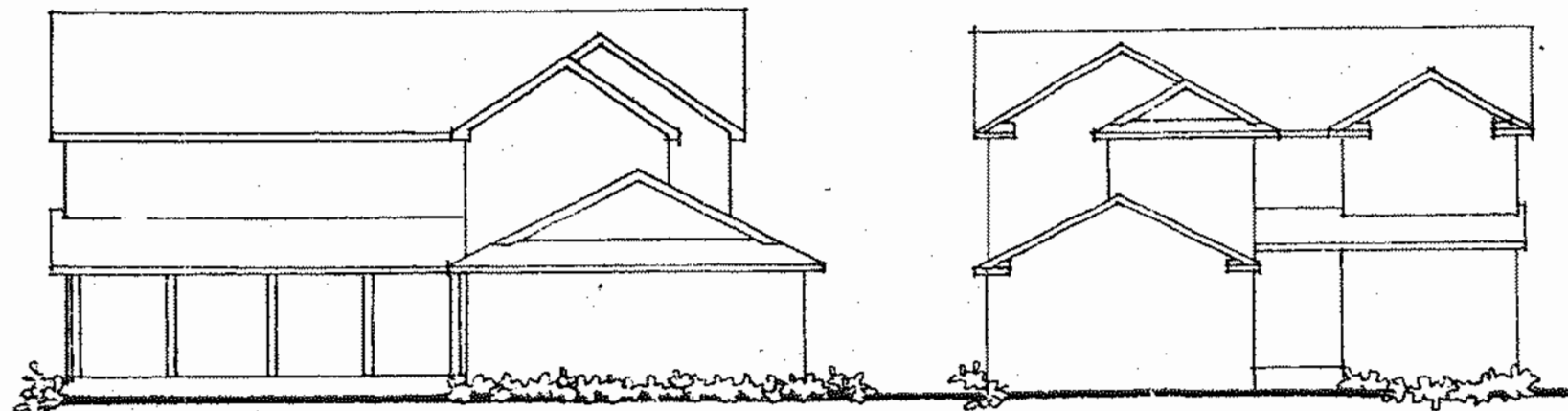
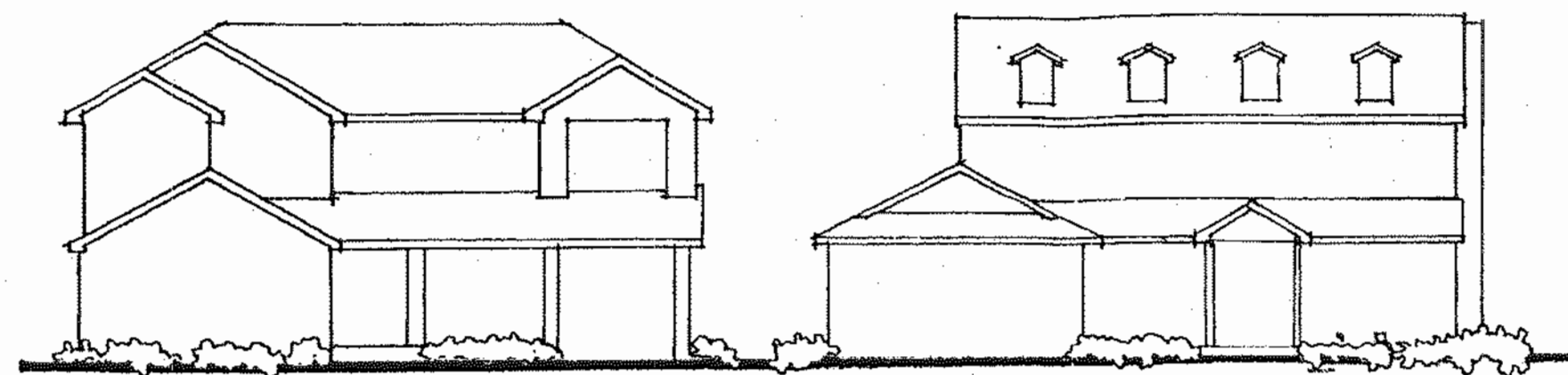
KINGS POINT SOUTH CASE # 2001-7017-00

# KINGS POINT SOUTH

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## CITY OF AURORA, COLORADO





## COLONIAL REVIVAL

### ARCHITECTURAL CHARACTERISTICS

#### Massing

Building forms are simple and often symmetrical. Typically, two-story massing is used, but one or one and a half-story "Cape Cod" plans may be used. The use of masonry as a base element provides stability and solidity.

Hip and/or gable roofs are used for the main body of the house, with gable end roofs being used as major accents.

Roof pitches at the main body of the house should be a minimum of 5/12 (i.e. front to back span). Accent roof pitches and hips should be moderately steep pitches 7/12 minimum.

#### Scale

The scale should be formal and elegant with emphasis on proportioning. The use of window and door openings and appropriately scaled detailing are used to give human dimension to the façade.

Use of a one-story covered porch acts as a transitional element from the two-story mass of the home to the street.

#### Volume

Building forms will be linear, symmetrical and rectangular, emphasizing the horizontal, with occasional asymmetrical and vertical elements.

#### Building Materials/Forms

Building projections should harmonize with the style and massing of the house in terms of proportion and materials.

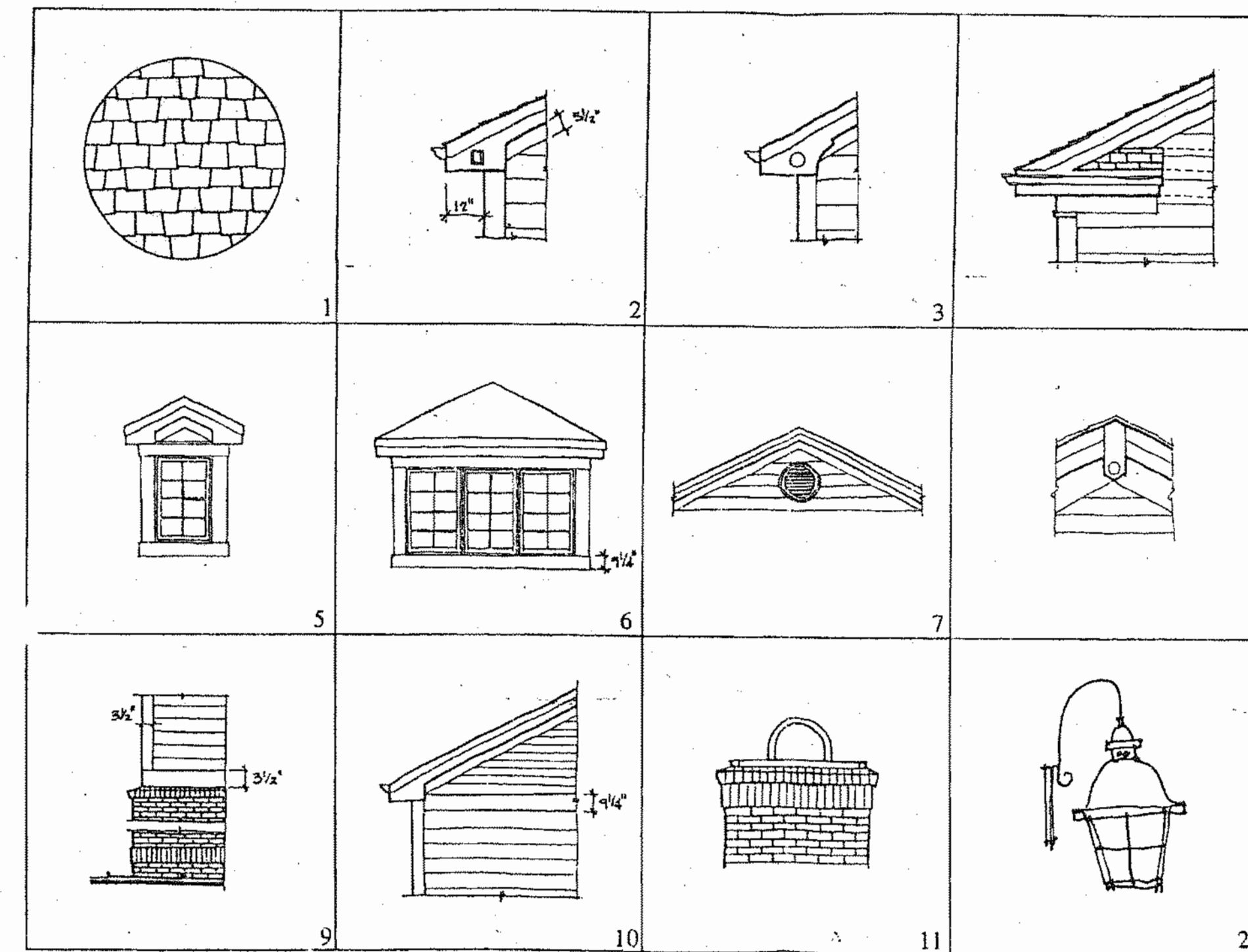
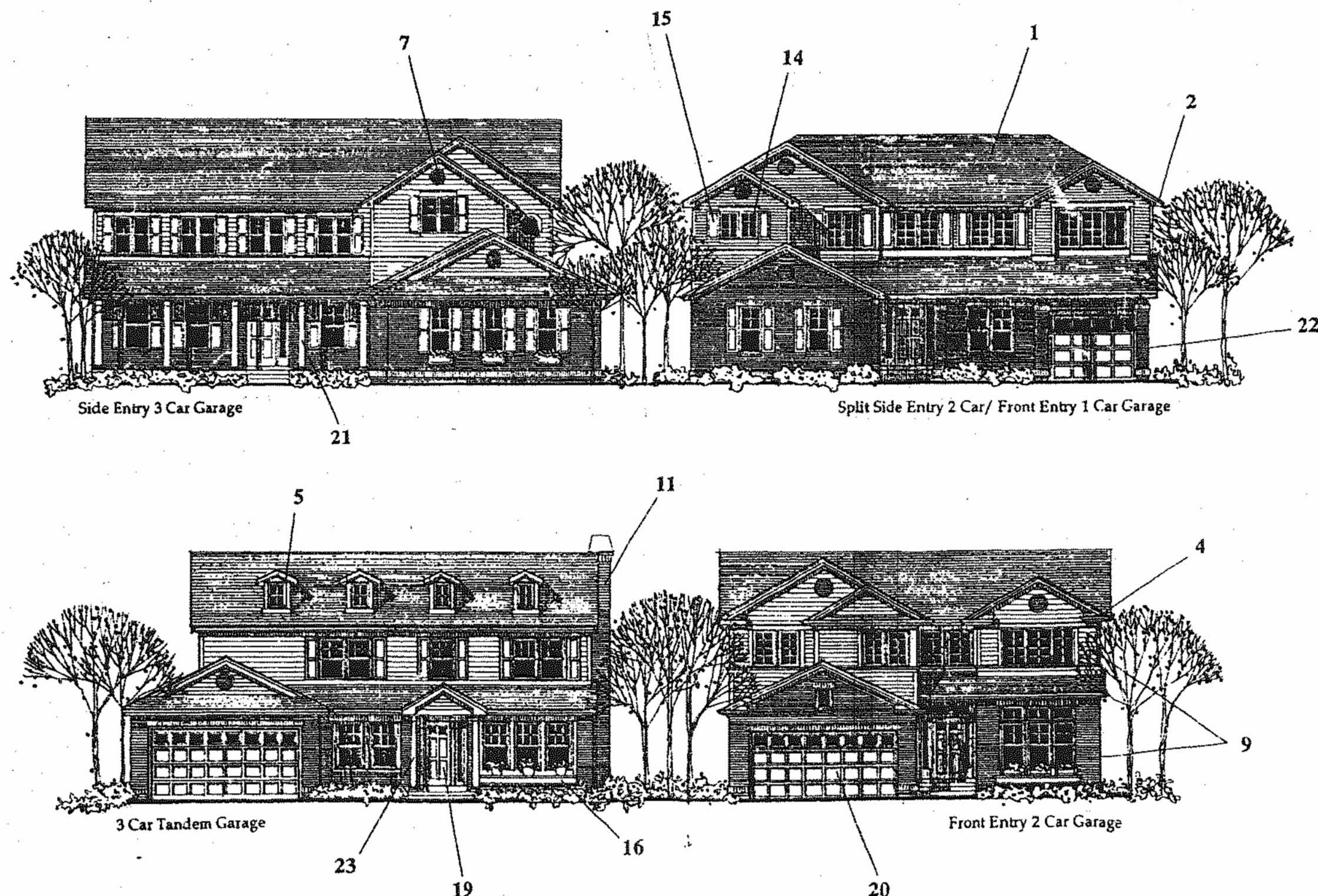
#### Color

Black is the traditional roof color of the Colonial style but the addition of terra-cotta red, green and weathered wood adds individuality to the homes. The trim color is lighter than the body color or may be white.

Historically, entry doors are painted a glossy accent color. Brick colors should be traditional reds.

## COLONIAL REVIVAL

### ILLUSTRATIVE EXAMPLES



## COLONIAL REVIVAL

### MENU OF ARCHITECTURAL FEATURES:

- \*1. Roof clad with architectural composition shingles.
- \*2. Eave overhangs at both hip and gable end roofs should be flat soffit, maximum 12" with decorative frieze minimum 5-1/2". Rake overhangs should be a maximum of 12". 3-1/2" x 3-1/2" x 5/4" accent wood block optional.
3. Soffited eave/rake transition receive decorative treatment such as curved "pork chop".
4. Soffited eave/rake transition receive decorative treatment such as "Greek Return".
5. Roof top gable end dormer used incorporating windows or louvered vents. Minimum of two.
6. Hip roof dormers with windows or louvered vents, minimum of 1 per residence.
- \*7. Gable end with round (proportioned to size of gable) louvered vent, minimum of 1 per residence.
8. Gable end with pendant trim, each gable end on residence.
- \*9. Walls to be a combination of brick and horizontal lap siding with a maximum 7" exposure with wood corner trim. Horizontal trim at siding, brick junction. Brick incorporating soldier coursing, rowlocks and other detailing to add visual interest.
10. 4" to 5" exposure lap siding used as accent in all gable ends.
11. Full height brick chimney with metal cap enclosing flue. Chimney extends to grade on foundation.

### COLONIAL REVIVAL MENU OF ARCHITECTURAL FEATURES CONTINUED:

- \*12. Standard window style. 3-1/2" trim jambs and sill with larger 5-1/2" head trim.
- \*13. Windows with decorative divided light grids in one or both sashes, required on all public rights-of-way and all other appropriate windows in residence.
14. Windows with 5-1/2" head trim with added molding trim. Windows set in brick use brick mold surrounds in all windows in residence.
15. Window with pair of raised panel shutters all appropriate windows. Minimum 4" high but not windows with transoms.
16. Pot shelf for flower pots below minimum two windows, one per residence.
17. Boxed bay window with 1 x 10 horizontal band below.
18. Angled bay window with raised panel trim below. 1 x 10 horizontal band below.
- \*19. Entry doors to be six panel type with sidelights or transoms. Glazing in doors optional.
20. Garage doors are raised panel design with or without glazing.
21. Porch supports are detailed built-up square wood columns (8" minimum) sitting on the porch. Porch rail optional.
22. Porch columns used to incorporate garage roofs to be masonry, minimum 12" square brick full height columns.
23. Porch columns may be Doric style round columns, minimum 6" diameter.
24. Walk-out deck and rail with 2" square brick columns.
25. Walk-out deck covered with roof.
26. Covered porch wrapped around on to side elevation minimum of 12' in length.
27. Covered side elevation or rear elevation porch, minimum 60 square feet.
28. Textured or pigmented concrete drive with scored pattern.
29. Exterior light fixtures using historically appropriate styles.
30. Garage windows in excess of City of Aurora standards. May be located in door and/or walls.
31. Masonry in excess of City of Aurora Standards.

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The Close, Short Hills, New Jersey  
Soldwedel and Tatton, Architects ca. 1920

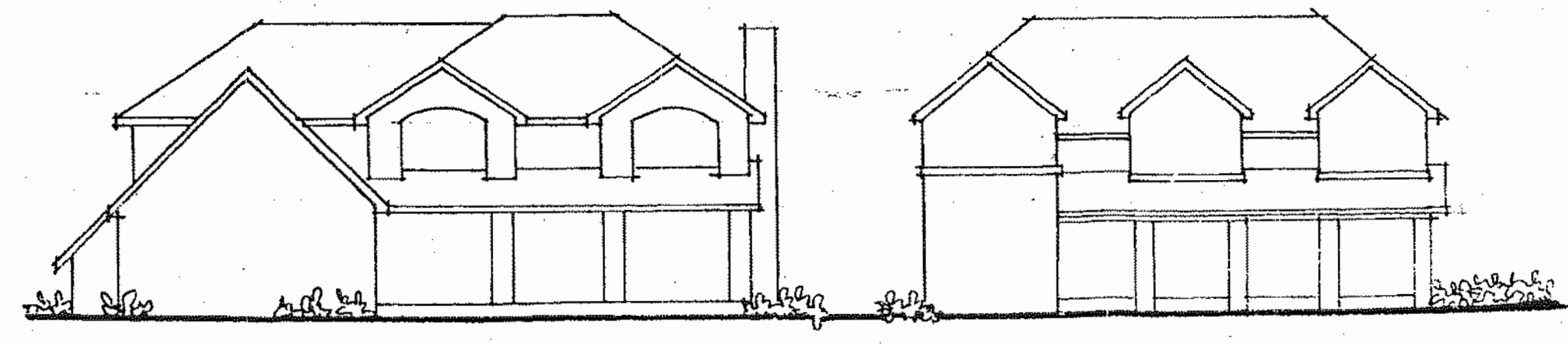
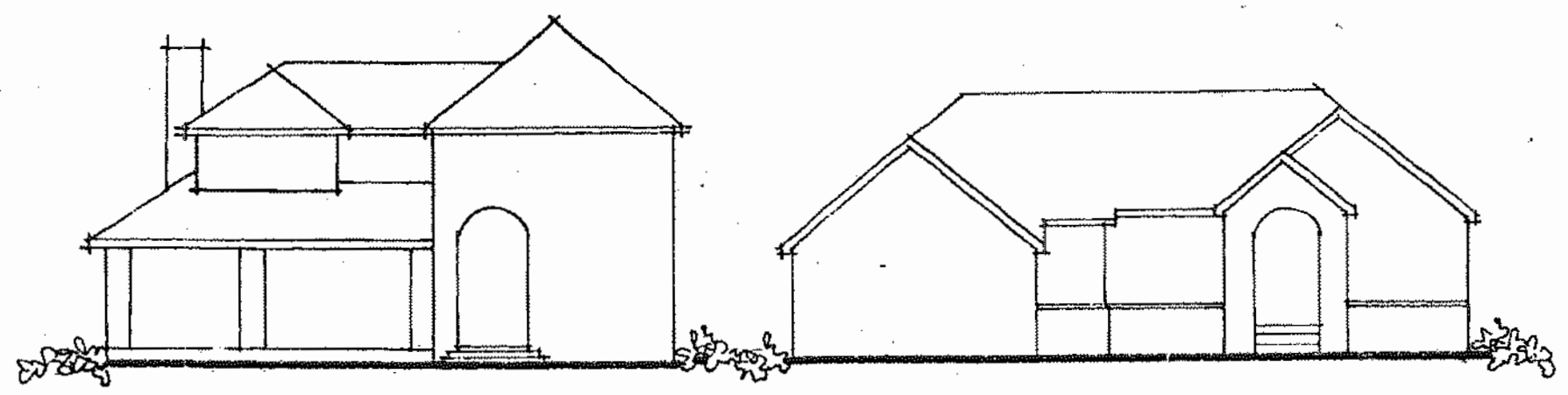
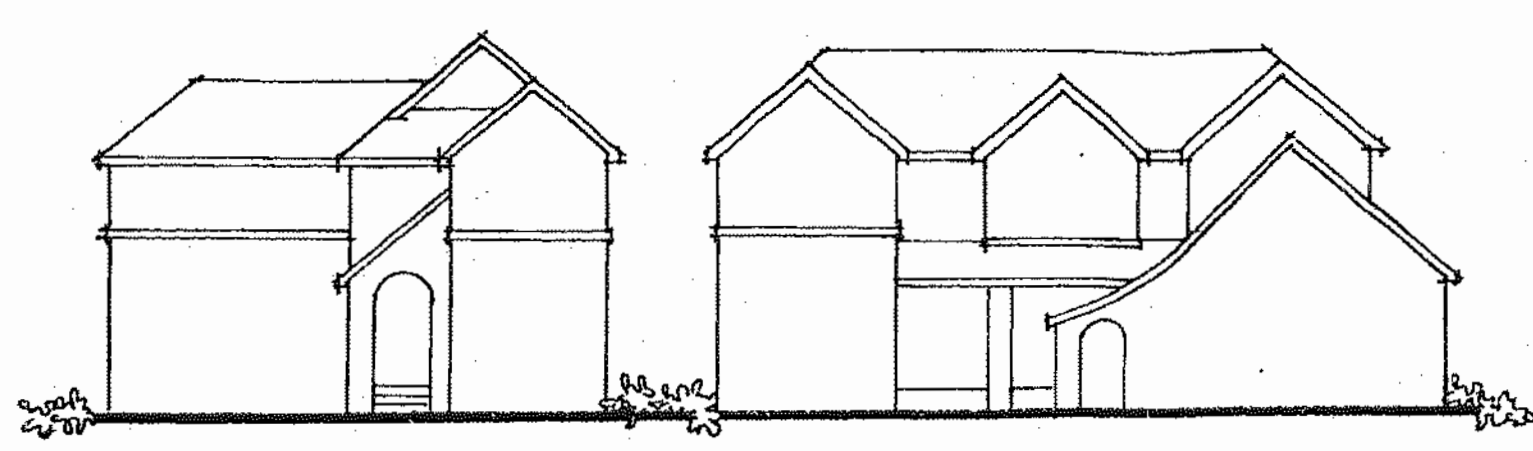


Tudor dwellings published in Architectural Designs and Details,  
A builder's pattern book ca. 1881



Typical Tudor Residence based on an English Cotswold cottage  
ca. 1925

**HISTORICAL EXAMPLES**  
Illustrations shown here reprinted from "American Shelter"  
written by Lester Walker, published by The Overlook Press



### AMERICAN TUDOR

#### HISTORICAL BASIS OF THE STYLE Architectural Character

During the late 1800's and early 1900's, this style was known as Elizabethan in the United States, because it was thought to be based on English cottages erected during the reign of Queen Elizabeth (1558-1603) the last of the Tudor royal line, and revived in the 1880's in England. When it began in America, it was actually a Medieval Revival Style based on both the English Elizabethan and Jacobean Styles adapted to a variety of house forms ranging from cottages to grand manor houses. The English traditions are loosely interpreted in their American eclectic expressions, with a common emphasis on steeply pitched, front and side facing gables which, although absent on many English prototypes, are almost universally present as a dominant facade element in American Tudor houses. Many have ornamental false half-timbering, like the earlier Stick and Queen Anne styles which also drew heavily on Medieval English influences. Most were executed with stucco, masonry or masonry veneer exterior walls. The style expanded greatly in popularity after World War I as masonry veneering techniques allowed even modest examples to copy the brick and stone exteriors of the English prototypes while avoiding the expense of solid masonry construction.

#### Key Identifying Features

- Facade dominated by one or more prominent cross gables, usually steeply pitched, less commonly roof is hipped
- Decorative half-timbering (present on about half of American examples)
- Tall, narrow windows (typically casements, although double-hung sash windows are also common) usually in multiple groups and with multi-pane glazing
- Use of a variety of exterior wall materials is common; stucco, patterned brickwork, and stone
- Massive brick chimneys
- Front facade porches are generally small recessed entry porches or are absent altogether
- Doorways often feature Renaissance detailing such as round arches or brick quoins and Tudor (flattened pointed) arches are often used as door surrounds or entry porches

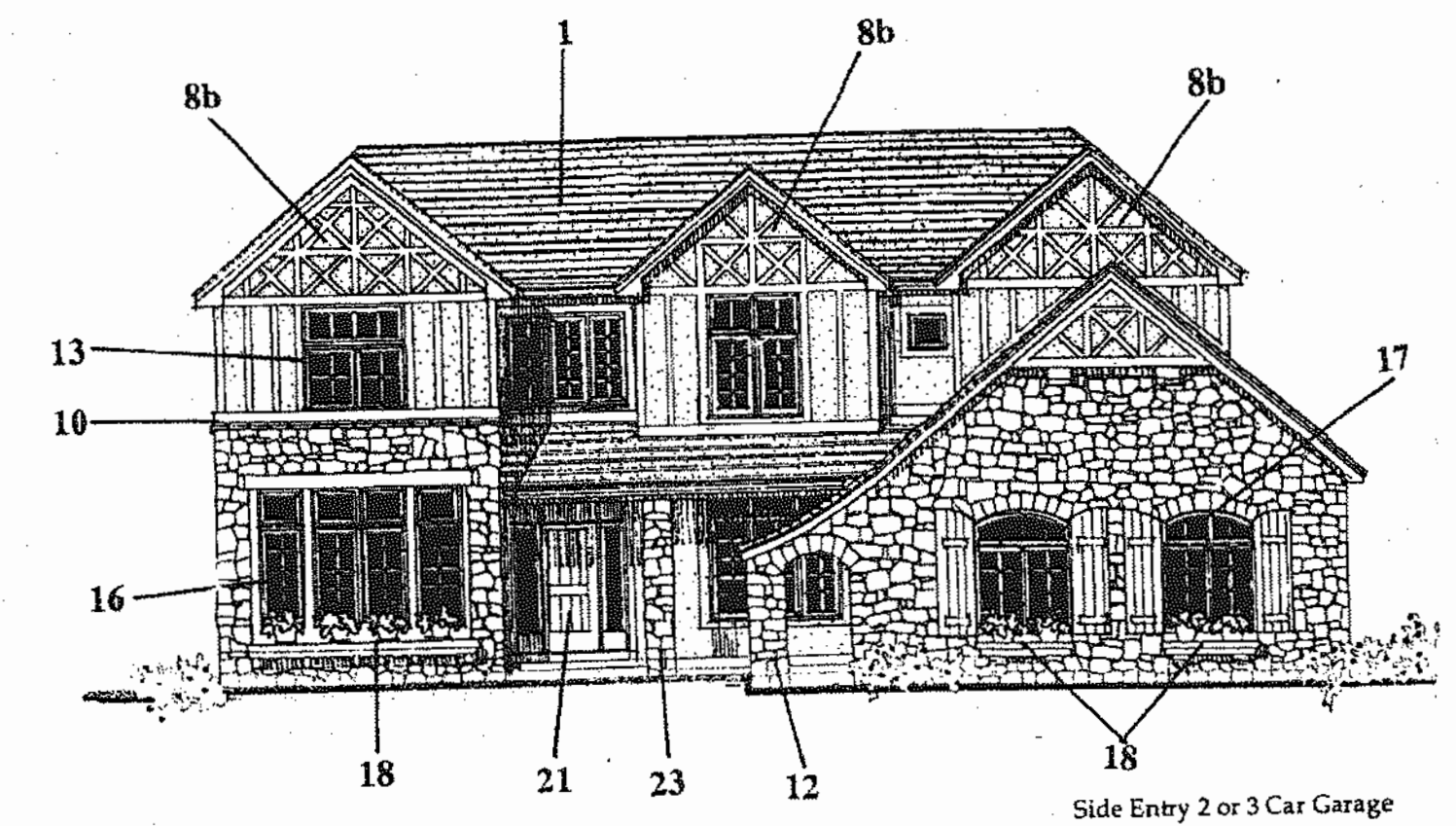
### AMERICAN TUDOR

#### ARCHITECTURAL CHARACTERISTICS

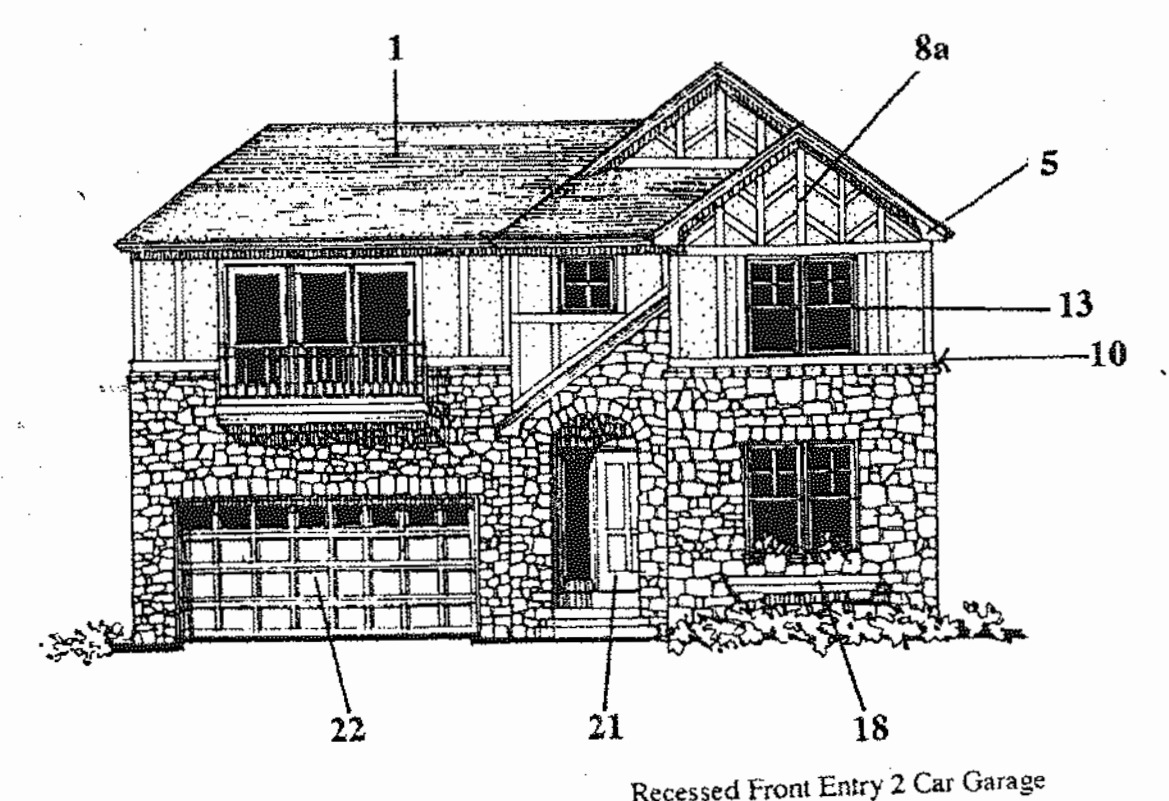
**Massing**  
Building forms are broken up into vertically articulated elements.  
Verticality of individual elements should blend harmoniously to create the image of a group of connected forms.  
The use of masonry as a base element provides stability and solidity.  
Hip roofs will be the prevalent form for the main body of the house, with gable end roofs being used as major accents.  
Roof pitches at the main body of the house 7/12 and greater.  
Accent roof pitches and hips should be steeply pitched, 8/12 and above.  
**Scale**  
The scale should be formal and elegant with emphasis on well-proportioned vertical elements.  
The use of window and door openings and appropriately scaled detailing are used to give human dimension to the facade.  
**Volumes**  
Steeply pitched roofs on simple, basic geometric (triangular, rectangular, arched, etc.) forms predominate in this style.  
**Color**  
Roofs for American Tudor will be weathered wood or black.  
White stucco with "timbers" in black or grey is the traditional body color.  
Trim color will be darker than the body color.  
Entry doors may be natural wood or match the trim color.

### AMERICAN TUDOR

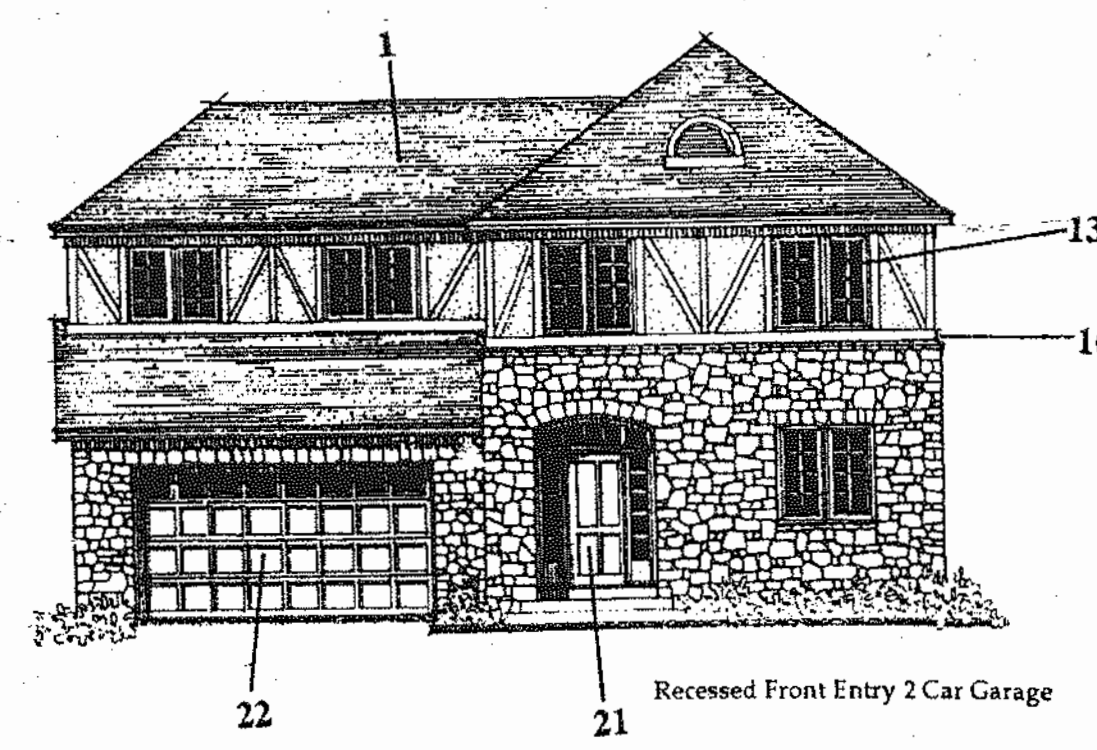
#### ILLUSTRATIVE EXAMPLES



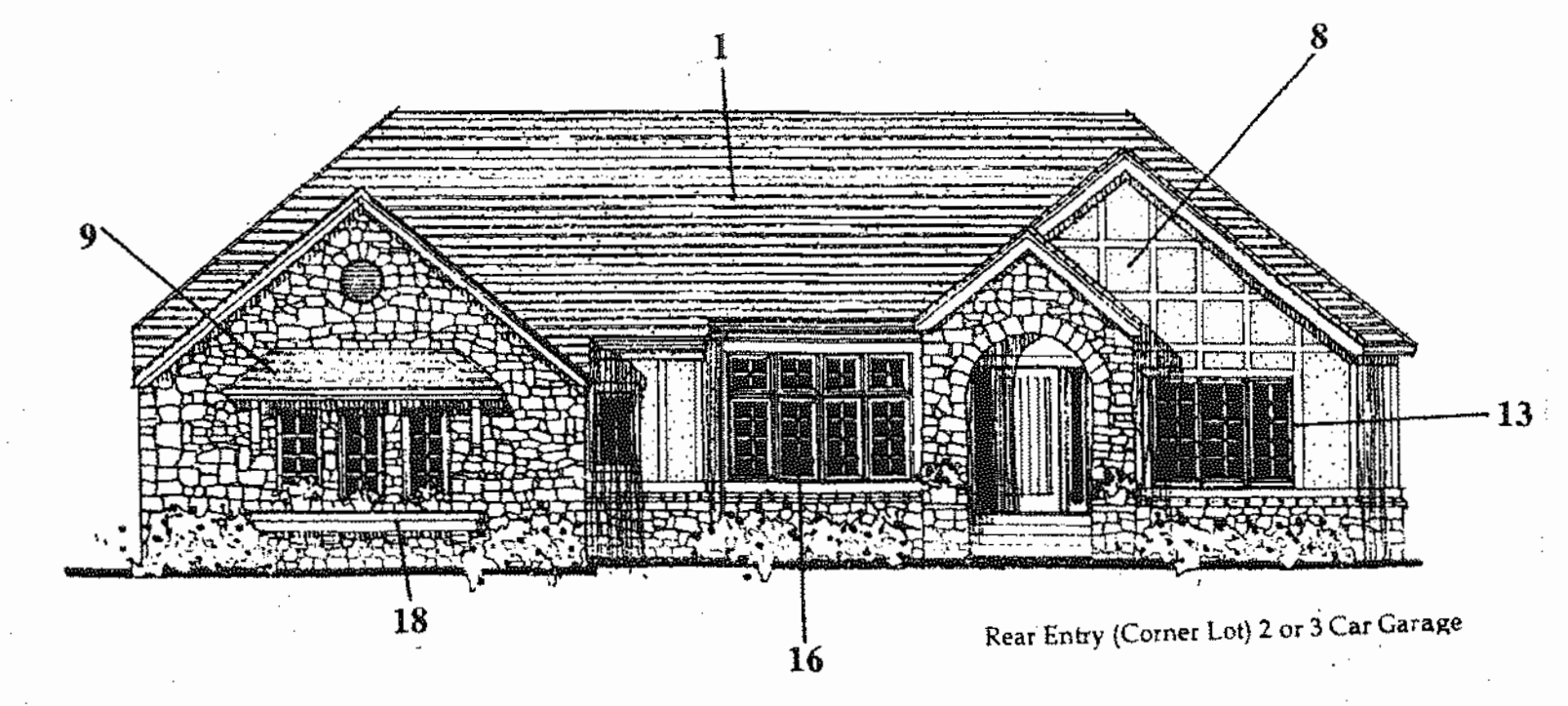
Side Entry 2 or 3 Car Garage



Recessed Front Entry 2 Car Garage

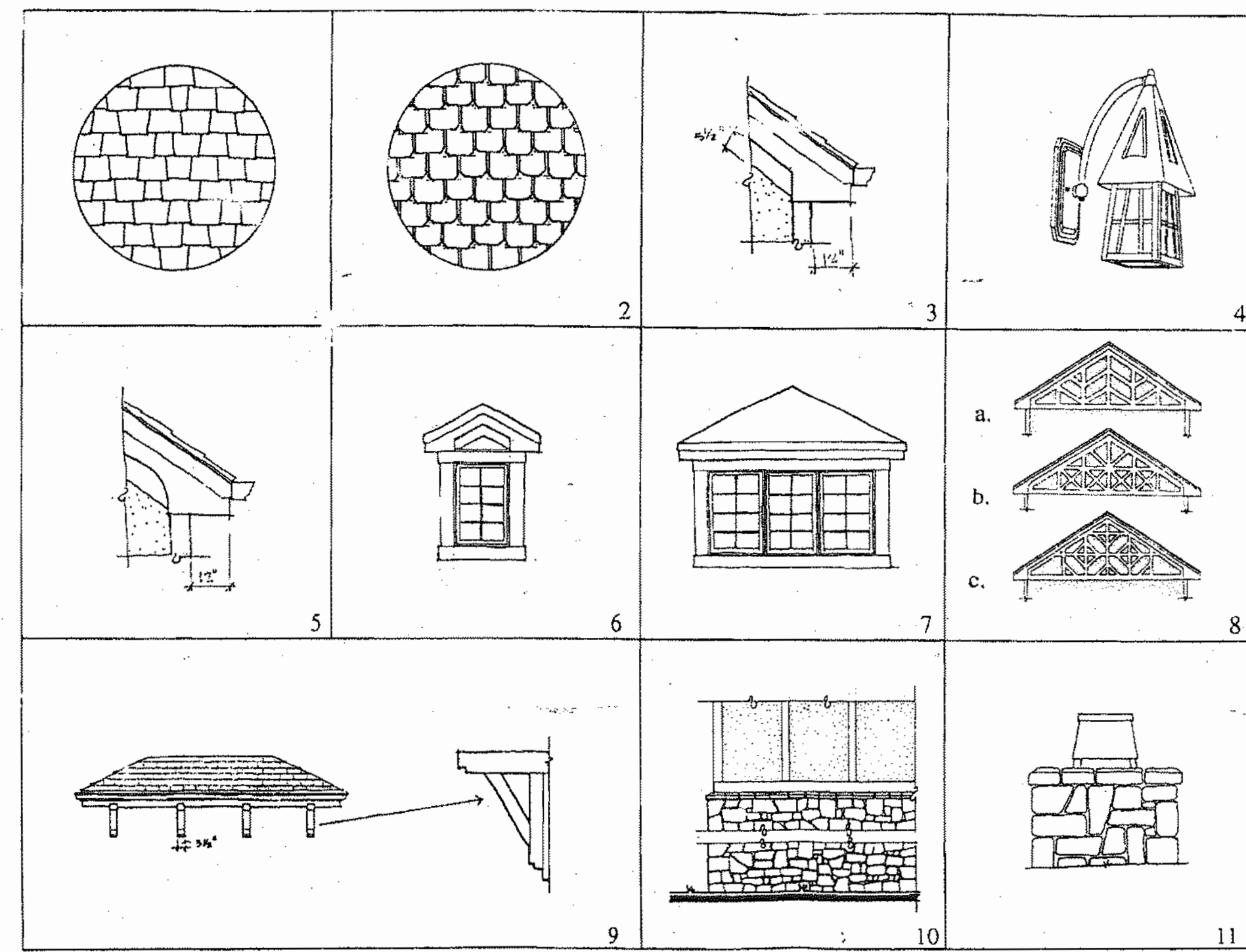


Recessed Front Entry 2 Car Garage



Rear Entry (Corner Lot) 2 or 3 Car Garage

\*Numbers refer to details and descriptions located on the next two pages.



### AMERICAN TUDOR

#### MENU OF ARCHITECTURAL FEATURES:

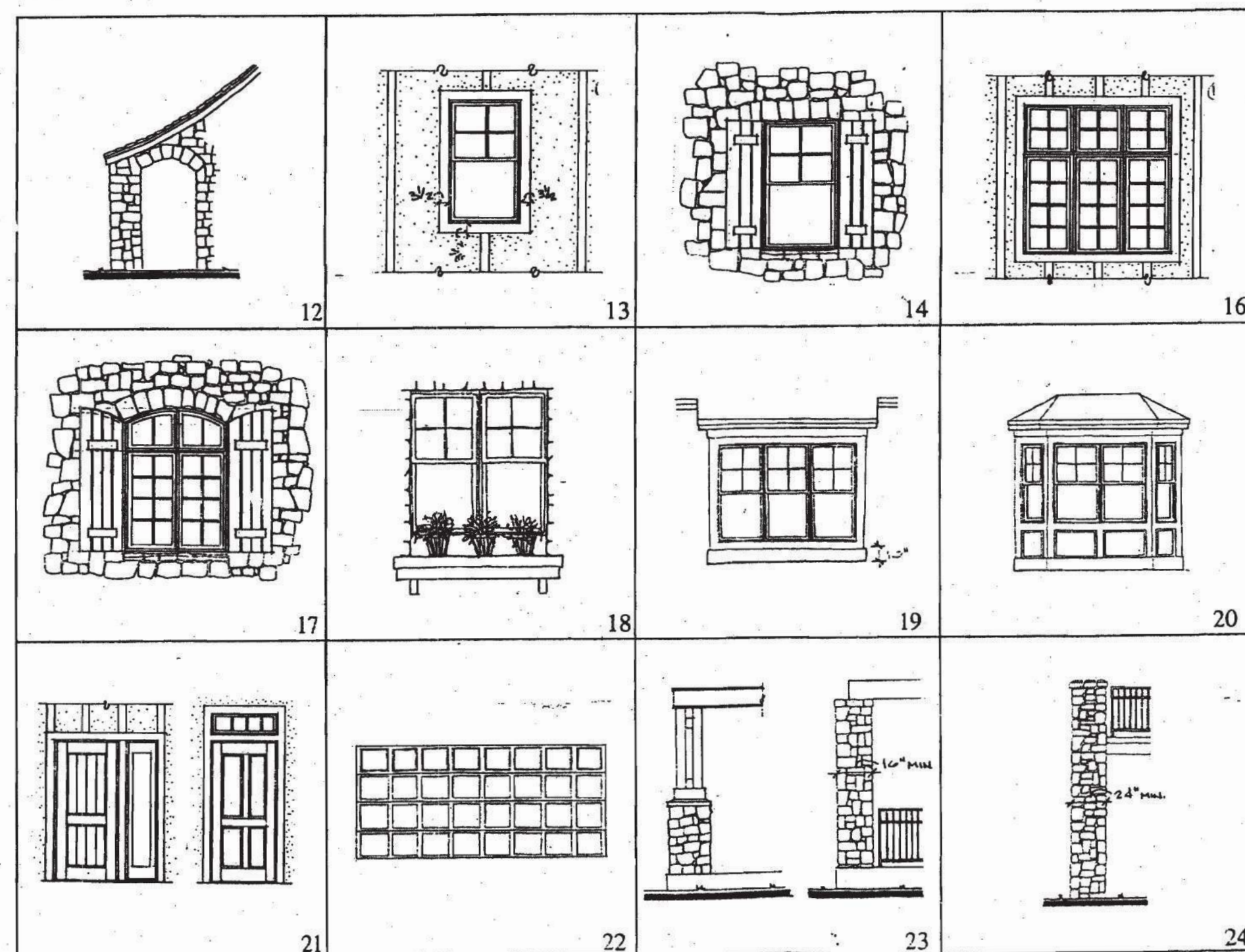
- \*1. Roof clad with architectural grade composition shingles.
2. Roof clad with architectural grade composition shingles with "shaped" edges.
3. Eave overhangs at both hip and gable end roofs to be soffit, maximum 12". Rake overhangs to be a maximum of 12" with frieze 5'-1/2".
4. Exterior light fixtures using historically appropriate styles.
5. Soffited eave/rake transition with decorative treatment such as a curved "pork chop".
6. Roof top gable end dormer used incorporating windows or louvered vents or roof top round top dormer with vent, minimum two per residence.
7. Hip roof dormers with windows or louvered vents, one per residence.
- \*8. Gable ends with "half-timber" patterned 1 x 4 or 1 x 6 trim boards over stucco panel siding on all main gable ends.
9. Secondary hip roof on brackets above a group of windows.
- \*10. Walls are a combination of stucco panel siding with 1 x 4 and/or 1 x 6 batten and corner trim and stone.
11. Full height chimney in stone or stucco with metal chimney "pot" enclosing the flue. Chimney to extend to grade on foundation.

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**KINGS POINT SOUTH**  
CITY OF AURORA, COLORADO

ARCHITECTURAL DESIGN STANDARDS  
KINGS POINT SOUTH CASE # 2001-7017-00

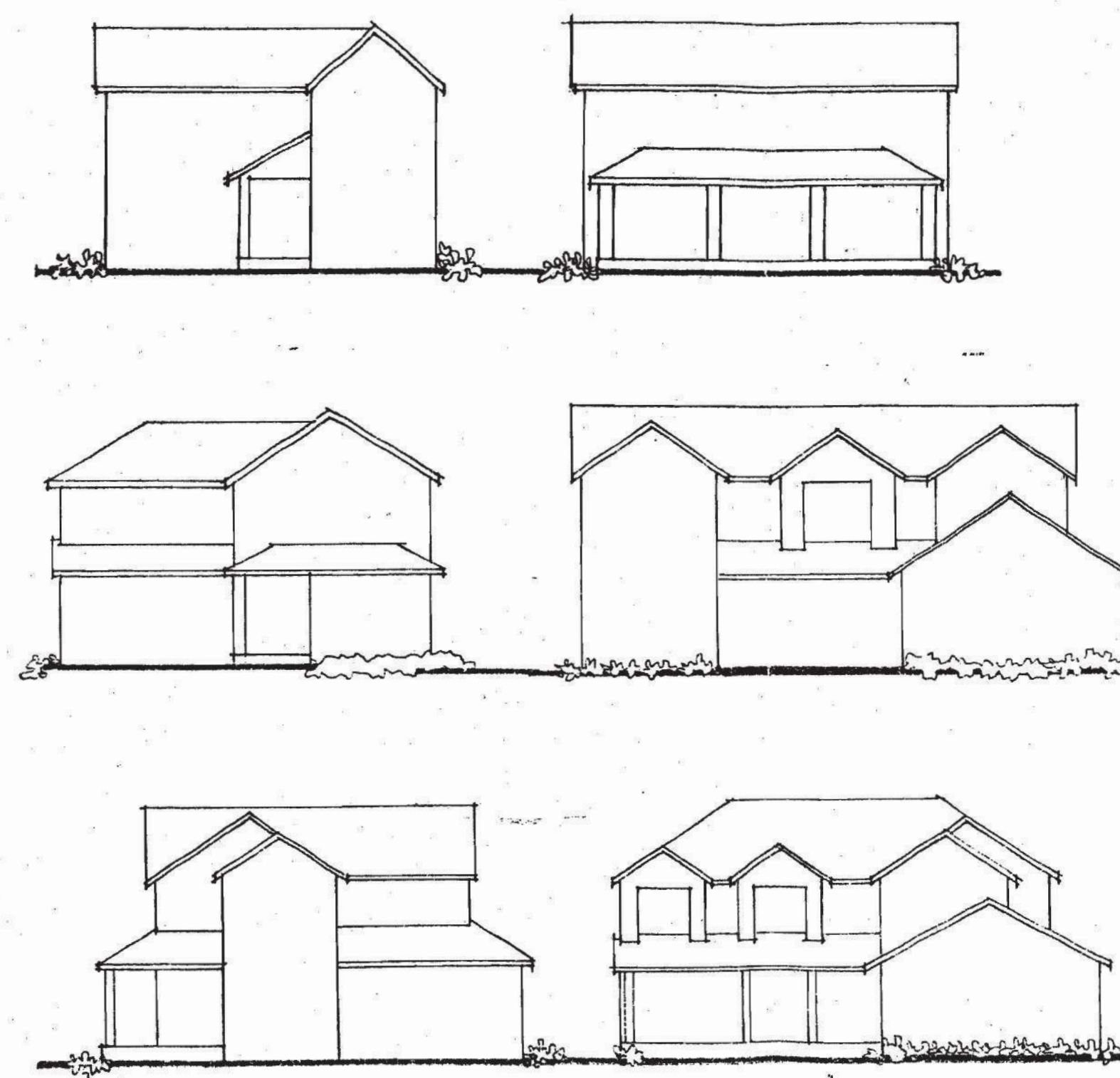




## AMERICAN TUDOR

## MENU OF ARCHITECTURAL FEATURES CONTINUED:

12. Stone wall projected beyond the structure with arched opening conveys "Tudor Cat Slide" detail.
- \*13. Standard window is typically single hung or vertically oriented casements with trim around windows and decorative divided lite grids.
14. Windows with pair of "board" shutters on all appropriate windows, minimum 4' high. Not on windows with transoms.
15. Stone arch at opening or above curved head windows. Minimum one per residence.
16. Windows with fixed transom above, rectangular or curved top with divided lite grids, one group per residence.
17. Windows with curved top transoms with curved top "board" shutters, one per residence.
18. Windows with pot shelf for flower pots below minimum two windows. Pot shelf set on decorative corbels, one per residence.
19. Boxed bay window with horizontal one inch projecting band at bottom.
20. Angled bay window with raised panel below.
21. Entry doors are two panel plank design or panel design with sidelites and/or transoms.
- \*22. Garage doors are raised panel design with or without glazing.
- \*23. Porch columns are full height stone, minimum 16" dimension facing exterior, or 6 x 6 wood columns on stone base. Railings, if required by code, are iron.
24. Walk-out deck with iron railing and minimum 24" square stone columns.
25. Walk-out deck covered with roof minimum 60 square feet.
26. Covered porch wrapped around on to side elevation minimum of 12' in length.
27. Covered side elevation or rear elevation porch, minimum 60 square feet.
28. Textured or pigmented concrete drive with scored pattern.
29. Garage windows in excess of City of Aurora Standards. May be located in door and/or walls.
30. Masonry in excess of City of Aurora Standards.



## AMERICAN VERNACULAR (FARMHOUSE AND RANCH)

## ARCHITECTURAL CHARACTERISTICS

## Massing

Building forms are broken up into vertically articulated elements. Verticality of individual elements should blend harmoniously to create the image of a group of connected forms.

Gable or hip roofs may be used for the main body of the house, with gable end roofs to be used for second floor (major) accents. Hip roofs may be used as minor accents at porches and garages.

Roof pitches at the main body of the house should be a minimum of 7/12 (i.e. front to back span).

Major accent roof pitches (in particular for hips) may be shallower.

## Scale

The scale should be informal with emphasis on well-proportioned vertical elements.

Window and door openings and appropriately scaled detailing are used to give human dimension to the facade.

## Volume

Steeply pitched roofs on simple, basic geometric (triangular, rectangular, arched, etc.) forms predominate in this style.

## Color

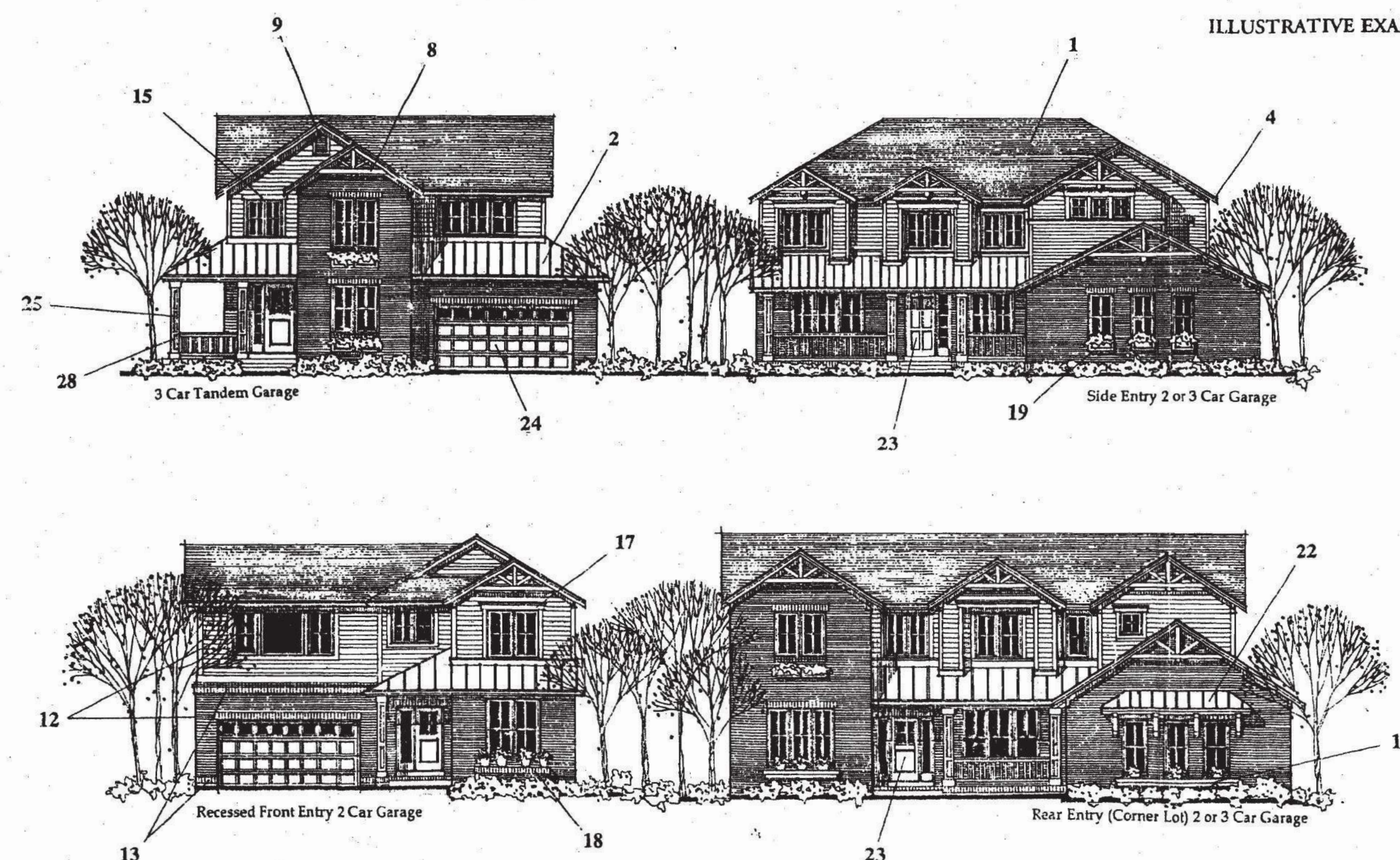
Roofs are black, weathered wood, terra-cotta red or green.

Trim color and body color were traditionally all white. However, other colors with minimum contrast may be used.

Entry doors are stained wood or an accent color.

## AMERICAN VERNACULAR (FARMHOUSE AND RANCH)

## ILLUSTRATIVE EXAMPLES



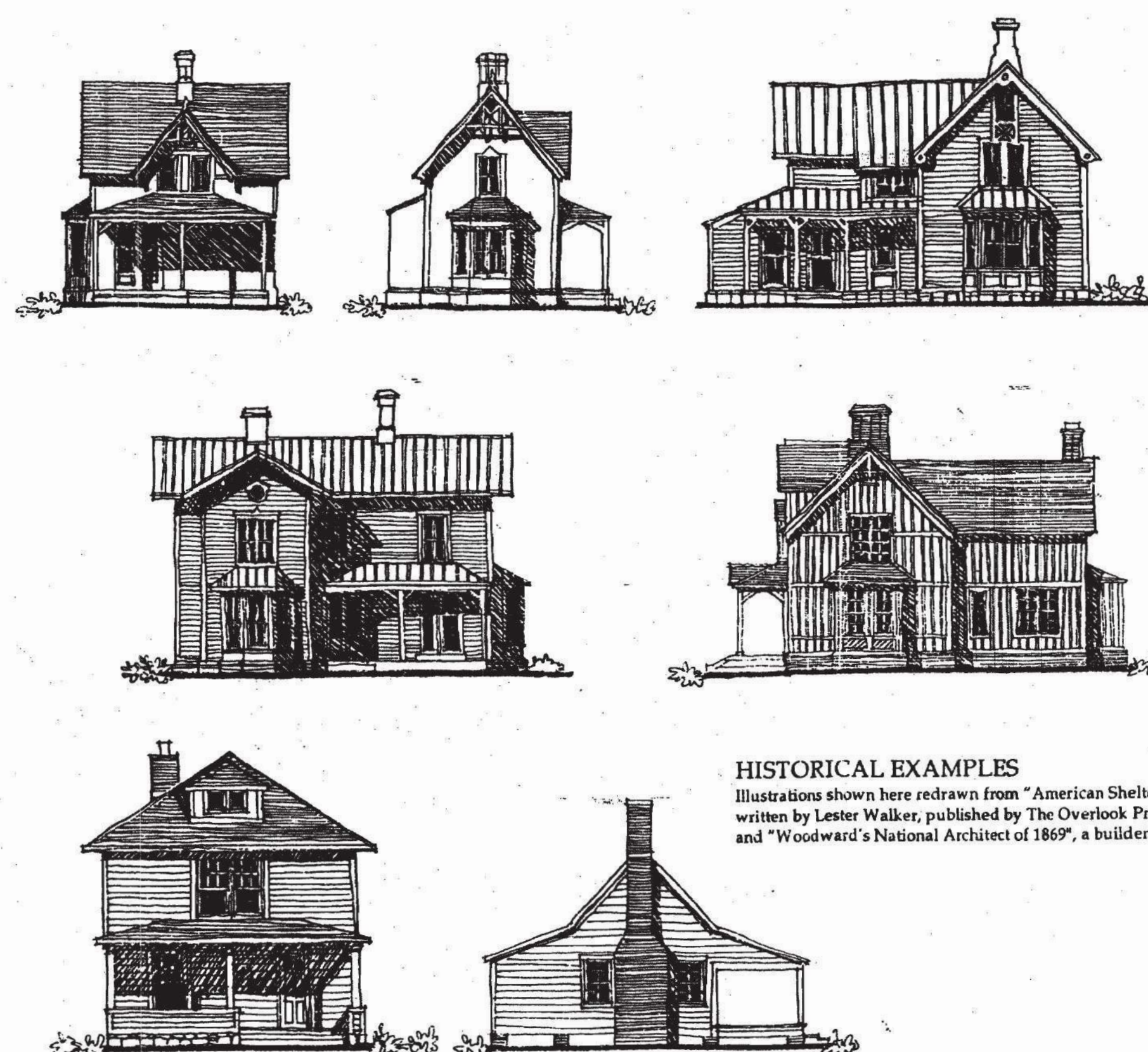
\*Numbers refer to details and descriptions located on the next two pages.

KINGS POINT SOUTH  
CITY OF AURORA, COLORADO

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ARCHITECTURAL DESIGN STANDARDS

KINGS POINT SOUTH CASE # 2001-7017-00



## HISTORICAL EXAMPLES

Illustrations shown here redrawn from "American Shelter" written by Lester Walker, published by The Overlook Press and "Woodward's National Architect of 1869", a builders pattern book

## AMERICAN VERNACULAR (FARMHOUSE and RANCH)

HISTORICAL BASIS OF THE STYLE  
Architectural Character

The nature of American farm and ranch housing, also known as vernacular or folk residential architecture, changed substantially as railroads spread across the continent in the late 1800's. Lumber from distant sawmills could now be transported cheaply over long distances, changing the traditional building materials and construction techniques of folk dwellings over much of the nation. Soon the folk houses built with logs, sod or heavy site-hewn frames was abandoned for dwellings constructed with light balloon or braced framing and rawn wood siding. Unpretentious regional architectural legacies were an excellent starting point for a new era of design. Many examples of the folk genre illustrate that good planning can comfortably complement the vernacular architecture of the varied regions of this country to create houses that never seem dated.

## Key Identifying Features

- \* Simple, massed plan houses usually rectangular in shape, although some nearly square plans are found also.
- \* Rooflines are usually gabled, either front or side facing, with a few examples of pyramidal roofs on more modest dwellings.
- \* Shed or hipped roof porches.
- \* Windows with double hung sashes, usually with multi-pane glazing in one or both sashes.
- \* Wood clapboard siding, wood shingle or metal roofing, brick chimneys and brick or stone pier foundations.



## MEDITERRANEAN

HISTORICAL BASIS OF THE STYLE  
Architectural Character

The revival of interest in Italian Renaissance style began with a residence designed in 1887 by McKim, Mead & White for a wealthy client in New York. Other well known architects adopted the style in the late 1880's and '90's as a contrast to the popular Shingle and Queen Anne styles. Examples from the early twentieth century can be found throughout the country, although they are less common than the Craftsman, Tudor or Colonial Revival styles of the same era. The first of the "Mediterranean" Revival style, as it became known, was based on the palaces of the sixteenth and seventeenth Italian Renaissance. Symmetrical stone or stuccoed exteriors with red tiled hip roofs and cornices decorated with brackets were typical of these houses. These houses tended to relate more closely to their Italian predecessors and have more varied facades than the houses of the First Italian Renaissance Revival or the Italianate styles of the 1840's to '60's. This increased authenticity was the result of more and more Americans studying and traveling in Europe and seeing the original examples firsthand, whereas the earlier styles were usually based on pattern book drawings. The style declined in popularity through the 1930's and examples built after 1940 are rare.

## Key Identifying Features

- Roof is usually low-pitched hip (flat in some examples) with red clay tile roofing.
- Eave overhang usually boxed, moderate to wide, with decorative brackets or molded cornices.
- Facades are often symmetrical, with stucco, masonry or masonry veneered walls; wooden wall cladding is never used.
- Entry area accented by classical columns or pilasters.
- Upper story windows usually smaller and less elaborate than windows below.
- High style elaborations often have roof-line balustrades, pedimented windows, classical door surrounds, quoins and belt courses.

## MEDITERRANEAN

## ARCHITECTURAL CHARACTERISTICS

## Massing

Building forms are broken up into vertically articulated elements.

Verticality of individual elements should blend harmoniously to create the image of a group of connected forms.

Hip roofs will be the prevalent form for the main body and accent roofs.

Roof pitches should be shallow, ranging from 4/12 to 6/12.

## Scale

The scale should be formal and elegant with emphasis on well-proportioned vertical elements.

The use of window and door openings and appropriately scaled detailing are used to give human dimension to the façade.

## Volume

Building forms are generally vertical and asymmetrical with emphasis on triangular roof elements (front facing, shallow pitched gables).

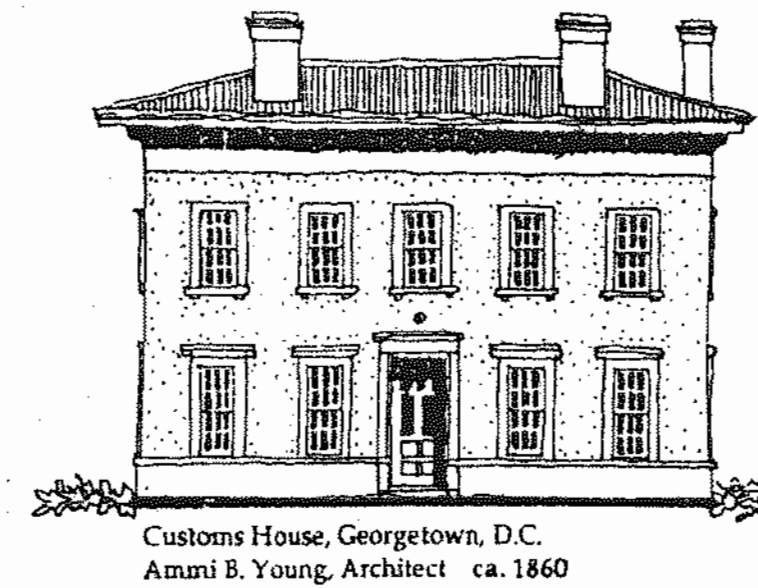
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AMERICAN VERNACULAR  
(FARMHOUSE AND RANCH)MENU OF ARCHITECTURAL  
FEATURES:

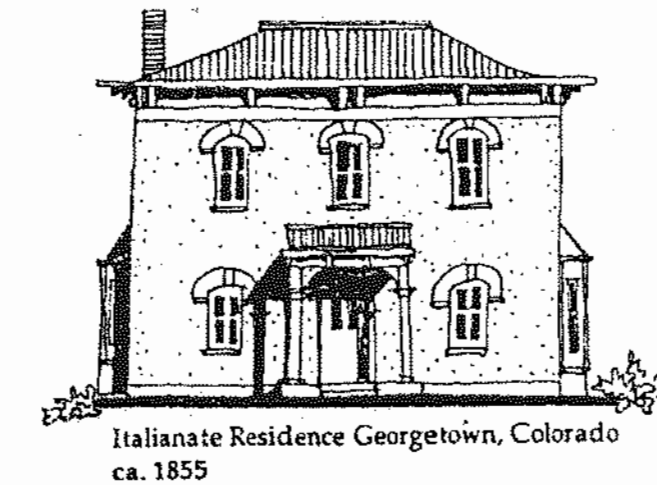
- \*1. Roof clad with architectural grade composition shingles.
2. Minor accent roofs (at porch and garage) to be clad with standing seam metal roofing.
3. Roof pitches at the main body of the house 8/12 and greater.
4. Eave overhangs should be enclosed rafters (angled not boxed) minimum 12". Rake overhangs should be a minimum of 12". Frieze board minimum 5-1/2". Fascia board minimum 5-1/2". Shingle mold 3/4" x 3-1/2" used on gable ends and fascias not requiring gutters.
5. Special detailing to terminate or extend the frieze detail at gable ends.
6. Half round gutters with round downspouts.
7. Roofs with exposed rafter tails at porches and secondary roofs.
- \*8. Gable end "pendants" on main gable ends. Vents not required. Minimum one per residence.
- \*9. Gable end incorporating vents, minimum one per residence.
10. Roof top gable end dormers with vents or windows. Minimum two required.
11. Roof top shed roof dormer, minimum 6' with vents or windows, one per residence.
- \*12. Walls to be clad in a combination of brick and 4" exposure horizontal lap siding with 3-1/2" wood trim corners. 3-1/2" horizontal band between siding and brick.
13. Brick incorporating soldier coursing, rowlocks, and other detailing to add visual interest.
14. Full height brick chimney with detailed top and metal cap enclosing flue. Chimney to extend to grade on foundation.

AMERICAN VERNACULAR  
(FARMHOUSE AND RANCH)MENU OF ARCHITECTURAL  
FEATURES CONTINUED:

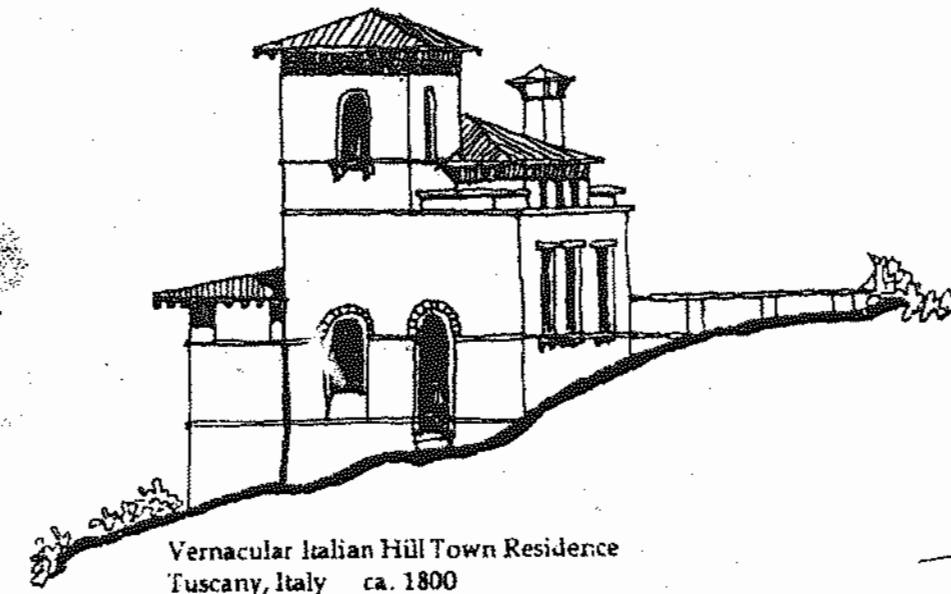
- \*15. Windows are primarily single hung. Standard window style has 3-1/2" jamb and sill. Trim with 5-1/2" head trim overhanging jambs minimum 1".
16. Decorative divided light pattern required in all public rights-of-way. May be in upper sash only, all appropriate windows.
17. 5-1/2" window head with additional 1-1/4" molding trim at top.
18. Pot shelf for flower pots below minimum two windows. Wood or brick projection, one per residence.
19. Planter box located below window, minimum two per residence.
20. Boxed bay window with 1 x 10 horizontal band at base.
21. Angled bay window with siding panels. 1 x 10 trim at base.
22. Secondary hip roof above three or more windows on roof brackets.
23. Entry doors - 4 panel or single panel with divided lights above.
24. Garage doors are raised panel design with or without glazing.
25. Porch columns to be built-up wood minimum 12" square, with rail.
26. Walk-out deck with rail and 12" square built-up newel post on minimum 2' x 2' brick column.
27. Walk-out deck covered with roof.
28. Covered porch wrapped around on to side elevation minimum of 12' in length.
29. Covered side elevation or rear elevation porch, minimum 60 square feet.
30. Textured or pigmented concrete drive with scored pattern.
31. Garage windows in excess of City of Aurora Standards. May be located in door and/or wall.
32. Masonry in excess of City of Aurora Standards.
33. Exterior light fixture using historically appropriate style.



Customs House, Georgetown, D.C.  
Ammi B. Young, Architect ca. 1860



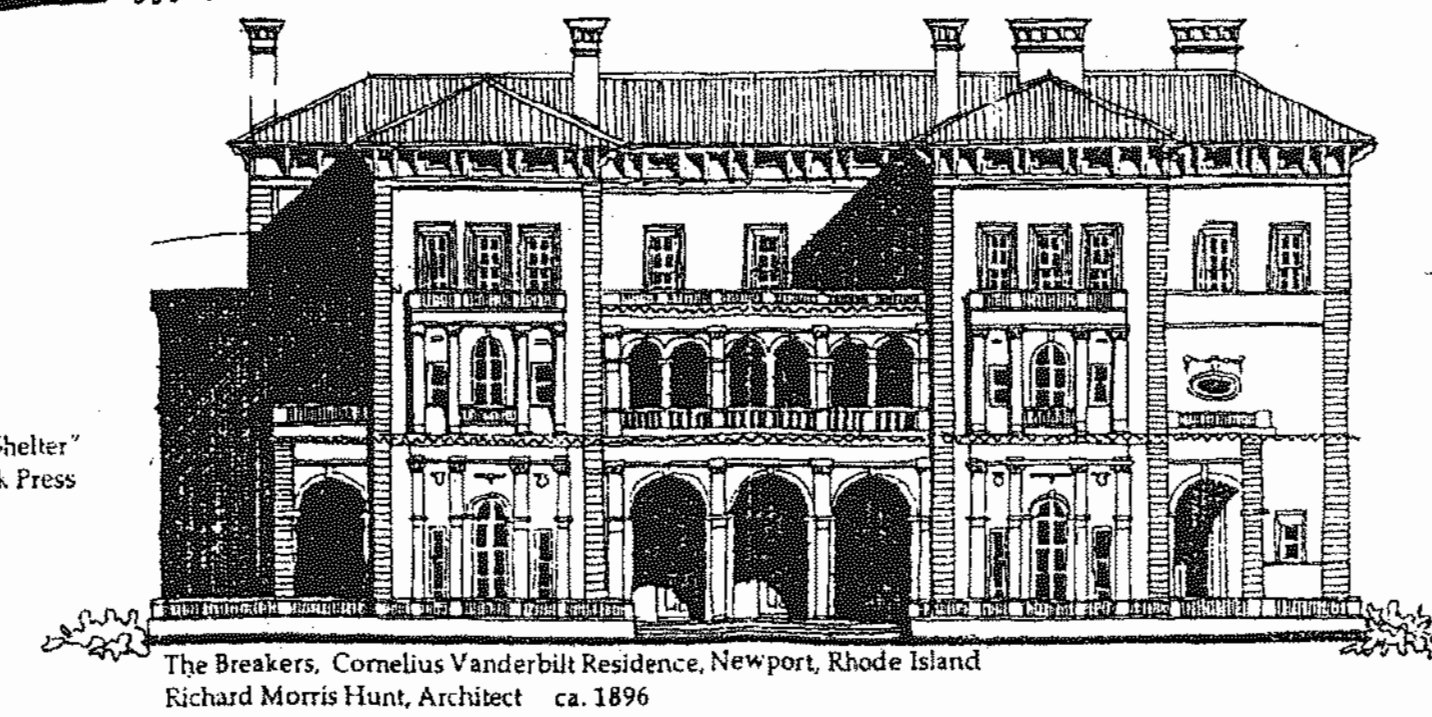
Italianate Residence Georgetown, Colorado  
ca. 1855



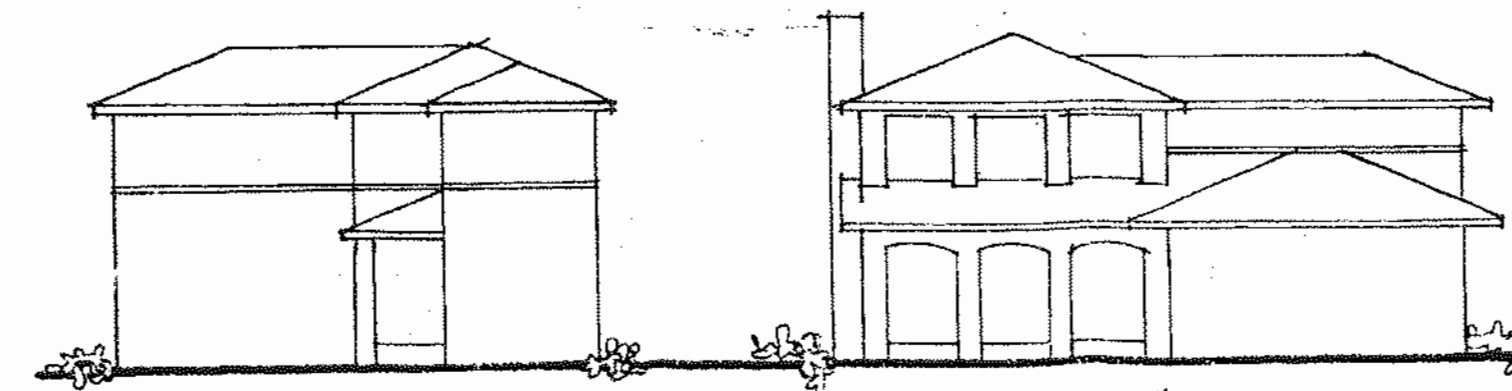
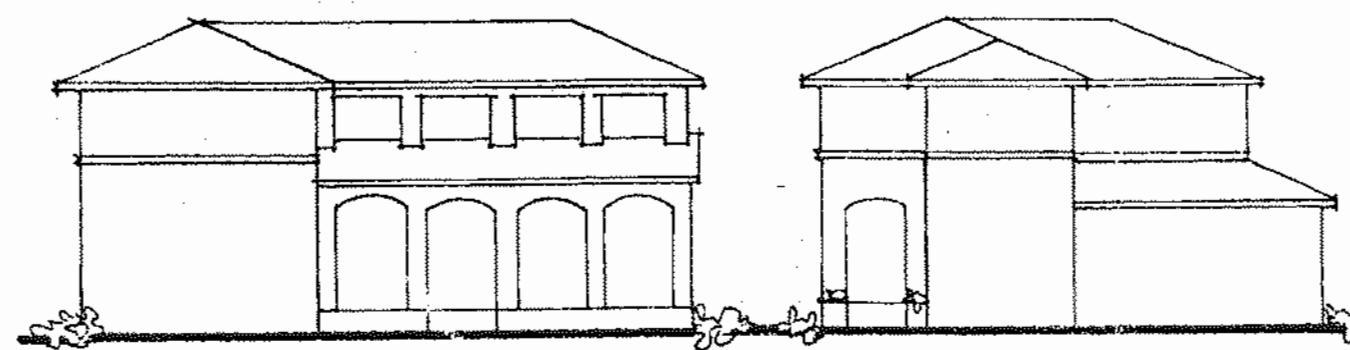
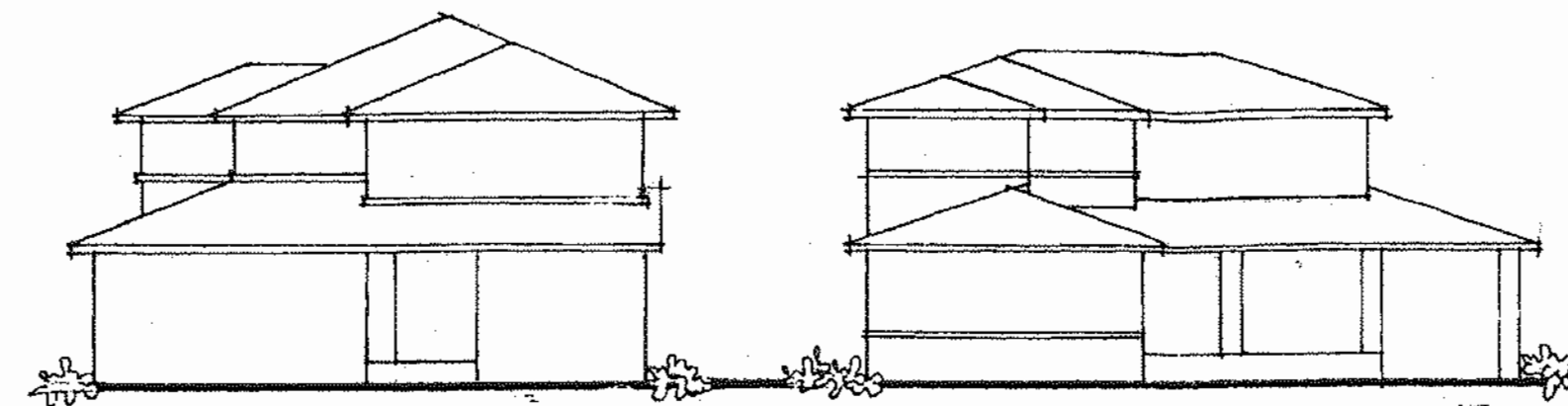
Vernacular Italian Hill Town Residence  
Tuscany, Italy ca. 1800

## HISTORICAL EXAMPLES

Illustrations shown here reprinted from "American Shelter" written by Lester Walker, published by The Overlook Press

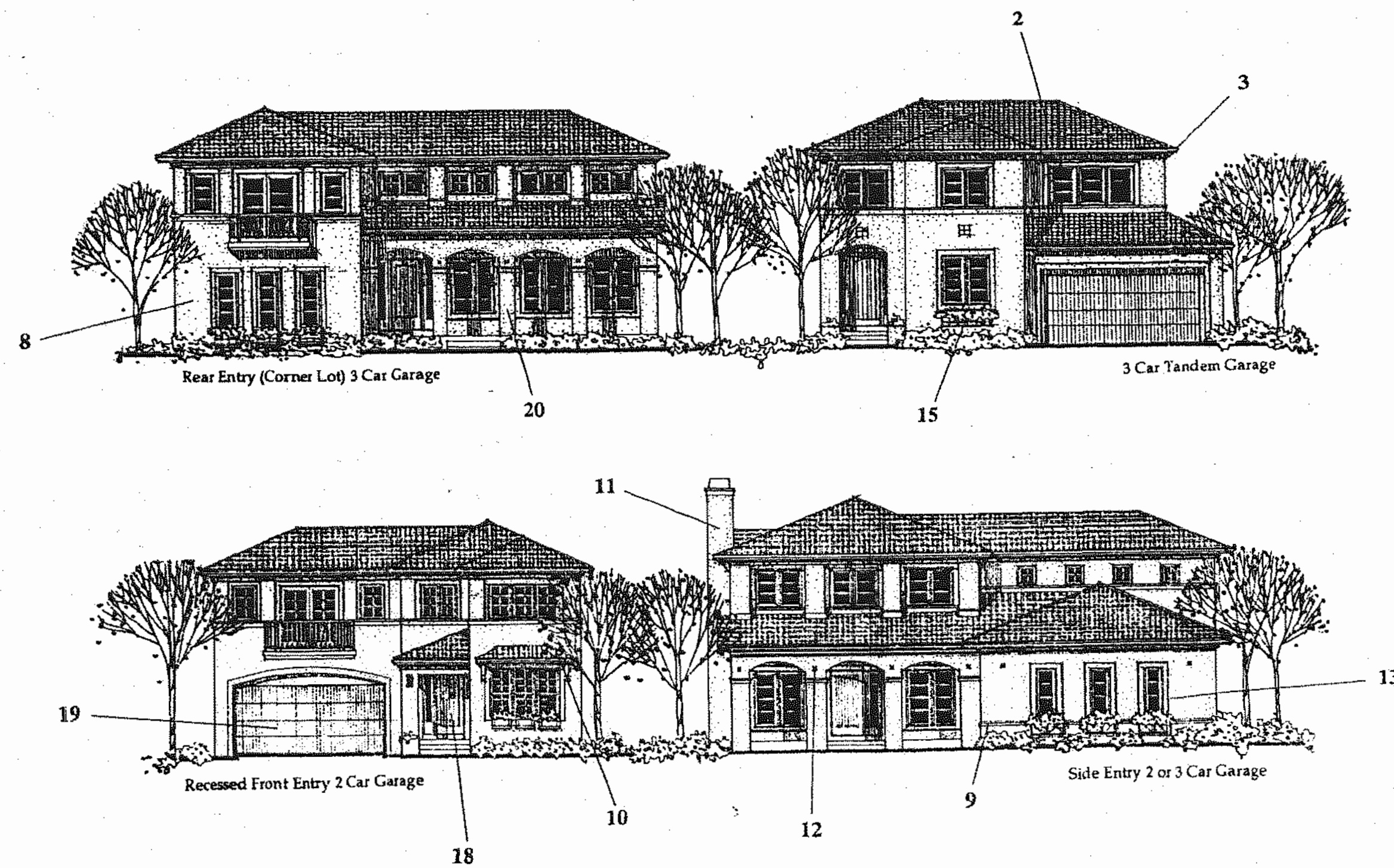


The Breakers, Cornelius Vanderbilt Residence, Newport, Rhode Island  
Richard Morris Hunt, Architect ca. 1896

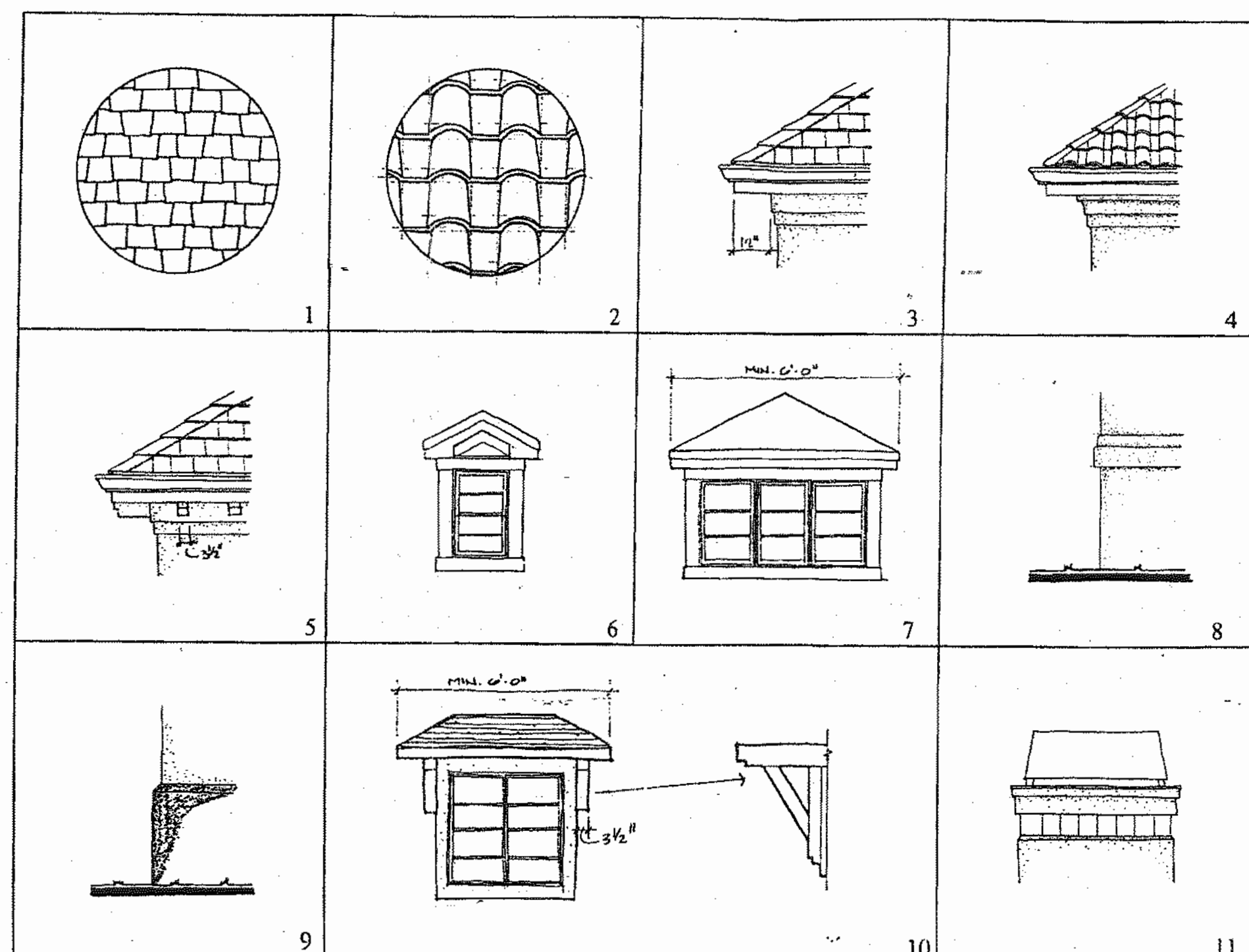




### MEDITERRANEAN ILLUSTRATIVE EXAMPLES

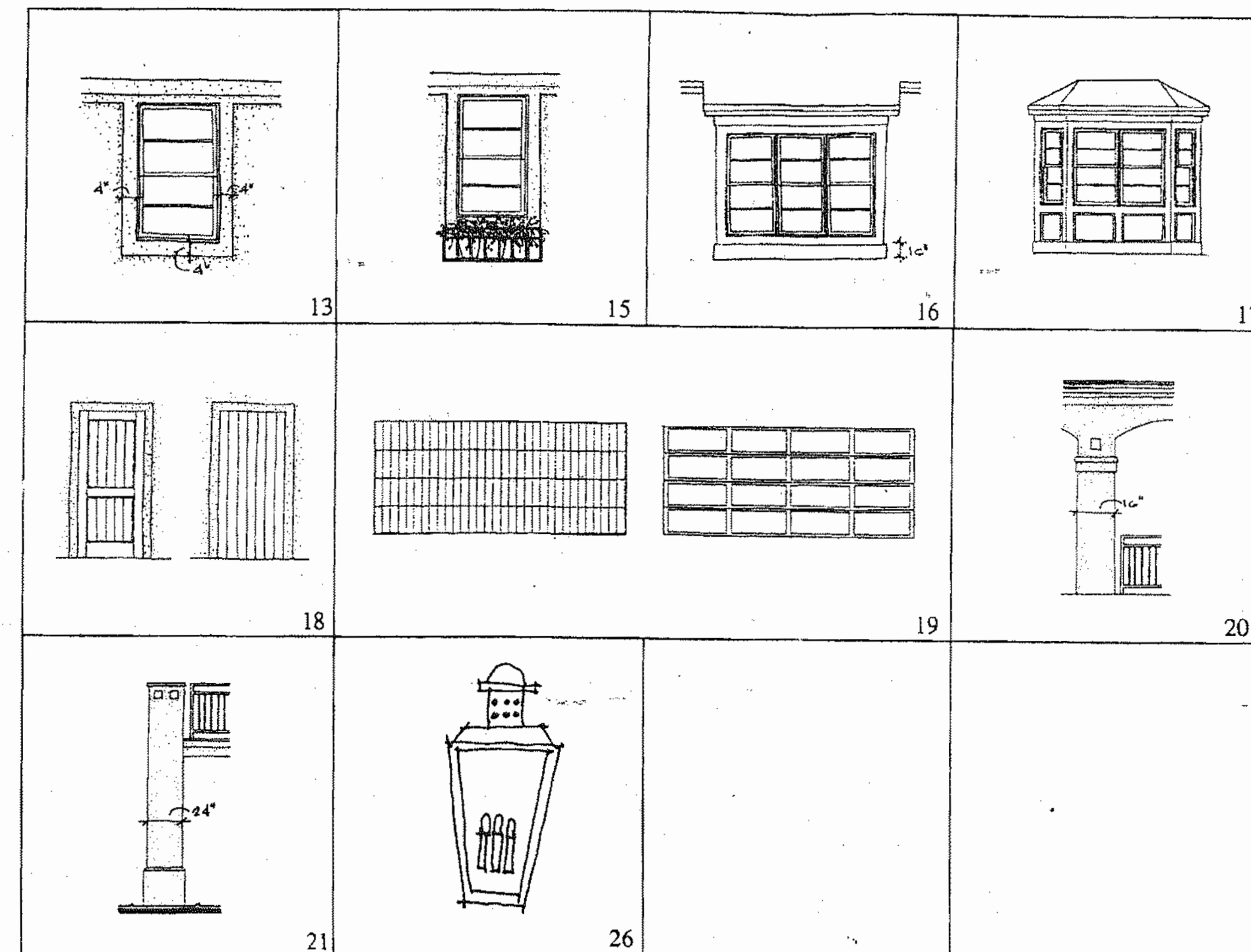


\*Numbers refer to details and descriptions located on the next two pages.



### MEDITERRANEAN MENU OF ARCHITECTURAL FEATURES:

- \*1. Roof clad with architectural grade composition shingles.
2. Roof clad with Roman style concrete tiles.
- \*3. Eave overhangs to have a flat soffit, minimum 12". Frieze to be 6" minimum projecting stucco covered foam detail.
4. Decorative frieze treatments using stucco covered foam cove or crown shapes at cornice.
5. Decorative single or double corbels at eave spaced 24" to 30" on center.
6. Roof top gable end dormer incorporating windows or louvered vents. Minimum of two.
7. Roof top hip roof dormer incorporating vents or windows minimum one per residence.
- \*8. Walls are stucco with medium texture with projecting horizontal bands.
9. Walls are stucco with one inch projecting stucco base in darker hue than body color of house.
10. Secondary hip roof with wood brackets above a group of windows, minimum one per residence.
11. Full height stucco fireplace chimney with metal enclosure for flue. Stucco to extend to grade on foundation.
12. Ceramic tile accents added to stucco facades, chimney or columns as mount for exterior light fixtures.



### MEDITERRANEAN

#### MENU OF ARCHITECTURAL FEATURES CONTINUED:

13. Standard window style has four inch wide protruding trim one inch around window. Note head trim may be incorporated with horizontal band.
- \*14. Windows with decorative divided light pattern required on all public rights-of-way and all other appropriate windows.
15. Iron pot shelf for flower pots located below window(s), minimum two shelves per residence.
16. Boxed bay window with 10" stucco band at bottom protruding one inch.
17. Angled bay window with raised panels below.
- \*18. Entry doors are two panel plank or plank accented with sidelights or transoms. Arched top is optional.
- \*19. Garage doors are raised horizontal panel or flush panel with rough sawn plank boarding.
- \*20. Porch columns and stucco with band detail 16" wide facing street, minimum 8" deep forming arched arcades. Railings are not used on first floor unless required by code. Railing are iron.
21. Walk-out deck with iron railing and minimum 24" square stucco columns.
22. Walk-out deck covered with roof.
23. Covered porch wrapped around on to side elevation minimum 12' in length.
24. Covered side elevation or rear elevation porch, minimum 60 square feet.
25. Textured or pigmented concrete drive with scored pattern.
26. Exterior light fixtures using historically appropriate fixture styles.
27. Garage windows in excess of City of Aurora Standards. May be located in door and/or walls.
28. Masonry in excess of City of Aurora Standards.
29. Second floor sliding or swinging doors with plant balcony minimum 18" deep, minimum 1" wider than doors. Balcony to have code compliant iron rail.

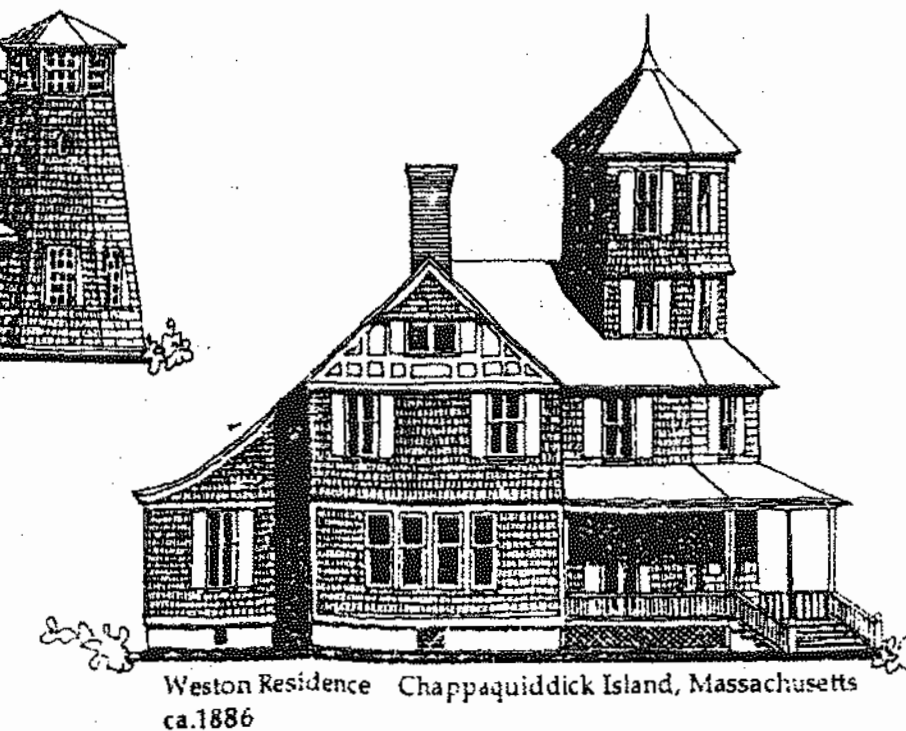
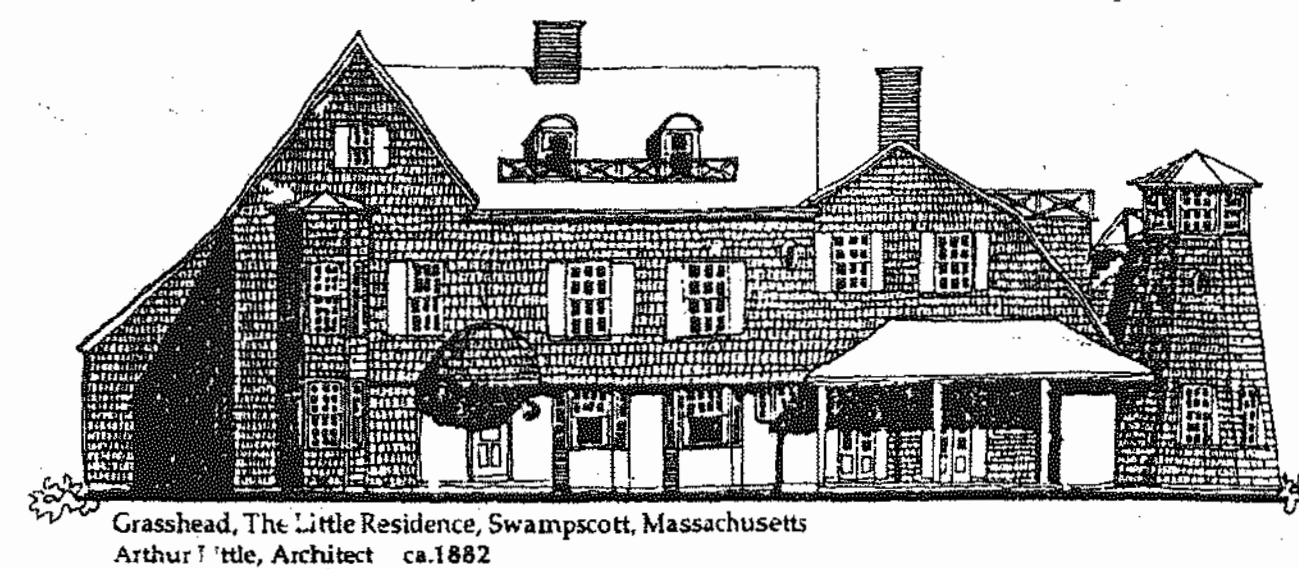
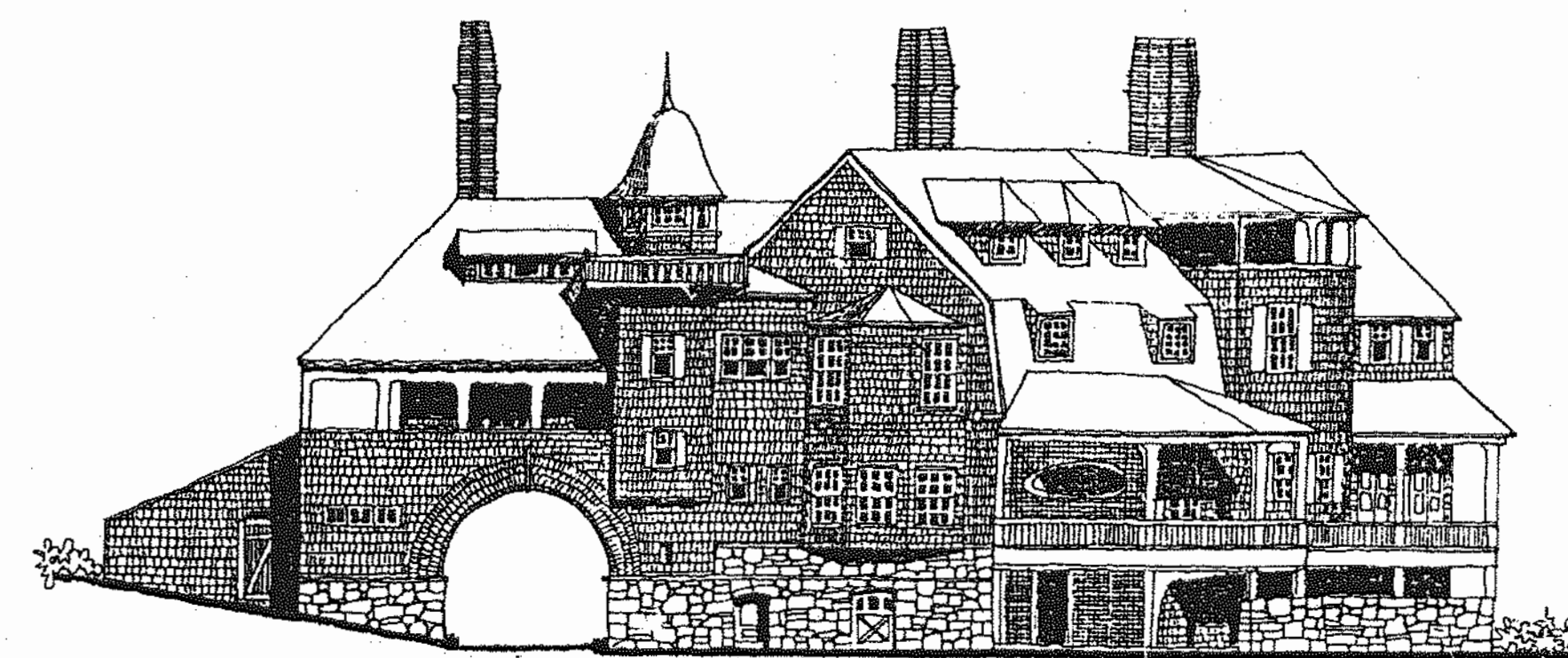
### SHINGLE STYLE

#### HISTORICAL BASIS OF THE STYLE Architectural Character

Most Shingle Style houses were built between the 1870's and the early 1900's. The style began in the seaside resorts of the East Coast, where popular summer destinations such as Newport, Cape Cod and coastal Maine had numerous architect-designed cottages in the style, many of which still survive. Through publication in the popular architectural magazines of the day, the style spread throughout the country, and examples can be found today in all regions. The Shingle Style was a uniquely American adaptation of other popular traditions. It drew from three major genetic forebears: (1) From the Queen Anne, it adopted wide porches, shingled surfaces, and asymmetrical forms; (2) From the Richardsonian Romanesque, it borrowed irregular, sculpted shapes and lower courses made of masonry; brick was used in urban settings and rustic stone work in rural areas; (3) From the contemporary Colonial Revival it adapted rambling, lean-to additions, Palladian windows and classical columns. However, the Shingle Style was not just a new reworking of superficial stylistic elements but an organic style with a character derived from an open, fluid plan.

#### Key Identifying Features

- Wall cladding and roofing of continuous wood shingles (shingled walls may occur on second story only, with masonry used below.)
- Irregular, steeply pitched roofline, often with intersecting cross gables and multi-level eaves.
- Extensive porches (may be small or absent in urban examples).
- Asymmetrical facade; towers appear on some examples, frequently blended into the main volume of the house, rather than as fully developed elements.
- Windows often double hung with multi-pane ash above, one pane below, Palladian windows and one or two story bay windows are also common.



#### HISTORICAL EXAMPLES

Illustrations shown here reprinted from "American Shelter" written by Lester Walker, published by The Overlook Press

### KINGS POINT SOUTH CITY OF AURORA, COLORADO

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ARCHITECTURAL DESIGN STANDARDS

KINGS POINT SOUTH CASE # 2001-7-17-00





### SHINGLE STYLE ARCHITECTURAL CHARACTERISTICS

#### Massing

Building forms are broken up into vertically articulated elements, with the strength of simple shapes playing an important role in a unified composition. The shingled exterior surface should serve to unify the irregular outline of the house.

Gable or hip roofs may be used for the main body of the house, with gable end roofs to be used for second floor (major) accents at porches and garages.

Roof pitches at the main body of the house should be a minimum of 5/12 (i.e. front to back span).

Major roof pitches 7/12 and greater.

Major accent roof pitches should be steep, 7/12 and above. Minor accent roof pitches (in particular for hips) may be shallower.

#### Scale

The scale should be massive but in formal with emphasis on well-proportioned vertical elements.

The use of window and door openings and appropriately scaled detailing are used to give human dimension to the façade.

#### Volume

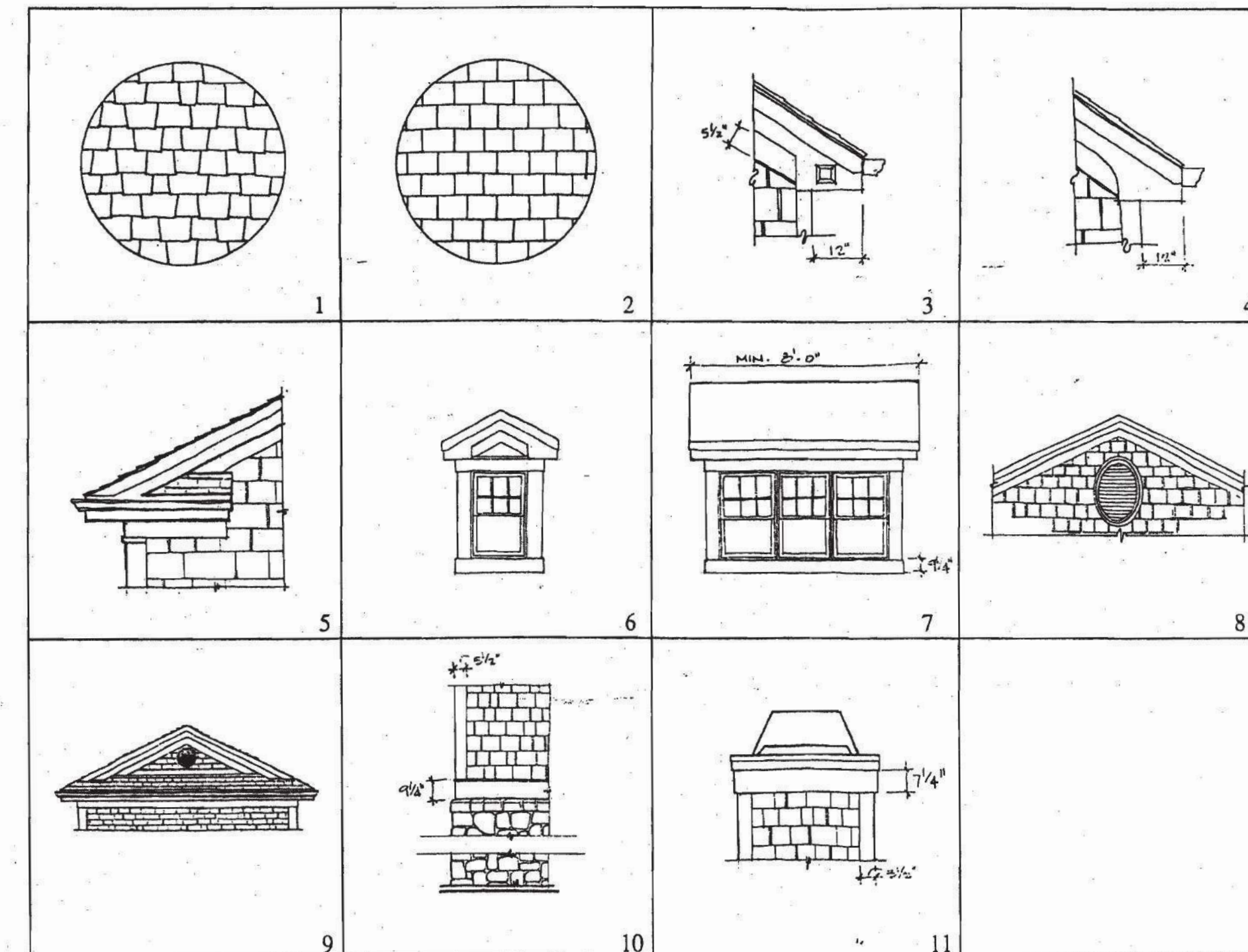
Steeply pitched roof: on simple, basic geometric (triangular, rectangular, arched, etc.) forms predominate in this style.

#### Color

Roofs are in dark earth tones or weathered wood.

The shingle siding is stained in grays or earth tones with white or light colored trim.

Entry doors are painted trim color or accent color.



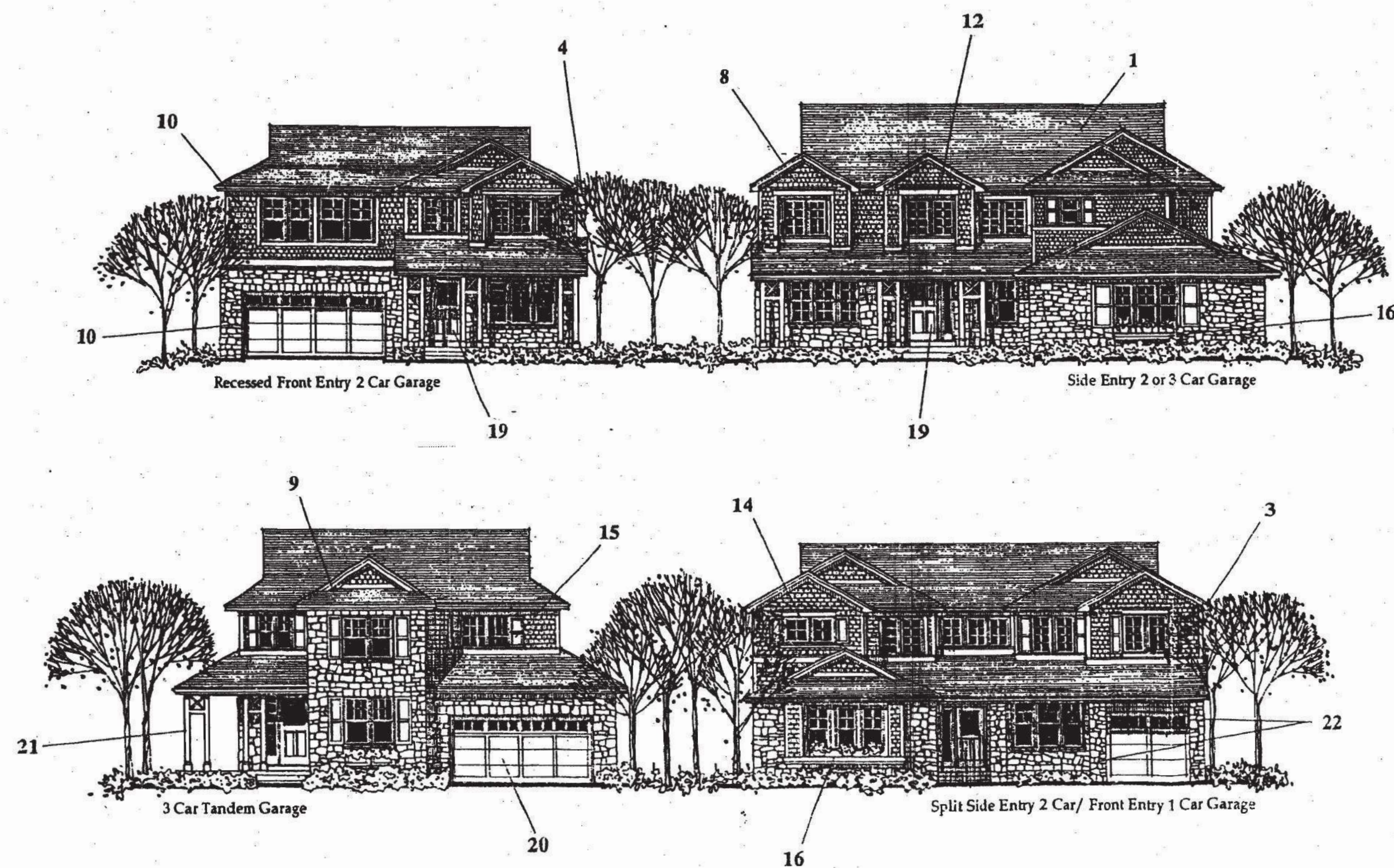
### SHINGLE STYLE

#### MENU OF ARCHITECTURAL FEATURES:

- \*1. Roof clad with architectural composition shingles.
2. Roof clad with flat concrete tiles.
3. Eave overhangs at both hip and gable end roofs should be soffit, maximum 12". Rake overhangs should be a maximum of 12", 5-1/2" frieze board at gable ends. Wood block detail covers kite board joint. 3-1/2" square with chamfered corners.
4. Decorative frieze treatments are used incorporating moldings. Special detailing should be used to terminate or extend the frieze detail at gable ends.
5. Soffited eave/rake transition with decorative curved "pork chop".
6. Roof top gable end dormer incorporating windows or louvered vents. Minimum of two.
7. Roof top shed roof dormer, minimum 8', incorporating vents or windows, one per residence.
- \*8. All gable ends to have shingles. Vent is optional where applicable.
9. All gables on hip roof to have shingles. Vent is optional.
10. Walls are clad in a combination of stone and shingle siding, maximum 7" exposure. 5-1/2" corner trim. 9-1/4" horizontal trim between shingle siding and stone.
11. Full height chimney in shingle siding or stone with decorative metal cap enclosing the flue. Chimney to extend to grade on foundation.

### SHINGLE

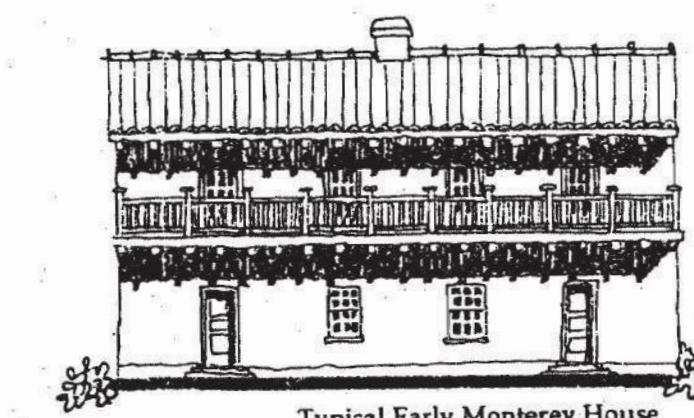
#### ILLUSTRATIVE EXAMPLES



\*Numbers refer to details and descriptions located on the next two pages.



Larkin Residence, Monterey California  
ca. 1835



Typical Early Monterey House  
Monterey, California ca. 1840

**HISTORICAL EXAMPLES**  
Illustrations shown here reprinted from "American Shelter" written by Lester Walker, published by The Overlook Press

### MONTEREY

#### HISTORICAL BASIS OF THE STYLE Architectural Character

The Monterey style is a revival of Anglo-influenced Spanish Colonial houses of northern California. Original Monterey Style residences dated from the 1830's and blended the basic two-story, pitched-roof, massed plan New England colonial shape with Spanish adobe construction. Almost all previous Spanish colonial houses were one story rather than two, and this feature along with a second story cantilevered balcony covered with the principal roof created a new style. A low-pitched, gabled wood shingle roof was used to protect the adobe walls. In the 1920's the search for colonial precedents in residential architecture led to a revival of the Monterey Style. The Revival version of the Monterey Style also fuses Spanish Eclectic and Colonial Revival details. Earlier examples, built from about 1925 to 1940 tend to favor Spanish detailing, later interpretations typically emphasize English Colonial details. Examples occur throughout the country in suburbs built during the second quarter of this century.

#### Key Identifying Features

- Two story form
- Low pitched, gabled wood shingle roof
- Second story, cantilevered, roofed porch with simple post columns and balustrade
- Exterior wall material usually stucco; brick and wood (shingle, vertical board and batten) also used. First and second stories may have different cladding materials.
- Door and window surrounds of simple Colonial or Territorial form
- Windows are often paired and operable or fixed shutters are common. Full length windows open onto balcony

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ARCHITECTURAL DESIGN STANDARDS

KINGS POINT SOUTH CASE # 2001-7017-00



## MONTEREY ARCHITECTURAL CHARACTERISTICS

### Massing

Monterey style is most commonly used in two-story homes, where an extended second floor balcony is a dominant visual element and creates a linear composition.

Massing should balance the two-story elements with asymmetrically grouped one-story elements. Gable roofs will be the prevalent form in this architectural style.

Roof pitches will range from 4/12 to 6/12. A second floor balcony covered with the main roof form.

### Scale

Cantilevered balconies covered by the principal roof of the house serve to define the scale of the two-story mass of the house.

### Volume

Building forms will be linear and rectangular with asymmetrical elements and an emphasis on the horizontal.

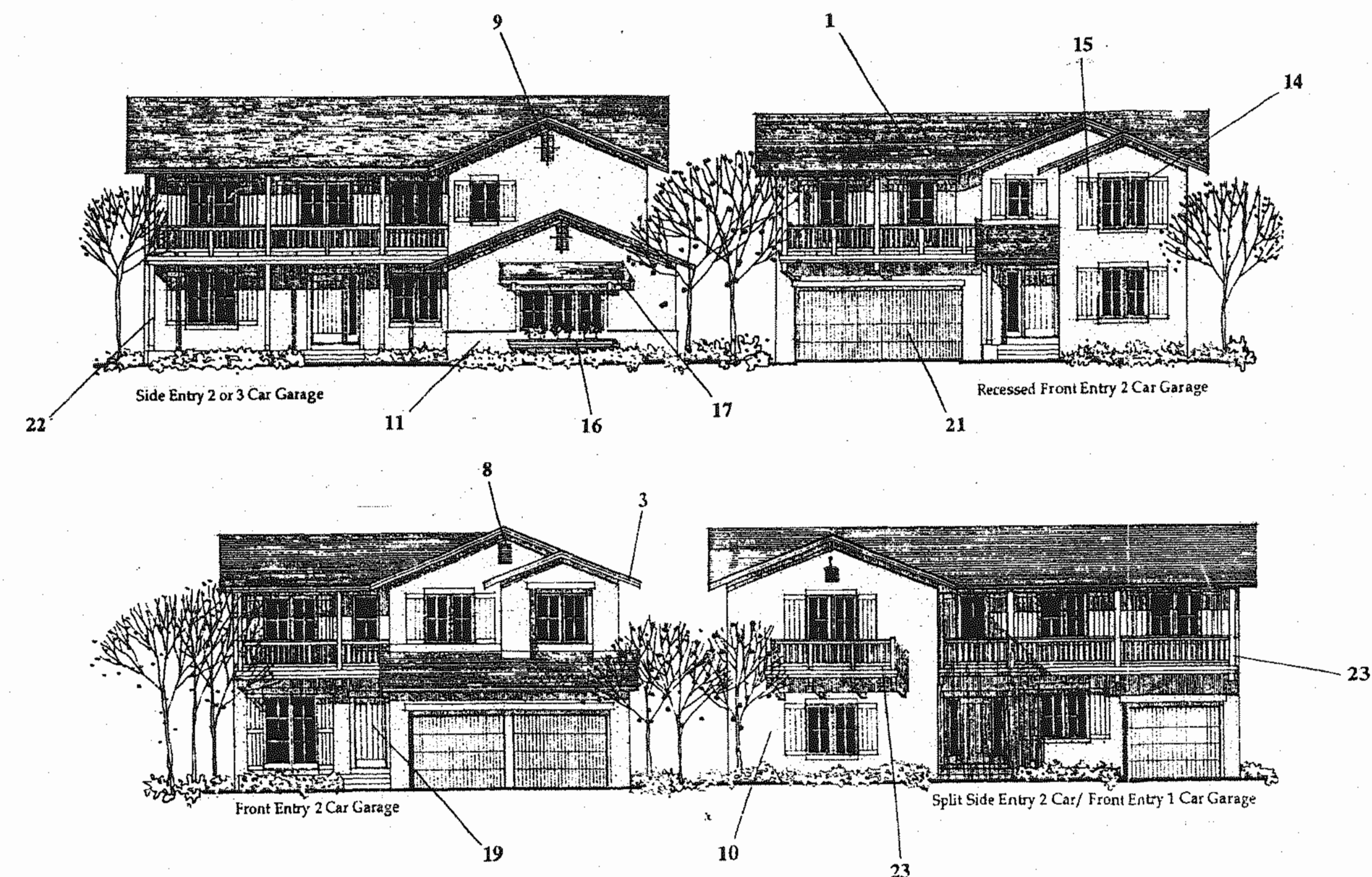
### Color

Black, weathered wood and terra cotta red are the traditional roof colors.

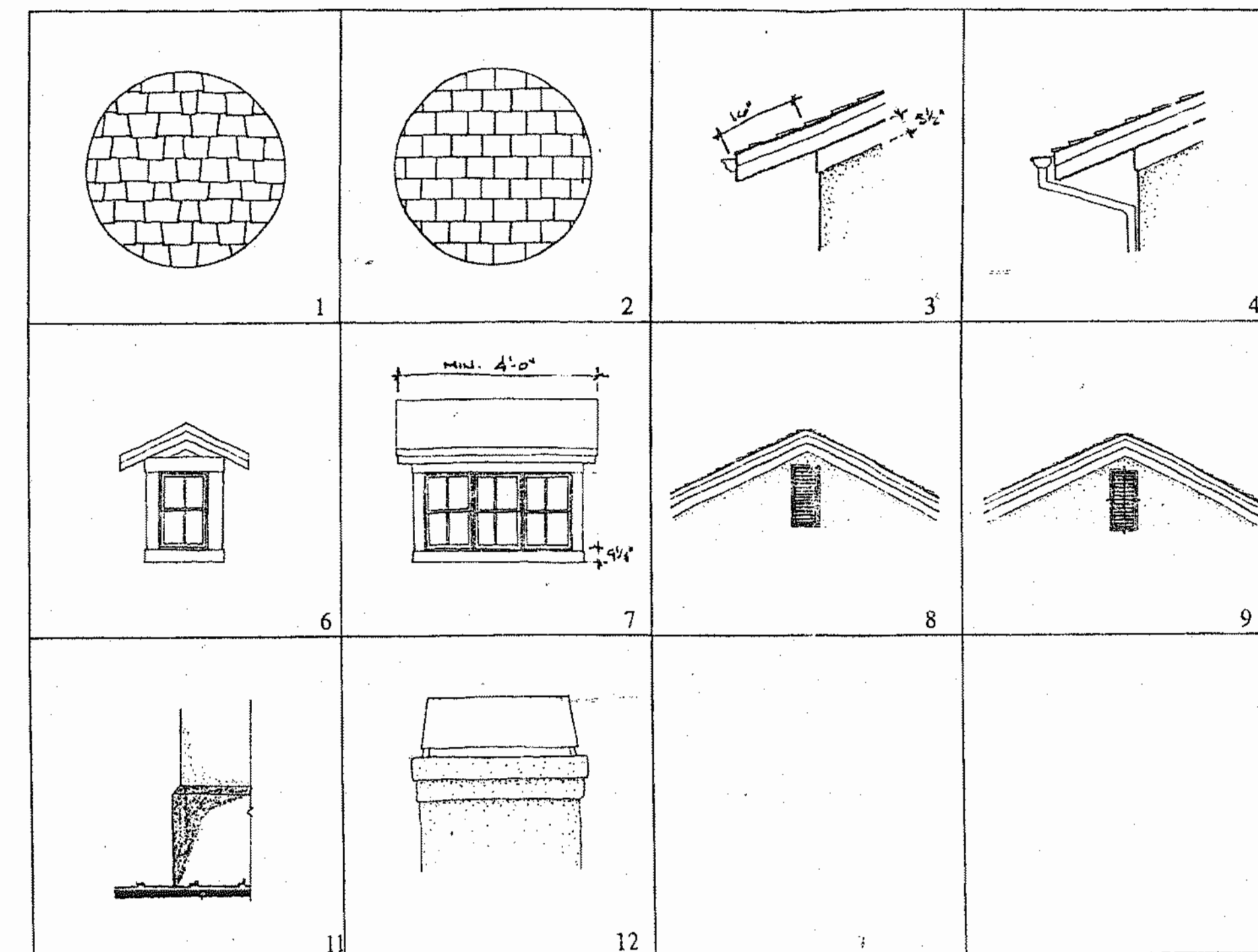
Body colors are off-white and pastel colors with trim colors a darker hue or grey.

Entry doors, garage doors and shutters are stained wood or match the trim color of the house.

## MONTEREY ILLUSTRATIVE EXAMPLES



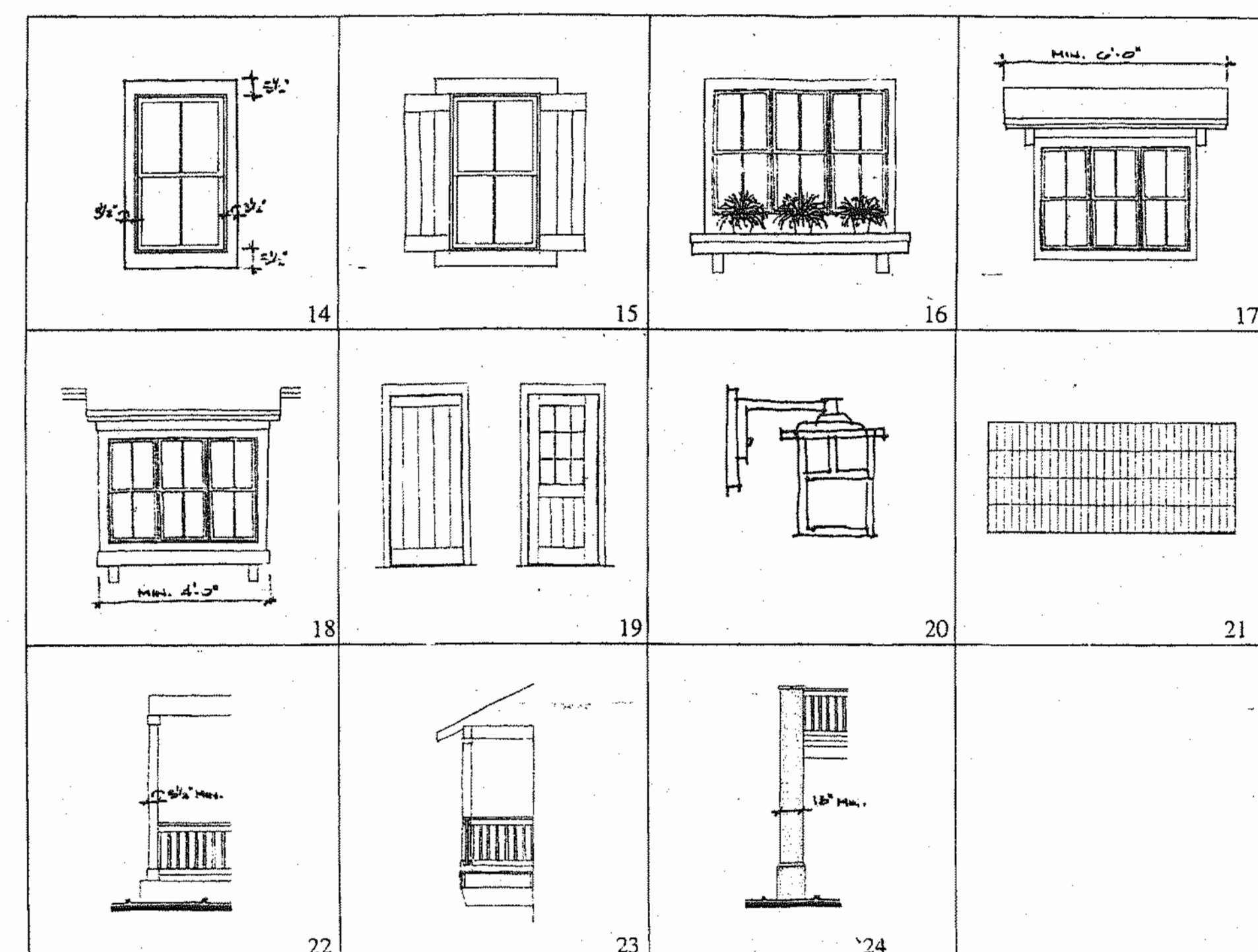
\*Numbers refer to details and descriptions located on the next two pages.



## MONTEREY

### MENU OF ARCHITECTURAL FEATURES:

- \*1. Roof clad with architectural composition shingles.
2. Roof clad with flat concrete tiles.
- \*3. Eave overhangs to be a minimum of 16" sloped. Rake overhangs a maximum of 12". Frieze board minimum 5-1/2" used at wall/eave junction. Fascia board minimum 5-1/2" to be used on all eave overhangs.
4. Eave cornice with half-round gutters and round downspouts.
5. Eave cornice with exposed rafter tails in lieu of soffit.
6. Roof top gable end dormer incorporating windows or louvered vents. Minimum of two.
7. Roof top shed roof dormer, minimum 4' incorporating vents or windows, one per residence.
- \*8. Gable ends with rectangular vent, main gable ends.
9. Gable end rectangular vent with decorative iron, one required.
- \*10. Walls to be clad in stucco with minimum texture.
11. Walls to have a projecting band detail with slightly darker hue.
12. Full height stucco chimney with detailed top and metal cap enclosing flue. Chimney to extend to grade on foundation.
13. Wall areas under covered balconies may be sided with vertical joint siding. Cementitious fiber board or equivalent.



## MONTEREY

### MENU OF ARCHITECTURAL FEATURES CONTINUED:

- \*14. Standard windows with 3-1/2" jamb trim and 5-1/2" head and sill trim. Decorative grids in all windows.
- \*15. Windows with pair of plank shutters, all appropriate windows, minimum 4' high. Not on windows with transoms.
16. Pot shelf for flower pots below minimum two windows, one per residence.
17. Shed accent roof, minimum 6' above group of windows with exposed beams.
18. Boxed bay window with 1 x 10 horizontal band with 3-1/2" beams below.
- \*19. Entry doors to be simple, vertical plank rail system or vertical plank with divided light glazing.
20. Exterior light fixtures using historically appropriate fixture styles.
21. Garage door with applied vertical plank.
- \*22. Typical porch column design is wood timber minimum 5-1/2" square with simple cap and base detailing.
- \*23. Cantilevered balconies with typical porch column and exposed cantilevered beams.
24. Walk-out deck with wood rail and stucco column minimum 18" square.
25. Walk-out deck with covered roof.
26. Covered porch wrapped around on to side elevation, minimum 12' in length.
27. Covered side elevation or rear elevation porch, minimum 60 square feet.
28. Textured or pigmented concrete drive with scored pattern.
29. Garage windows in excess of City of Aurora Standards. May be located in door and/or walls.
30. Stucco in excess of City of Aurora Standards.

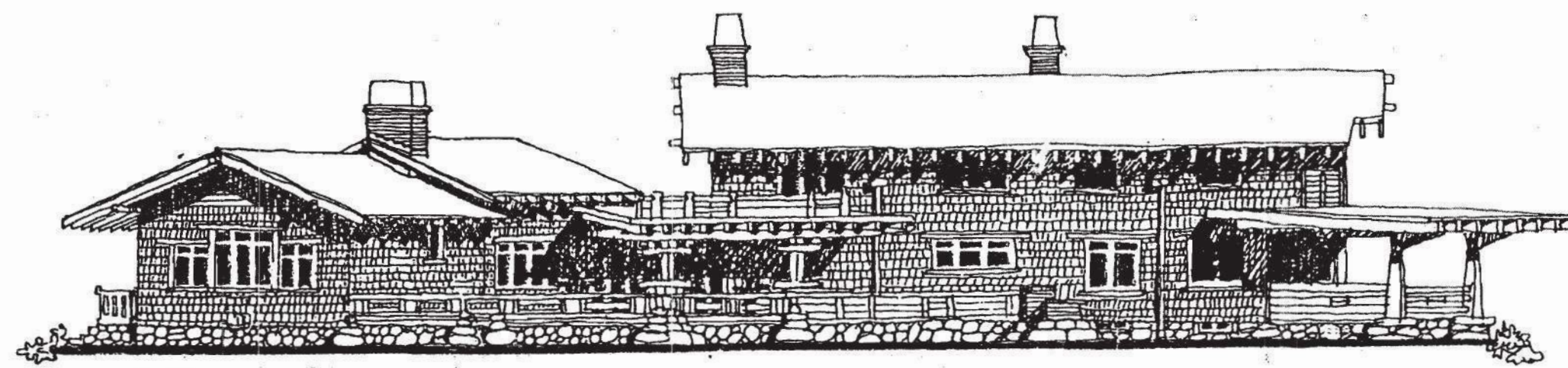
**KINGS POINT SOUTH**  
CITY OF AURORA, COLORADO

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ARCHITECTURAL DESIGN STANDARDS

KINGS POINT SOUTH CASE # 2001-7017-00

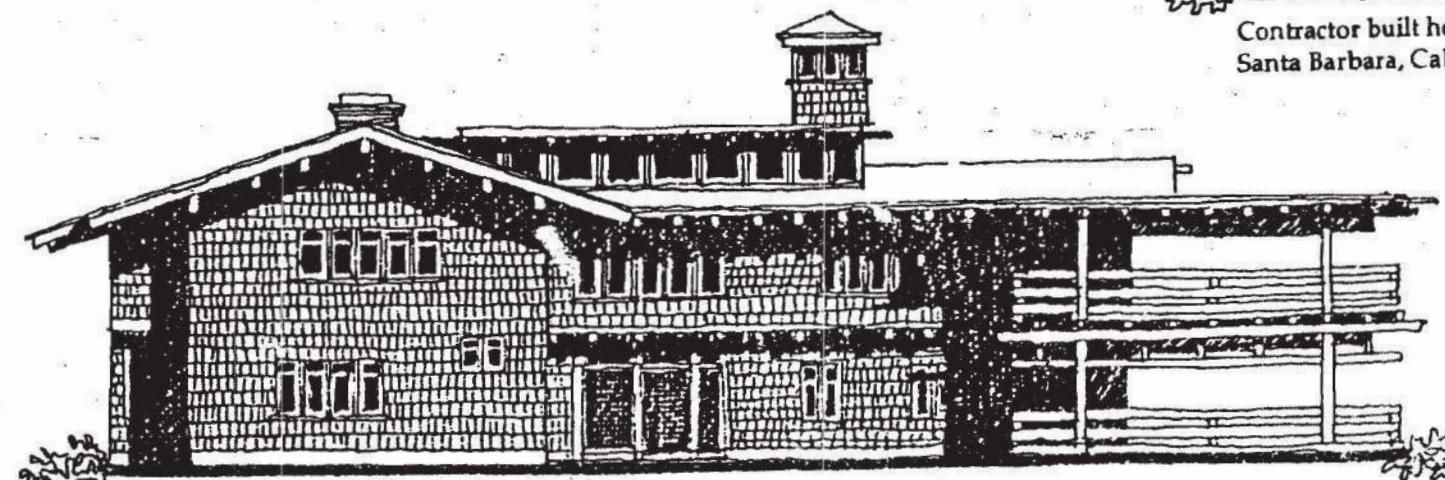




Pratt Residence, Nordhoff, California  
Greene and Greene, Architects ca. 1909



Contractor built house, published in Craftsman Magazine  
Santa Barbara, California



Gamble Residence, Pasadena, California  
Greene and Greene, Architects ca. 1908

**HISTORICAL EXAMPLES**  
Illustrations shown here reprinted from "American Shelter"  
written by Lester Walker, published by The Overlook Press

## CRAFTSMAN

### HISTORICAL BASIS OF THE STYLE

#### Architectural Character

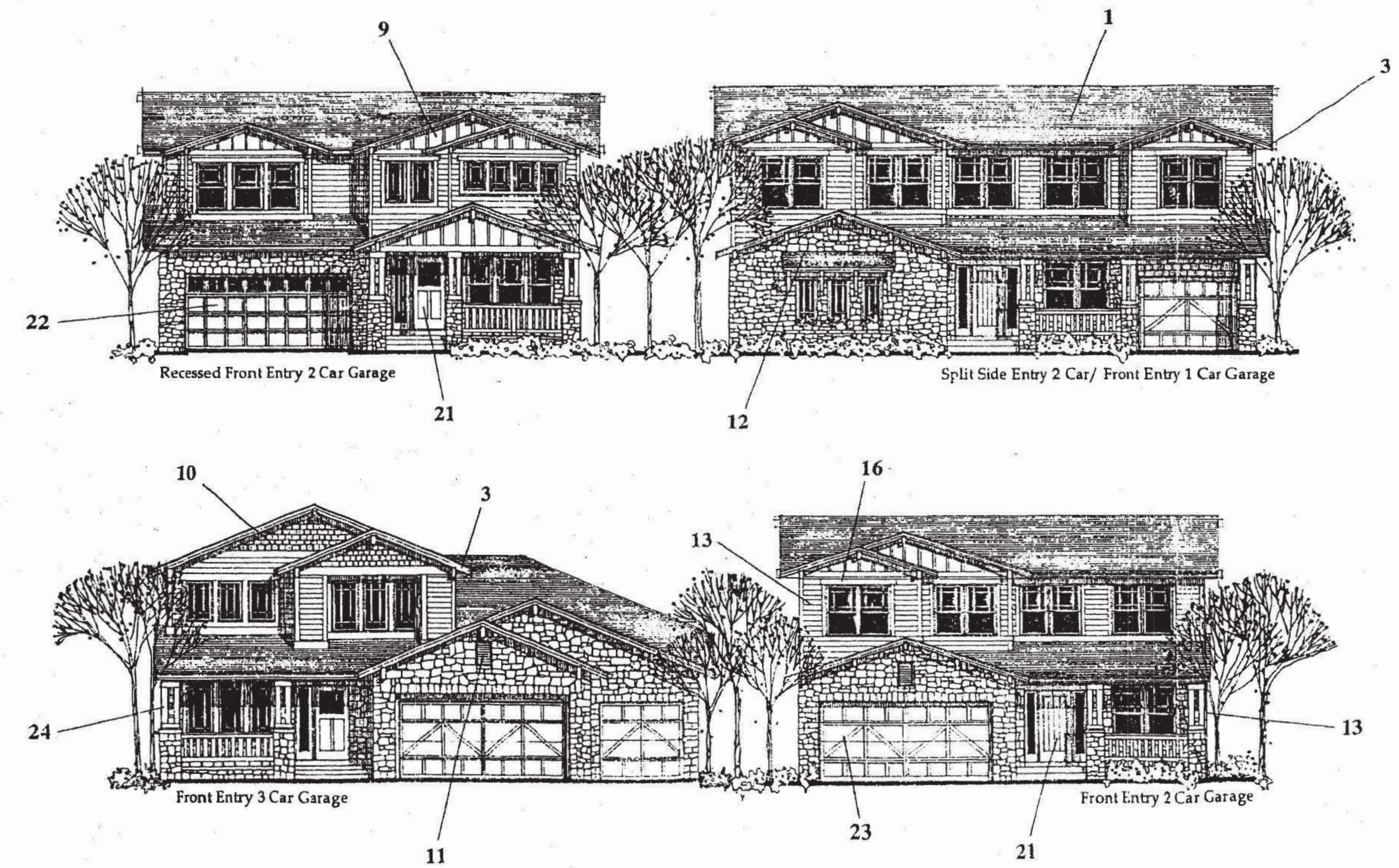
Craftsman became the dominant style for smaller homes built throughout the country during the period from 1905 until the early 1920's. The style originated in Southern California and was greatly inspired by the work of the Greene brothers who designed and built the most exceptional landmark examples. Like vernacular examples of the Prairie School, which was popular at about the same time, Craftsman house designs were quickly spread throughout the country by pattern books and magazines. The style is characterized by the rustic, natural texture of the building materials, broad overhangs with exposed rafter tails and often extensive use of pergolas or trellises. Windows might be double hung or casement, sometimes with divided lites. The color and tone of the house also derive from natural materials.

#### Key Identifying Features

- Low pitched gable roof with wide eave overhangs.
- Decorative (false) beams or brackets added under gables.
- Covered porch extending full or partial width of house, with roof supported by distinctive, massively scaled piers or columns.
- Exterior wall materials often varied and rustic in character: stone, clapboard, board and batten, shingle, brick concrete block and stucco are all common, frequently used in combination.
- Trellised side porches and porte cocheres.
- Double hung or casement windows
- Gabled or shed dormers.

## CRAFTSMAN

### ILLUSTRATIVE EXAMPLES



\*Numbers refer to details and descriptions located on the next two pages.

## CRAFTSMAN

### ARCHITECTURAL CHARACTERISTICS

#### Massing

Usually a two-story home, where a two-story mass can contrast with lower wings, porches and garages to achieve a linear composition.

Gable roofs will be the prevalent form for the main body of the house, with occasional use of hip or shed roofs. Roof pitches range from 4/12 to 6/12.

#### Scale

A dominant front porch element with massive columns acts to ground the house and serve as a transition from the street.

#### Volume

Building forms are generally linear and asymmetrical with emphasis on triangular roof elements (front facing, shallow pitched gables).

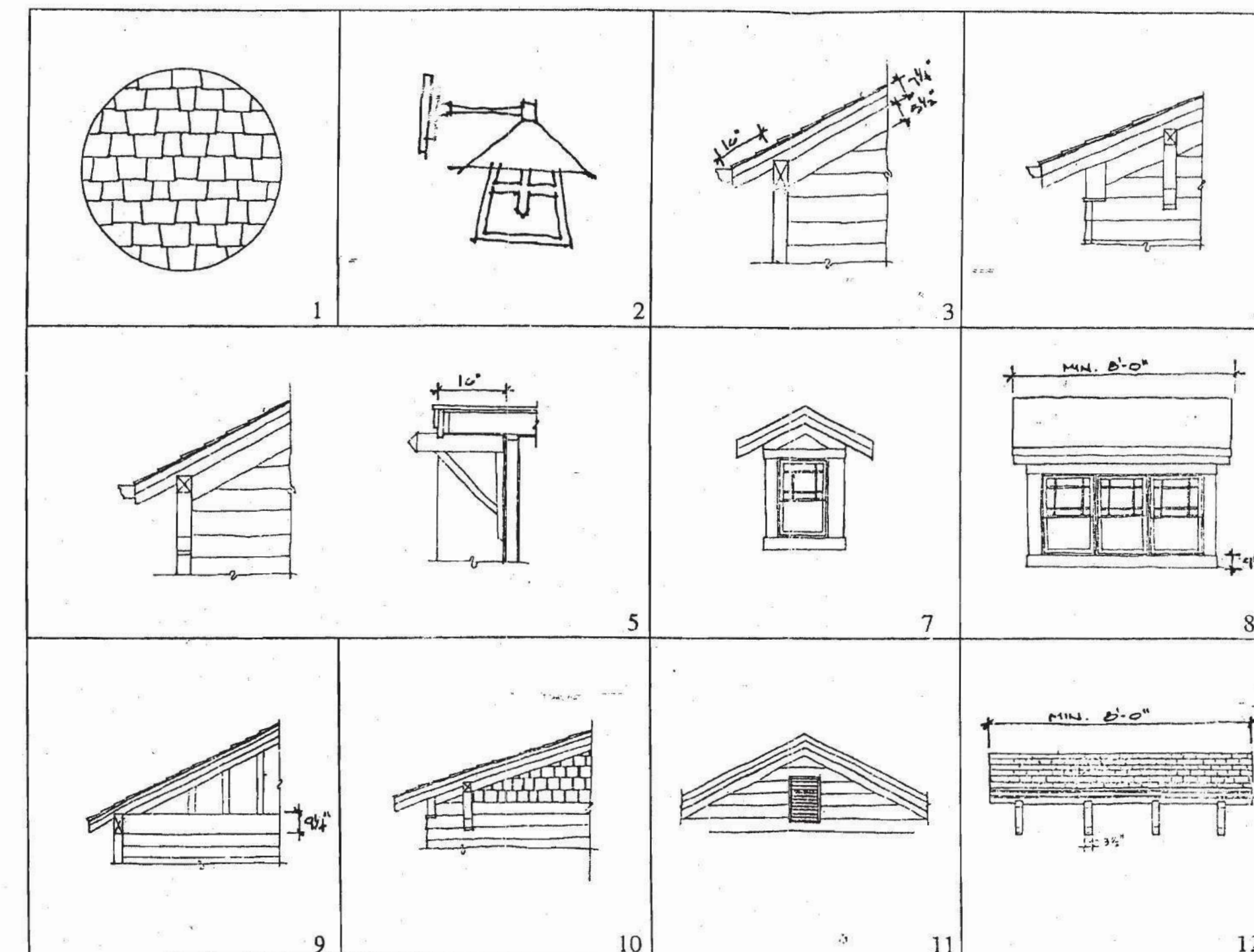
#### Color

Roofs in the Craftsman style are in the darker colors. Body colors will be in the brighter hues with trim colors darker than the body color. Entry doors are usually painted a dark, glossy earth tone.

## CRAFTSMAN

### MENU OF ARCHITECTURAL FEATURES:

- \*1. Roof clad with architectural composition shingles.
2. Exterior light fixtures using historically appropriate fixture styles..
- \*3. Eave overhangs at gable end roofs should be a maximum of 16". Rake overhangs should be a minimum of 16". Frieze board minimum 5-1/2", fascia board (minimum 7-1/4") shingle mould 3/4" x 3-1/2" used on gable ends and fascias not requiring gutters.
4. Eave overhangs with expressed lap metal corners.
5. Eave overhangs may be supported with triangulated knee braces in lieu of beam ends.
6. Exposed rafter tails used in lieu of fascia board and soffits particularly at porches. Decorative exposed beam ends.
7. Roof top gable end dormer incorporating windows or louvered vents. Minimum of two per residence.
8. Roof top shed roof dormer incorporating vents or windows, minimum 8'.
9. Gable end with cementitious fiberboard board and batten siding maximum 12" on center batten spacing, separated from lap siding with 9-1/4" horizontal band, all main gable ends.
10. Gable end with shingles separated from lap siding with 9-1/4" horizontal band, all main gable ends.
11. Gable end with rectangular vent, all gable ends.
12. Shed accent roof, minimum 8', above group of windows on triangulated knee braces.

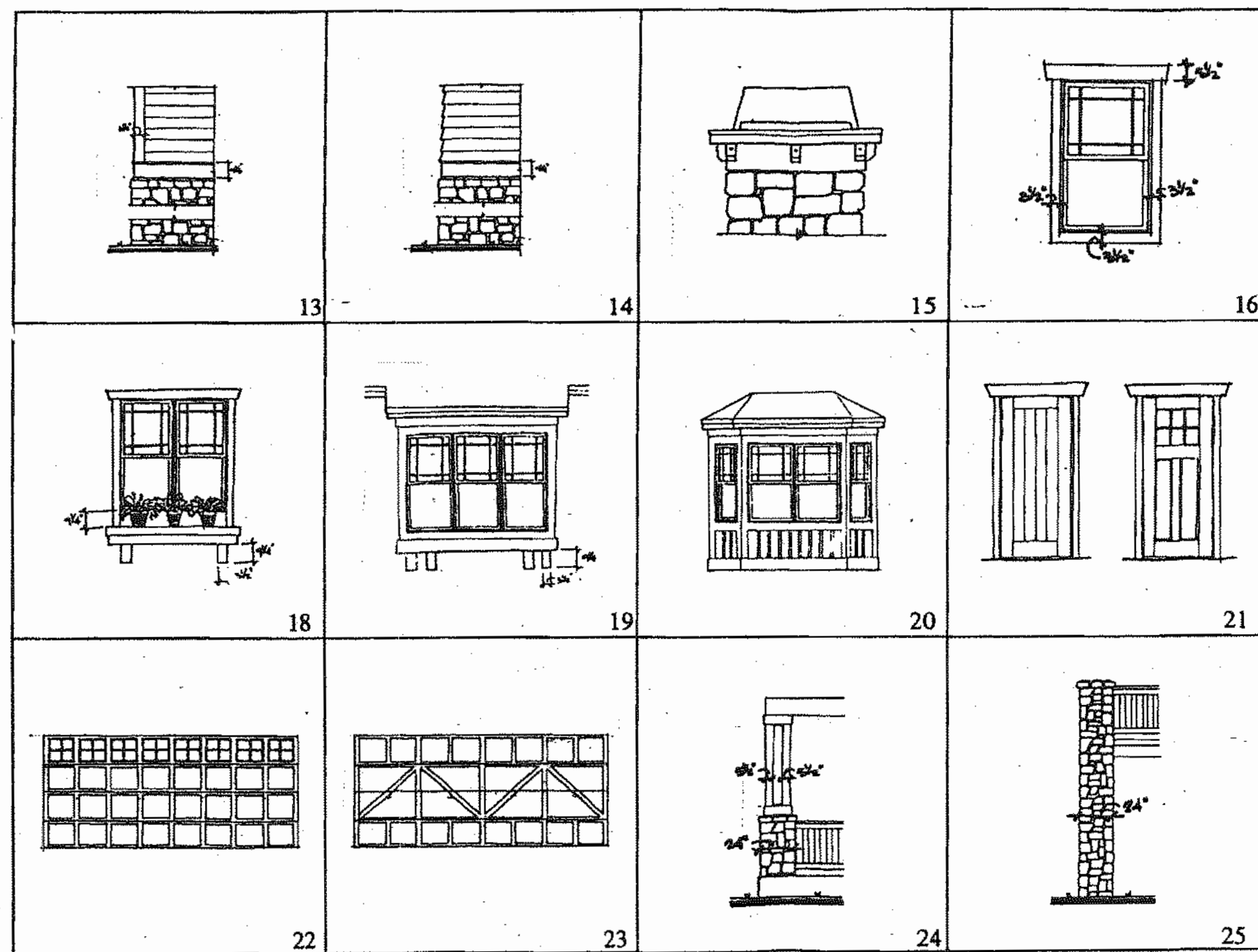


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ARCHITECTURAL DESIGN STANDARDS  
KINGS POINT SOUTH CASE # 2001-7017-00





CRAFTSMAN

MENU OF ARCHITECTURAL FEATURES:

- \*13. Walls to be clad in a combination of stone and horizontal lap siding maximum 7" exposure with wood trim corners. 9-1/4" horizontal band between siding and stone. Stone to be rustic in appearance and used to form a strong base for the house.
- 14. Siding with maximum 7" exposure with expressed corners using metal trim may be used.
- 15. Full height stone chimney with detailed top and metal cap enclosing flue. Stone extends to grade on foundation.
- \*16. Standard window style, 3-1/2" jamb and sill. 5-1/2" shaped head trim.
- \*17. Windows with decorative divided light pattern in upper sash of single hung windows.
- 18. Pot shelf on decorative beams for flower pots below minimum two windows, one shelf per residence.
- 19. Boxed bay window with 1 x 10 horizontal band with decorative beams below.
- 20. Angler bay window with cementitious fiber board, board and batten panels below.
- \*21. Entry doors are plank or raised panel with glazing.
- 22. Garage doors are raised panel design with or without glazing.
- 23. Garage doors are flush panel with applied trim pattern.
- \*24. Porch columns to be pair of square upper columns resting on 24" wide masonry base. Wood rail optional.
- 25. Walk-out deck and rail with minimum 2" x 2" stone columns.
- 26. Walk-out deck with covered roof.
- 27. Covered porch wrapped around on to side elevation, minimum 12' in length.
- 28. Covered side elevation or rear elevation porch, minimum 60 square feet.
- 29. Textured or pigmented concrete drive with scored pattern.
- 30. Garage windows in excess of City of Aurora Standards. May be located in door and/or walls.
- 31. Stone in excess of City of Aurora Standards.

PRAIRIE SCHOOL

HISTORICAL BASIS OF THE STYLE Architectural Character

Often associated with the Chicago School and the early work of Frank Lloyd Wright, this style emerged in the American Midwest at the beginning of this twentieth century, and included the work of many architects. The style was born out of an attempt to relate the design of a structure to the spreading horizon that dominates the midwestern landscape. Porches and terraces were used to further this connection. The Midwestern version of the Prairie Style are usually made of brick, but stucco versions often appear elsewhere. Driven by a quest to emphasize the horizontal line, Prairie Style roofs are often hipped with a very shallow pitch. Characterized by their sheltering overhangs, the eaves are designed to hide the clutter of projecting rafter tails behind squared fascia boards. Porches are often supported by massive square columns that are simply detailed. Large architectural planters often punctuate the porches or terraces. Many Prairie Style houses used simply designed, geometric art glass windows as accents.

Key Identifying Features

- Low pitched hipped roof, wide overhang at eaves
- Two story massing with one story wings or porches
- Contrasting wall materials or trim emphasizing the top half of the upper story
- Simple eave, cornice and facade details emphasizing horizontal lines
- Facades dominated by horizontal rows of tall casement windows with notably vertical detailing, sometimes wrapping around corners
- Geometric patterns of small pane window glazing
- Massive square or rectangular piers of masonry used to support porch roofs
- Horizontal patterns in wall materials
- Built-in window boxes and flattened pedestal urns for flowers
- Broad, flat masonry chimneys

PRAIRIE

ARCHITECTURAL CHARACTERISTICS

Massing

Prairie style is most successfully used in two-story homes, where a two-story mass is contrasted with equally dominant but lower wings, porches and garages.

The use of horizontal masonry lines at the first floor of the house provide stability, and appear visually as an extension of the ground plane.

Hip roofs are the prevalent form in this architectural style.

Roof pitches range from 4/12 to 6/12.

Scale

Covered porch and lower roof forms serve to act as a transitional element from the street to the two story mass of the house

Volume

Building forms will be linear and asymmetrical with emphasis on horizontal plane massing and rectangular plans.

Building Materials/Forms

Overframed hip roof forms to create recesses and shadow lines, particularly at the second floor.

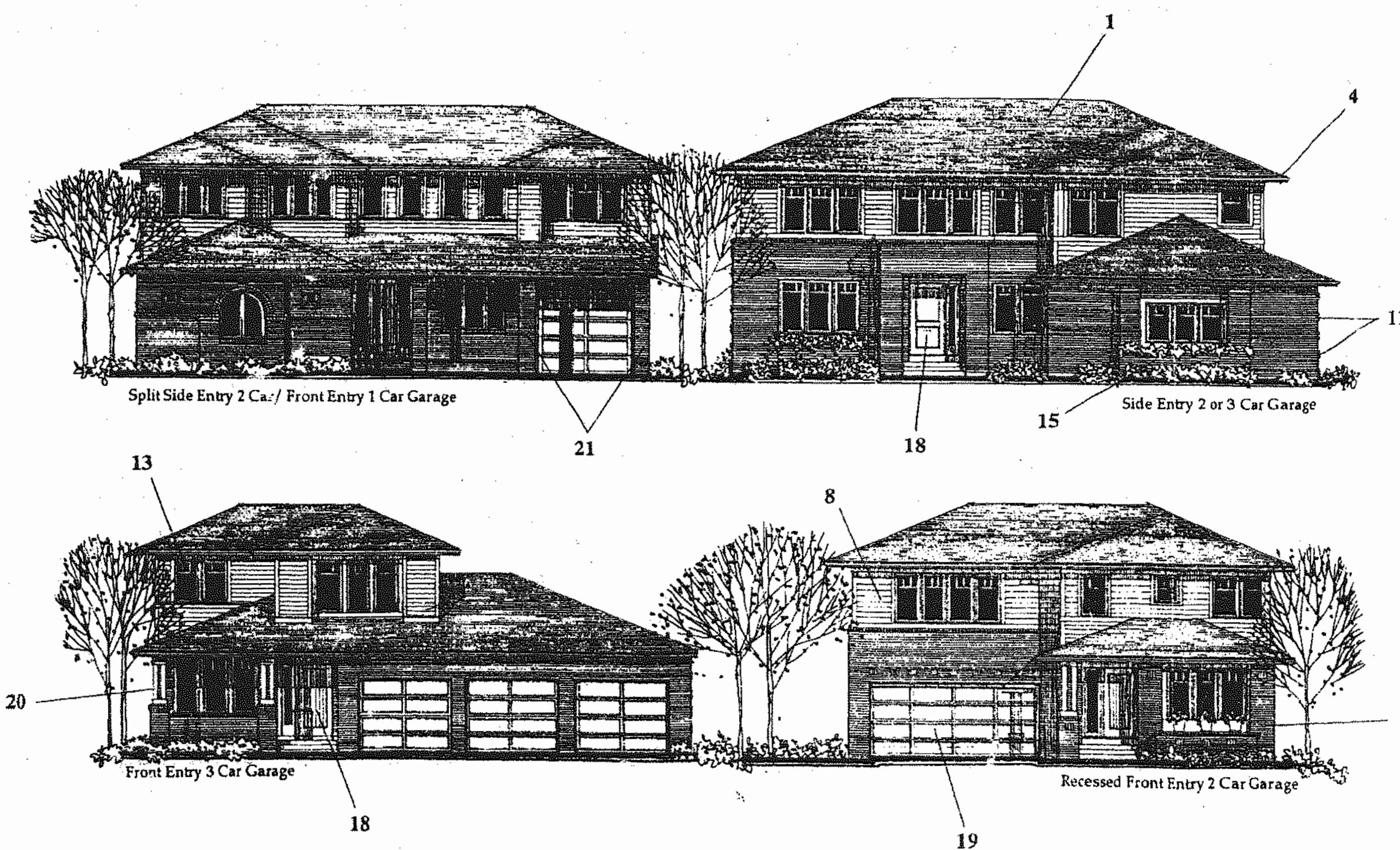
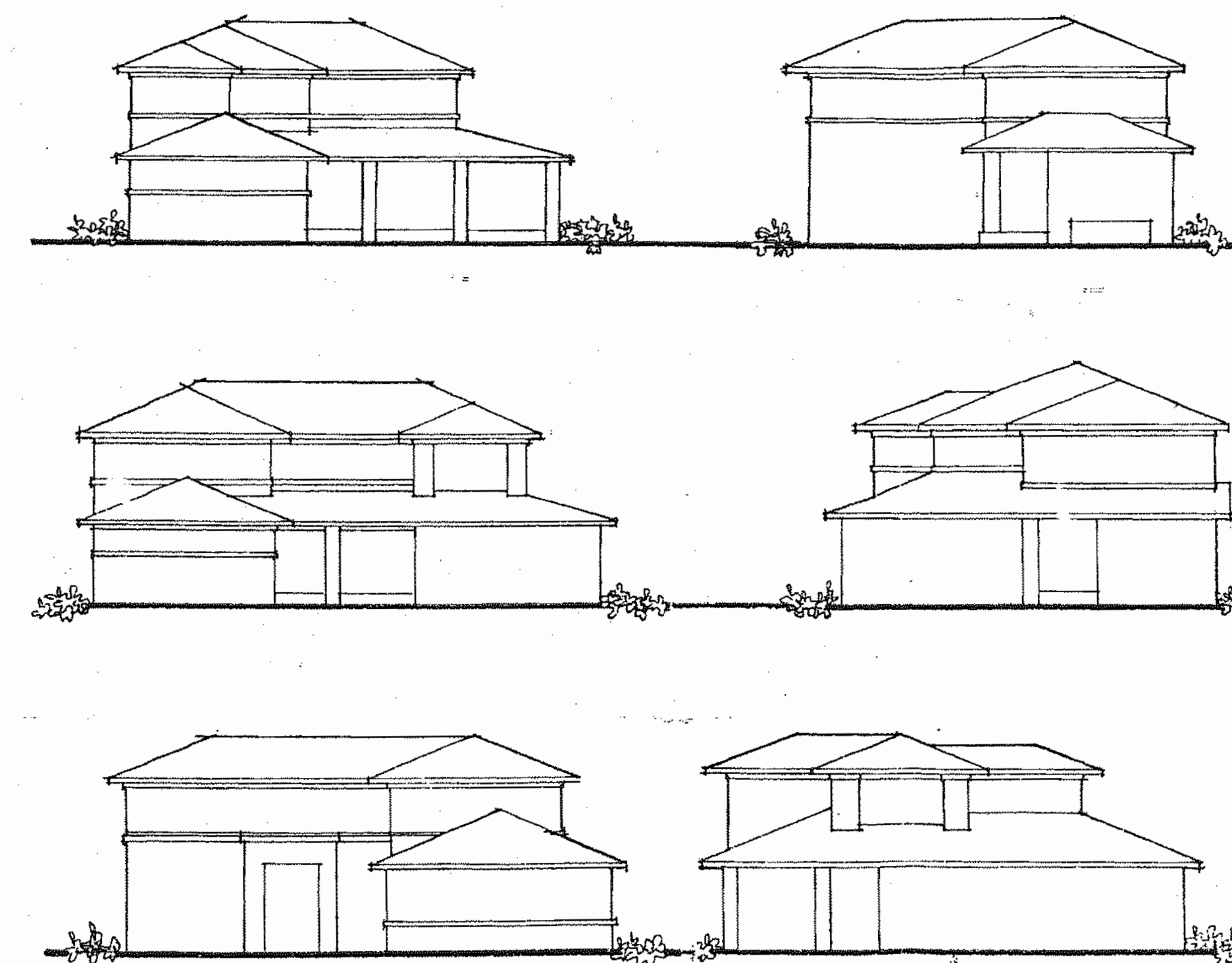
Windows are to primarily be vertically oriented double/single hung.

Color

Roofs will be in dark color ranges for the Prairie Style. Brick and paint colors will be in earth tones with minimum contrast producing an overall monochromatic image.

PRAIRIE

ILLUSTRATIVE EXAMPLES



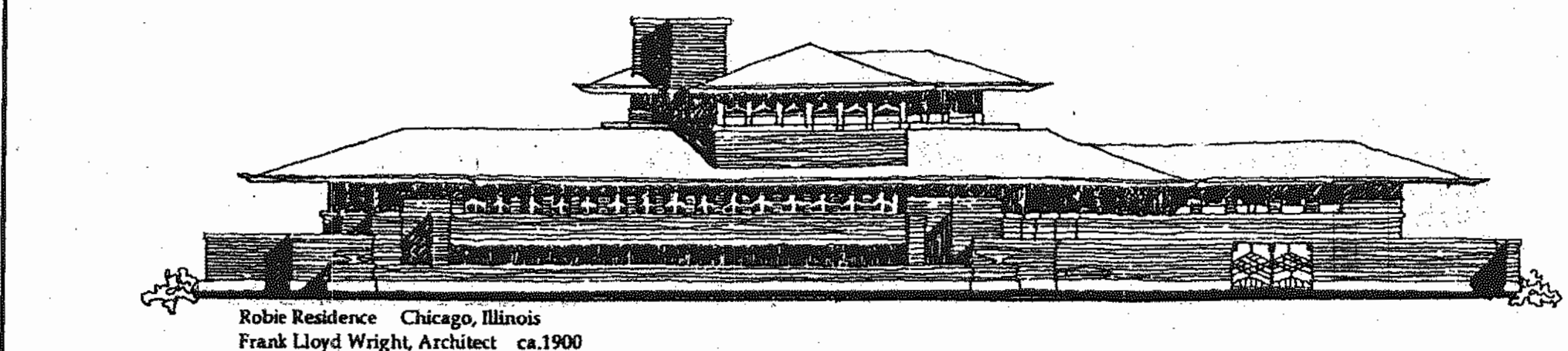
\*Numbers refer to details and descriptions located on the next two pages.

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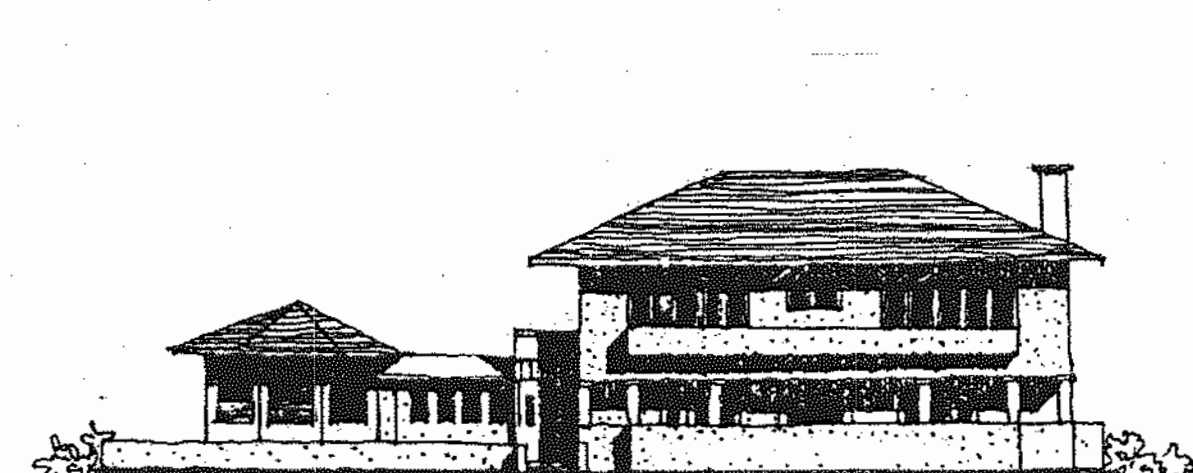
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ARCHITECTURAL DESIGN STANDARDS

KINGS POINT SOUTH CASE # 2001-7017-00



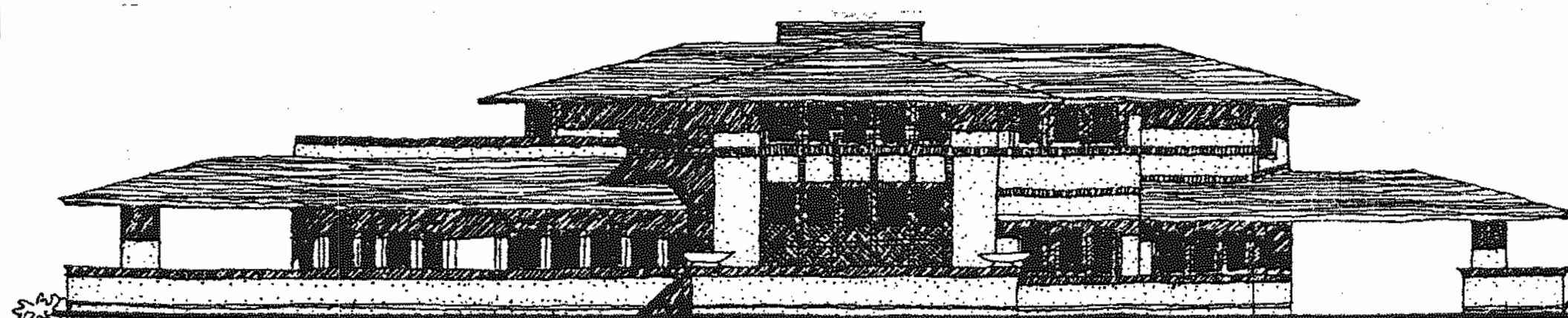
Robie Residence Chicago, Illinois  
Frank Lloyd Wright, Architect ca.1900



McCormick Residence Lake Forest, Illinois  
Louis Sullivan and George Elmslie, Architects ca.1902



Furbeck Residence Oak Park, Illinois  
Frank Lloyd Wright, Architect ca.1897

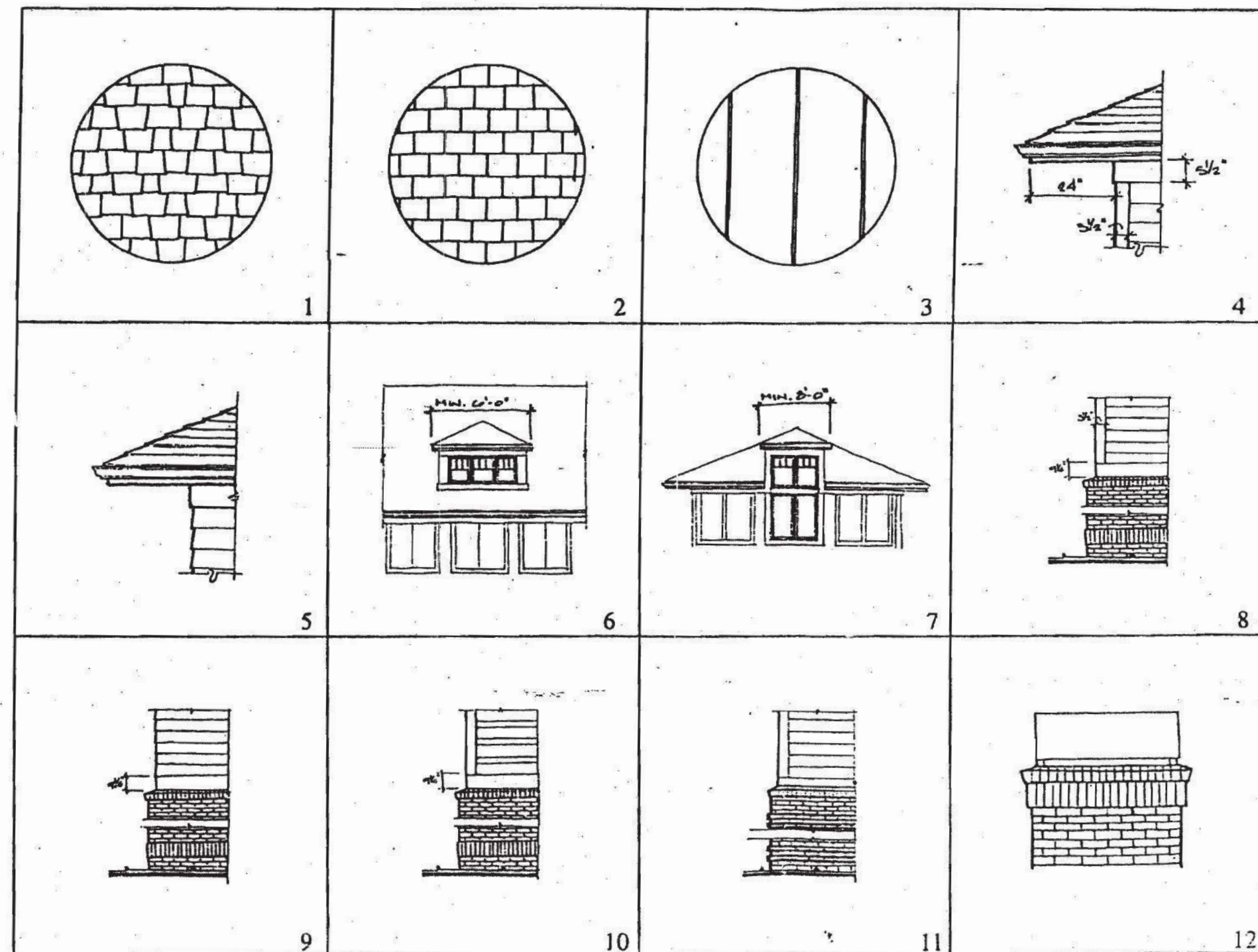


Willets Residence Highland Park, Illinois  
Frank Lloyd Wright, Architect ca.1902

HISTORICAL EXAMPLES

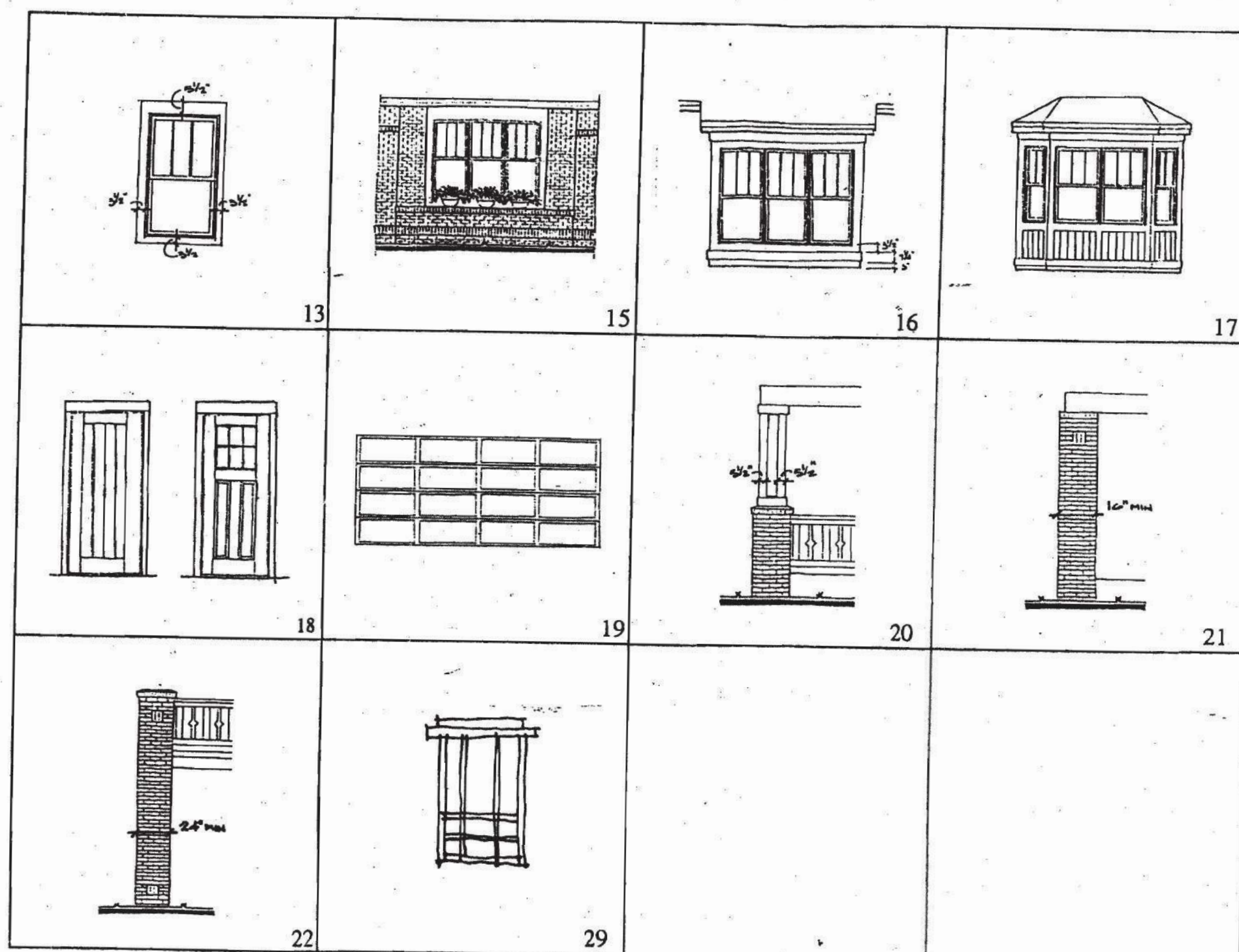
Illustrations shown here reprinted from "American Shelter" written by Lester Walker, published by The Overlook Press





### PRAIRIE MENU OF ARCHITECTURAL FEATURES:

- \*1. Roof clad with architectural grade composition shingles.
- 2. Roof clad with flat concrete tiles.
- 3. Roof clad with standing seam 12" on center metal roofing.
- \*4. Roof overhang to be a minimum of 24" with flat soffit. Frieze board minimum 5-1/2". Fascia board minimum 7-1/4".
- 5. Roof overhang. Siding with maximum 7" exposure with expressed corners using metal trim may be used.
- 6. Hipped roof top dormer, minimum 6', incorporating vents or windows, one per residence.
- 7. Through cornice dormers, minimum 8', incorporate vents or windows, one per residence.
- \*8. Walls to be clad in a combination of brick and horizontal lap siding 7" exposure maximum with 5-1/2" corner trim. 9-1/4" horizontal band at siding and tick.
- 9. Siding with expressed lap corners in lieu of 5-1/2" corner trim to emphasize horizontal lines.
- 10. Typical wall with alternating 3" and 7" exposure siding.
- 11. Brick detailing to incorporate horizontal banding, i.e. expressed rowlock or header courses, soldier courses, etc.
- 12. Full height chimney clad in brick with metal cap enclosing flue. Chimney extends to grade with foundation.



### PRAIRIE MENU OF ARCHITECTURAL FEATURES CONTINUED:

- \*13. Standard window style with 3-1/2" jamba and sill, 5-1/2" head trim.
- \*14. Windows with decorative divided light pattern in upper sash of single hung windows and upper portion of horizontal sliding windows and casements, required on public rights-of-way.
- 15. Windows with brick pot shelf for flower pots, minimum two windows. One shelf per residence.
- 16. Boxed bay window with horizontal band trim at bottom.
- 17. Angled bay window with panels of vertical siding.
- \*18. Entry doors are plank or raised panel with divided light glazing.
- \*19. Garage doors are raised horizontal panel pattern with or without glazing.
- \*20. Porch columns to be masonry with square wood trimmed columns minimum 5-1/2" square with or without rail.
- 21. Porch columns may be square full height brick, minimum 16" square with or without rail.
- 20. Walk-out deck and rail with minimum 2' x 2' brick columns.
- 22. Walk-out deck covered with roof.
- 23. Covered porch wrapped around on to side elevation minimum 12' in length.
- 24. Covered side elevation or rear elevation porch, minimum 60 square feet.
- 25. Textured or pigmented concrete drive with scored pattern.
- 26. Garage windows in excess of City of Aurora Standards. May be located in door and/or walls.
- 27. Brick in excess of City of Aurora Standards.
- 28. Exterior light fixtures using historically appropriate fixture style.

### MOTOR-COURT STANDARDS

Motor-court units shall follow the architectural standards set forth for single-family detached units. Motor-courts shall utilize the menu of details for each architectural style as found in this Framework Development Plan. These details may be used only on the style for which they are specified and must be used on all four sides of the residence. All architectural features will not occur on every house, but each house will have a required minimum number of details related to its size and type to achieve a proper expression of its style. The symbol \* indicates basic details which are required on each home. The remaining are optional details to be added to the required details. They may, in some cases, replace the required details. Motor-court buildings are to be constructed in conformance to one of the chosen styles.

Minimum number of Items from Menu of Architectural Features Required.  
Motor-court - Lots Less Than 4,000 square feet 7

In addition to the architectural standards, each residence must also meet all criteria established by the City of Aurora.

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ARCHITECTURAL DESIGN STANDARDS

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FDP Landscape Design Standards Matrix

Special Urban Design Feature	Brief Description of the Feature	Location of the Standards in the Application Package
1. Overall landscape concept and palette of plant materials used to carry it out.	Largest circulation paths – South Aurora Parkway and E-470 Highway. The Aurora Parkway and the E-470 Highway are two major circulation patterns that affect the overall design scheme of the Kings Point South development. The E-470 corridor shall be landscaped in an informal pattern with large, randomly placed, clusters of plant material, as required under the E-470 landscape regulations. The Aurora Parkway will be more formal in nature with groves of plant material providing a grand entry approach to the Kings Point South development. Avenues of trees averaging 40ft. o.c., as required by the City of Aurora standards, will be updated to produce a more mature look to the primary entries. Formal massings of shrub beds are provided, on the right-of-ways are medians, to enhance aesthetic appearance of the canopy lined promenade. Clusters of ornamental trees are interspersed with the groves of deciduous to provide colorful views and special interest at all road intersections. Ornamental trees will be spread evenly at 20ft. o.c.	Illustrations and text in design theme section, sheets 1 & 2, 10 & 11.
2. Landscape design at entry monuments and key entry points.	Large clusters of evergreen trees accentuate and serve as a backdrop to the stone walls and entry monuments that flank both sides of the entrance way. Each entrance will be complemented by large groupings of evergreen and deciduous shrubs, fronted by a low, sea-like cover of low growing grasses. Secondary neighborhoods implement similar materials and planting schemes on a much lower scale. A hierarchy of signage has been established with the primary and secondary monuments.	Illustrations and text in design theme section, (Primary Entry Sign, sheet 3; Secondary, sheet 6; and Neighborhood Entry Signs sheets 10 & 11)
3. Landscape standards along E-470	Buffer plantings (1 tree and 15 shrubs per 30 feet) in a 30 foot landscape buffer or masonry wall and 15 foot landscape buffer.	Not illustrated
4. Landscape standards along arterial and collector roads	Street trees – 30 ft on center; ornamental trees – 20 ft on center Buffer – 20 ft wide, 1 tree, 10 shrubs / 3000 SF	Illustration and text in design theme section, sheets 1 & 2.
5. Landscape standards along local roadways	Street trees – 40 ft on center.	Not illustrated
6. Landscape standards in public gathering places	The Neighborhood Park will have turf for playing fields and picnic areas.	Illustrations and text in design theme section, sheet 4.
7. Landscape standards at detention/retention ponds	Bottoms of water-quality ponds will have wetlands plants, such as cattails, as appropriate; rip-rapped slopes are discouraged; emphasis is on drought-tolerant, low-maintenance grasses in detention ponds.	Sheet 5.
8. Landscape buffers at parks, open space and drainage	Buffers along public streets in addition to standard streetscape, will have a 20-foot buffer planted with 1 tree and 10 shrubs per 3000 SF; buffer adjacent to single-family dwellings will be 1 tree per 40 feet.	Illustration and text in design theme section, sheets 4, 5, 10 & 11.

9. Special standards for residential lots. (If residential backyards border open space or parks, indicate special standards)	Homebuyers and builders will be encouraged to use traditional plant material species in keeping with a traditional design theme. These include species such as Serviceberry, Redbud, Crabapple, Catalpa, Sumac, Vanhoutte Spirea, Lilac, American Cranberry Bush, Catmint, Sage, Iris, Penstemons, Coneflower, and California Poppy. There will be 3-rail open fence for all lot lines adjacent to open space.	Illustrations in design theme section, sheets 4 & 5.
10. Landscape integration at retaining walls	Retaining walls will be used mainly at the primary entry monument on South Aurora Parkway and are an integral part of the design. Terraces will be planted with evergreen and deciduous shrubs.	Illustrations and text in design theme section, sheets 3, 10 & 11 (Primary Entry Sign)
11. Landscape standards at special facilities	At drainage crossing, where the current structure has been architecturally enhanced, plantings will serve as accent and to control pedestrian traffic. Plantings to be 1 tree, 10 shrubs / 3000 SF.	
10. Buffer and setback exemptions for traditional street frontages	Not applicable	

The design standards listed in this matrix implement the design themes of the FDP and are intended to complement and exceed E-470 and other ordinance standards. Unless a waiver has been specifically requested and granted, if a conflict should exist between any specific provisions of this matrix and any other ordinance standards, the ordinance standards shall govern. All the photos and illustrations referenced by this matrix are illustrative on the level of design quality required by this FDP. Final designs to be submitted at the Contextual Site Plan level will not necessarily duplicate the illustrations, but will contain the same themes as shown, and will be at the same or higher level of design quality, extent, and detail.

Kps Comparison of Landscape Standards

Feature	E-470 Design Standard	Enhanced Metro District Design Standard	Enhancement
Streetscape			
Arterial	2 ½ " street tree / 40 LF frontage	3 ½ " street tree / 40 LF frontage	Size Upgrade
Collector	2 ½ " street tree / 40 LF frontage	3 ½ " street tree / 40 LF frontage	Size Upgrade
Street Frontage Buffer	1 tree & 10 shrubs / 4000 SF	1 tree & 10 shrubs / 3000 SF	3 additional trees and 30 additional shrubs per acre
Buffer – 1 & 2	1 tree & 10 shrubs / 4000 SF	1 tree & 10 shrubs / 3000 SF	3 additional trees and 30 additional shrubs per acre
Private Open Space	1 tree & 10 shrubs / 4000 SF	1 tree & 10 shrubs / 3000 SF	3 additional trees and 30 additional shrubs per acre
Buffer E-470 Frontage	1 tree & 10 shrubs / 30 LF frontage 25 foot buffer	1 tree & 15 shrubs / 30 LF frontage 30 foot buffer, with fence or masonry wall	5 shrubs/30 LF, 15' of buffer width
Multi-Family Edge Buffer	Same buffer as E-470	Same buffer as E-470	Same buffer as E-470
Front yard landscape for Single-Family Detached	1 tree & 10 shrubs, turf lawn, automatic irrigation system	1 tree & 15 shrubs, turf lawn, automatic irrigation system	5 additional shrubs per lot
Multi-use Easement	1 tree & 10 shrubs / 4000 SF		



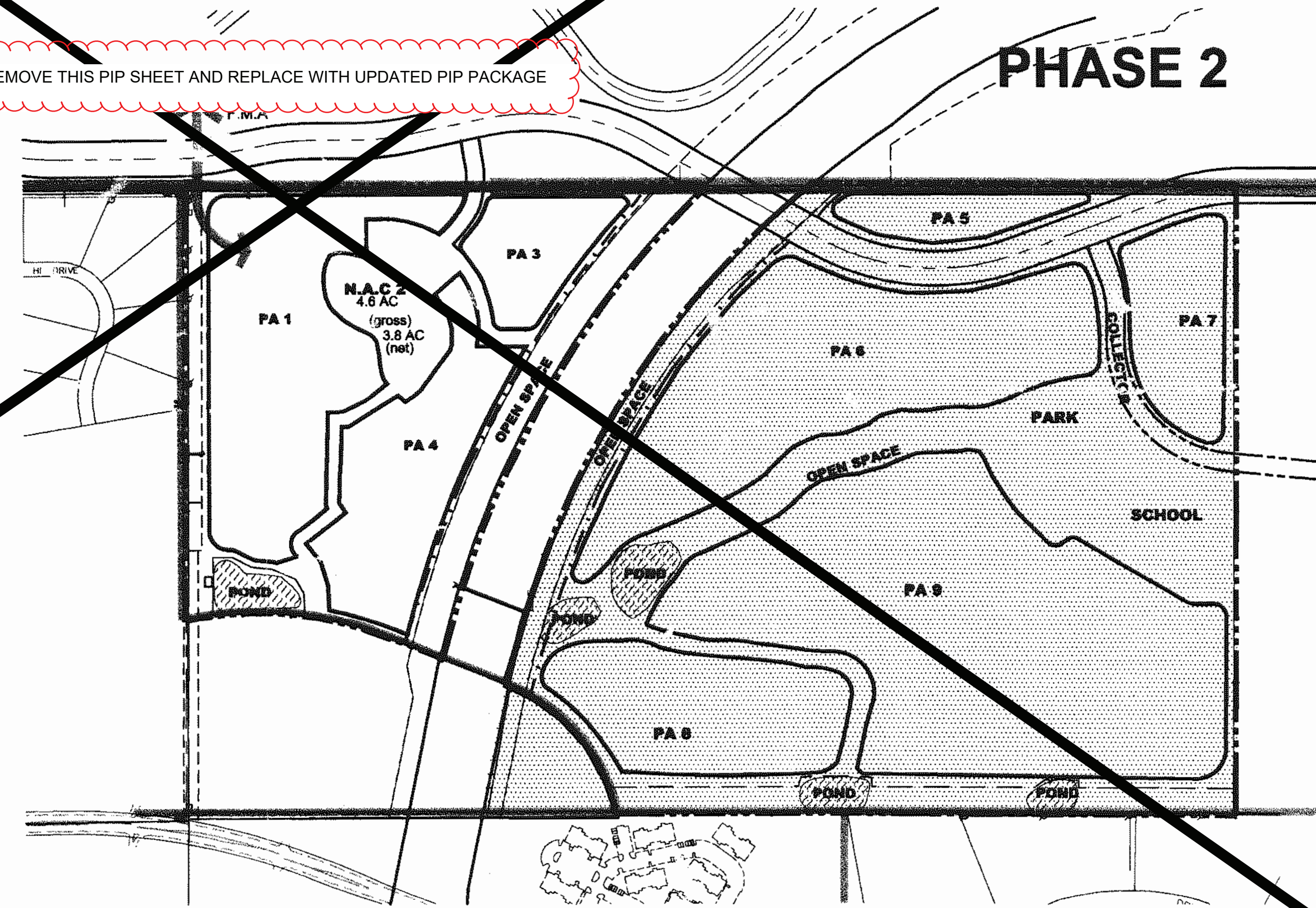
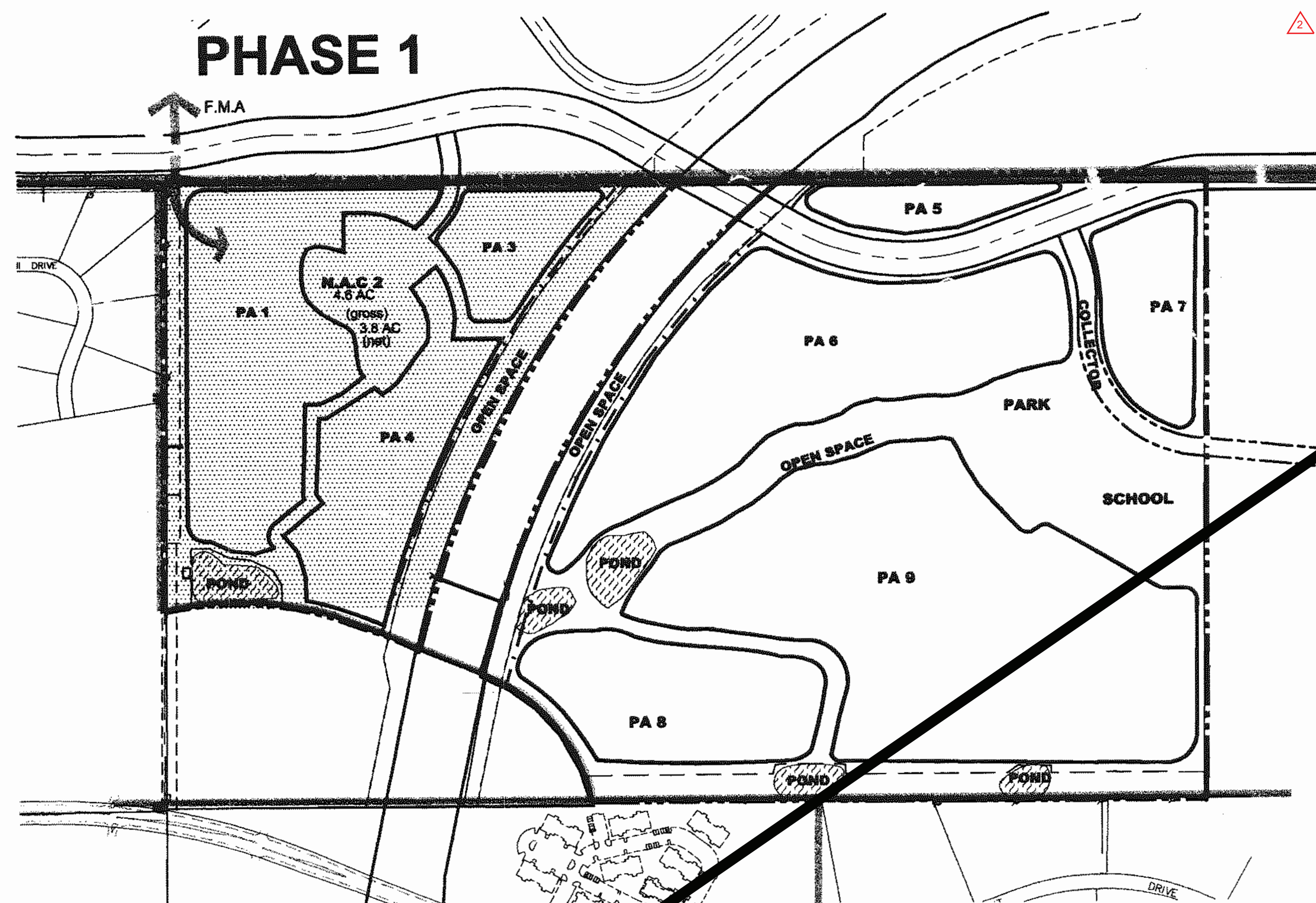
### PHASE 1 IMPROVEMENTS:

- EAST AURORA PARKWAY:** KINGS POINT NORTH WILL HAVE CONSTRUCTED A THREE LANE SECTION TO THE E-470 RIGHT-OF-WAY.
- MINOR ROADWAYS:** A RIGHT-IN-RIGHT-OUT INTERSECTION WILL BE CONSTRUCTED AT THE WESTERN ENTRANCE TO THE SITE, AND A FULL MOVEMENT INTERSECTION WILL BE CONSTRUCTED AT THE EASTERN ENTRANCE TO THE SITE. A LOCAL LOOP ROAD WILL BE PROVIDED IN THE SITE TO CONNECT THE EASTERN AND WESTERN ENTRANCES TO THE SITE.
- WATER MAINS:** TWO ZONE 6 WATER MAIN CONNECTIONS WILL BE MADE TO KINGS POINT NORTH, AND AN INTERNAL ZONE 6 WATER LINE LOOP WILL BE CONSTRUCTED FOR THIS PHASE.
- SANITARY SEWER MAINS:** AN INTERNAL SEWER NETWORK WILL BE CONSTRUCTED CONVEYING ALL FLOWS TO THE SOUTHWEST CORNER OF THE SITE. A LIFT STATION WILL BE CONSTRUCTED AT THIS LOCATION, AND FLOWS WILL BE LIFTED TO AN EXISTING 10" GRAVITY SEWER STUB PROVIDED BY KINGS POINT NORTH.
- STORM SEWER IMPROVEMENTS:** INTERNAL STORM SEWER MAINS AND DRAINAGE DITCHES WILL BE CONSTRUCTED TO CONVEY FLOWS TO THE PROPOSED 3.03 AC-FT POND AT THE SOUTHWEST CORNER OF THE PROPERTY. FLOWS WILL BE RELEASED FROM THIS POND AT HISTORIC RATES.

### PHASE 2 IMPROVEMENTS:

- EAST AURORA PARKWAY:** KINGS POINT SOUTH WILL BE RESPONSIBLE FOR THE SOUTHERN 3 LANES OF THE 6-LANE SECTION OF EAST AURORA PARKWAY FROM THE E-470 CROSSING TO EAGLE BEND AND SOUTHERN HALF (THREE LANES) OF THE E-470 BRIDGE. KINGS POINT NORTH WILL BE RESPONSIBLE FOR THE NORTHERN 3 LANES OF THE 6-LANE SECTION OF EAST AURORA PARKWAY FROM THE E-470 CROSSING TO EAGLE BEND AND NORTHERN HALF (THREE LANES) OF THE E-470 BRIDGE. CONSTRUCTION OF THE KINGS POINT SOUTH SECTION OF EAST AURORA PARKWAY (INCLUDING THE E-470 BRIDGE) SHALL OCCUR BEFORE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY WITHIN THE KINGS POINT SOUTH PROJECT.
- MINOR ROADWAYS:** A RIGHT-IN-RIGHT-OUT INTERSECTION WILL BE CONSTRUCTED AT THE WESTERN ENTRANCE TO THE SITE, AND A FULL MOVEMENT INTERSECTION WILL BE CONSTRUCTED AT THE EASTERN ENTRANCE TO THE SITE AT THE PROPOSED COLLECTOR STREET LOCATION. THE TRAFFIC SIGNAL AT THE FULL MOVEMENT LOCATION WILL BE CONSTRUCTED AT THIS INTERSECTION WHEN WARRANTED BY THE CITY OF AURORA. A LOCAL LOOP ROAD WILL BE PROVIDED IN THE SITE TO CONNECT THE EASTERN AND WESTERN ENTRANCES TO THE SITE. THE COLLECTOR ROAD THROUGH THE SITE WILL ULTIMATELY BE EXTENDED THROUGH THE KINGS POINT SOUTH EAST PARCEL BY THE KINGS POINT EAST PARCEL DEVELOPER.
- WATER MAINS:** A ZONE 7 WATER CONNECTION WILL BE MADE TO KINGS POINT NORTH, AND AN INTERNAL ZONE 7 WATER LINE LOOP WILL BE CONSTRUCTED FOR THIS PHASE. A ZONE 6 BORE WILL BE MADE UNDER E-470 TO CONNECT THE PHASE 1 WATER SYSTEM TO THE PHASE 2 WATER SYSTEM. A CHECK VALVE INSTALLED IN PHASE 2 WILL SEPARATE THE ZONE 6 SYSTEM FROM THE ZONE 7 SYSTEM. A 12" ZONE 7 WATER STUB WILL BE PROVIDED TO THE KINGS POINT SOUTH EAST PARCEL.
- SANITARY SEWER MAINS:** AN INTERNAL SEWER NETWORK WILL BE CONSTRUCTED CONVEYING ALL FLOWS TO THE SOUTHWEST CORNER OF THE SITE. FLOWS WILL BE CONVEYED BENEATH E-470 VIA A BORED 8" LINE CONNECTING TO THE PHASE 1 SYSTEM.
- STORM SEWER IMPROVEMENTS:** INTERNAL STORM SEWER MAINS AND DRAINAGE DITCHES WILL BE CONSTRUCTED TO CONVEY FLOWS TO THE PROPOSED DETENTION FACILITIES ALONG THE WEST AND SOUTH BOUNDARIES OF THE PHASE. THREE DETENTION PONDS WILL BE CONSTRUCTED AT EXISTING DRAINAGE SWALES. A POND ALONG THE E-470 RIGHT-OF-WAY (14.0 AC-FT) WILL BE CONSTRUCTED, AND WILL RELEASE FLOWS UNDER E-470 THROUGH AN EXISTING CULVERT. THIS EXISTING CULVERT ENTRANCE WILL BE ADJUSTED TO RELEASE FLOWS AT HISTORIC RATES. TWO ADDITIONAL PONDS WILL BE CONSTRUCTED ALONG THE SOUTHERN PROPERTY LINE (3.1 AC-FT AND 2.0 AC-FT). THESE PONDS WILL RELEASE FLOWS AT HISTORIC RATES TO EXISTING DRAINAGE SWALES THROUGH THE CROWN POINT PROPERTY.

REMOVE THIS PIP SHEET AND REPLACE WITH UPDATED PIP PACKAGE

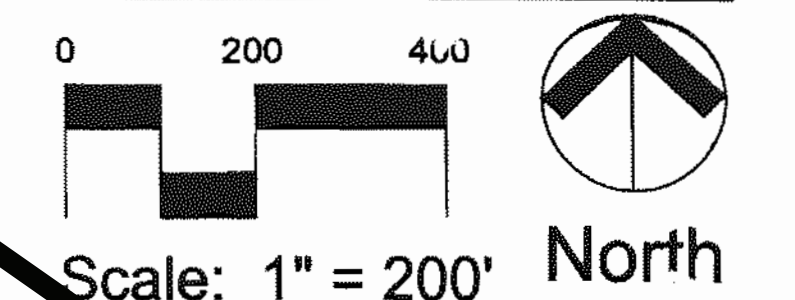


### GENERAL PHASING NOTES:

- 1.) ALL PUBLIC IMPROVEMENTS LOCATED WITHIN EACH PHASE SHALL BE CONSTRUCTED WITHIN THE PHASE UNLESS OTHERWISE SPECIFIED ON THE PLAN.
- 2.) THE INFRASTRUCTURE PHASING AS OUTLINED IN THIS EXHIBIT MAY CHANGE DUE TO MARKET CONDITIONS, AND IN SUCH AN EVENT, THE PARTIES AGREE TO REVISIT THE PHASING PLAN AT REASONABLE INTERVALS, AS NECESSARY.
- 3.) ALL OUTSIDE ROW LANDSCAPING ADJACENT TO PLATTED RESIDENTIAL AND COMMERCIAL PROPERTY SHALL BE INSTALLED AT THE TIME THAT THE PLATTED PROPERTY IS CONSTRUCTED. ALL ROW LANDSCAPING (TREE LAWNS) SHALL BE COMPLETED WITH EACH PHASE. MEDIAN LANDSCAPING WILL NOT BE THE RESPONSIBILITY OF THE DEVELOPER.
- 4.) THIS PHASING AGREEMENT MAY BE ALTERED FROM TIME TO TIME AS REQUIRED WITH THE MUTUAL CONSENT OF THE CITY OF AURORA AND DOUGLAS COUNTY ASSOCIATES, LLC OR ITS SUCCESSORS.
- 5.) THE DEVELOPER SHALL PROVIDE TWO POINTS OF EMERGENCY ACCESS AND A LOOPED WATER SUPPLY TO EACH PHASE OF THE DEVELOPMENT AS APPROVED BY THE LIFE SAFETY REPRESENTATIVE FOR THE AURORA FIRE DEPARTMENT. THE DEVELOPER SHALL PROVIDE EMERGENCY CROSSINGS THAT MEET ALL CITY OF AURORA STANDARDS.

### FRAMEWORK DEVELOPMENT PLAN

Revisions:	
5th submittal	JANUARY 20, 2003
4th submittal	December 4, 2002
3rd submittal	June 18, 2002
2nd submittal	March 20, 2002
Date Submitted:	DEC 31, 2001



Scale: 1" = 200' North

## KINGS POINT SOUTH

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## INFRASTRUCTURE PHASING PLAN

eBlueprint  
ABADAN  
files available at www.eblueprint.com

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SECTION 1 PLAN 1 OF 1  
KINGS POINT SOUTH CASE # 2001-7017-00





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# Kings Point South Public Improvement Plan

July 2023

HR Green Project No: 212000.01

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## Scope

The purpose of this Master Land Use / Public Improvement Report is to discuss relevant issues regarding infrastructure planning for the Kings Point South (KPS) development. This report will discuss with each planning area and the required roadway, storm drainage, water, and sanitary sewer infrastructure necessary for development.

## A. Introduction

### 1. Location

- KPS is located in southeastern Aurora, Colorado. The site is generally bounded by the Arapahoe County Line and future Aurora Parkway to the north, the City of Aurora city limits to the south, and Kings Point Way to the west. The site is located within Section 3, Township 6 South, Range 66 west of the Sixth Principal Meridian, City of Aurora, Douglas County Colorado. The KPS site boundary is 203 acres.



**FIGURE 1: VICINITY MAP**

- The E-470 Tollway separates the parcels. Existing surrounding residential developments include the Valley Hi development west of the site, the Broadstone Montane Apartments to the southwest, Crown Point and Sierra Vista to the south. North and east of the site is undeveloped land, with Kings Point Subdivision Filing No. 1 (EDN 219050) including Aurora Parkway in progress to the north.



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## 2. Proposed Development

- KPS consists of a variety of proposed land uses that include a mixture of multi-family and single-family units, public rights-of-way, a neighborhood park, a neighborhood activity center, trails, and other open spaces. It is anticipated that KPS will develop in two separate phases, phase no. 1 west of E-470 and phase no.2 east of E-470. A breakdown of proposed land uses is described in Table 1 below:

**TABLE 1: OVERALL LAND USES (LOW DENSITY RESIDENTIAL)**

LAND USES – LOW DENSITY RESIDENTIAL USES		
Planning Area	Area Code	Gross Land Area (AC)
PA-1	SFD Standard	21.6
PA-2	Neighborhood Park - D	5.0
PA-6A	Neighborhood Park - D	7.0
PA-7	SFD Standard	10.9
PA-10	SFD Standard	6.7
PA-9	SFD Standard	50.3
OPEN SPACE	Open Space	10.1
<b>Low Density Total</b>		<b>111.6</b>

**TABLE 2: OVERALL LAND USES (MEDIUM DENSITY RESIDENTIAL)**

LAND USES – MEDIUM DENSITY RESIDENTIAL USES		
Planning Area	Area Code	Gross Land Area (AC)
PA-3	SFD – Small	7.5
PA-4	SFD Standard	14.9
PA-5	MF-Small and SFD-Small	8.3
PA-6	SFD Standard and SFD Small	34.7
PA-8	SFD Standard	16.5
OPEN SPACE	Open Space	13.1
<b>Medium Density Total</b>		<b>91.3</b>

## B. General Parameters

### 1. Land Development

- KPS has been split into several distinct planning areas based on market analysis and development opportunities. As such, the planning areas noted herein were analyzed to determine the minimum required infrastructure necessary to support them independently. However, the actual sequential development of this project shall be determined by market demands. Furthermore, dependent upon market needs, identified planning areas may be combined or partially skipped as needed. Individual Site Plans (SP) will ensure City of Aurora development requirements are met for each specific application/phase/development.
- Roadway and utility (water, sanitary sewer, storm drainage) improvements are shown for illustrative purposes to identify required infrastructure but are subject to change as planning areas



are developed. Final roadway and utility improvements will be determined by subsequent SP's, and construction document submittals.

- Each planning area and SP shall at a minimum have:
- Two points of access into the property.
- Sufficient roadways to assure emergency vehicle access and to meet the generated traffic demands.
- Sufficient water flows and fire hydrants to provide service and meet the required fire flow demands.
- Sufficient sanitary sewer outfall capacity.
- Adequate drainage infrastructure and outfall structures such that downstream infrastructure / streams are not negatively affected. Final improvements to downstream drainage infrastructure may be required prior to or with the development of planning areas.
- A tree inventory and mitigation plan shall be submitted and approved prior to any grading, excavation, or construction of any improvement areas related to relevant SP's or other improvement plans within the limits of The KPS FDP. The inventory and mitigation plan shall conform to the requirements of the City of Aurora and shall be approved prior to issuance of any grading or building permits.

## 2. Roadway Improvements

- Aurora Parkway is a proposed four-lane and six-lane Major Regional Arterial. The timing of the full extension from S Parker Road to Gartrell Road, including a bridge over E-470, is unknown.
- The section of Aurora Parkway from its western terminus (S Parker Road) up to Nova Drive will be a six-lane arterial roadway and the section of Aurora Parkway between Nova Drive and E-470 will be a 4-lane arterial. Both sections need to be constructed, along with associated utilities, prior to the development of Phase 1. These sections will be constructed by Prairie Point. Prairie Point will construct Aurora Parkway from Kings Point Way to the E-470 bridge when the bridge is complete.
- For each side of Aurora Parkway to be constructed, preliminary bridge design is required. The bridge section will be designed by South Aurora Regional Improvement Authority (SARIA). SARIA will construct half of the bridge.
- The section of Aurora Parkway from the E-470 bridge to its eastern terminus (Gartrell Road) will be a 4-lane arterial roadway. This section needs to be constructed, along with associated utilities, prior to the development of Phase 2. Prairie Point will construct the north half of Aurora Parkway from the E-470 bridge to its eastern terminus. The south half will be constructed per the cost share agreement recorded at Reception No. 2022047204.
- Kings Point Way is an existing two-lane Collector with a two-way center turn lane. It is approximately one-half mile long and connects to Cottonwood Drive at its southern terminus. Currently, it is not open and carries no traffic. A northern connection to the proposed roundabout on Aurora Parkway is presently in design and will be a required roadway improvement.
- Internal roadways within each PA, along with associated utilities, will be constructed as deemed necessary by subsequent SP and construction document submittals.



- If not already established in previous phases or planning area, the developer shall provide two points of emergency access to each planning area as approved by the life safety representative for the Aurora Fire Department. The developer shall provide emergency crossings that meet all City of Aurora Standards.
- Offsite improvements may be required to meet traffic and life safety needs.

### 3. Drainage Improvements

- The KPS site is within the Cherry Creek Watershed. The project will comply with the latest edition of the "Cherry Creek Reservoir Watershed Stormwater Quality Regulation" as promulgated by the Cherry Creek Basin Water Quality Authority as well as the requirements of the Cherry Creek Reservoir Control Regulation (5CCR 1002-72).
- The project area also lies almost entirely within Sub-watershed CN1, as identified in the *Cottonwood Area of Parker Outfall Systems Planning – Preliminary Design Report* and is tributary to the main Cottonwood channel and eventually Cherry Creek.
- Drainageway improvements for the Cottonwood North Tributary is noted in two separate sources. The first is the Cottonwood Area of Parker Outfall Systems Planning – Phase B, Preliminary Design Report (2001 OSP). This planning document identifies channel improvements and detention facilities along the tributary. Cottonwood System Reach I (along the Cottonwood North Tributary) is proposed to run through the project site, flowing west from the E-470 crossing outfall. Improvements noted in the 2001 OSP include both check and drop structures and an improved channel section. Upstream of the on-site portion of Reach I, east of E-470, is proposed detention facility CN2. This pond has been renamed "Pond B" with the Master Drainage Report. It is shown in the same location as the OSP pond, however because the total tributary acreage is less than 160 acres, it is currently not considered a "Regional" facility.

In addition to the 2001 OSP recommendations, current online MHFD mapping (included in Appendix E of the Kings Point South Filing No. 1 Preliminary Drainage Report) shows master planned components for KPS including the detention facilities noted above and Stream Management Corridors (SMC) on the property. The SMC for the Cottonwood North Tributary is noted as 184 feet wide.

- The development of KPS will require public and private drainage improvements for the safe collection and conveyance of stormwater runoff. All public drainage improvements will meet the requirements of the City of Aurora and Mile High Flood District (MHFD) as directed. Runoff within the proposed development will initially be carried in the streets. The street conveyance will be supplemented with storm sewer systems where street flow capacities are exceeded. Storm sewer networks along with open channel drainageways will convey runoff to water quality and detention facilities.
- Proposed private detention and water quality facilities to be constructed with the KPS project will mitigate the impacts of the proposed development on downstream properties and receiving waters.

### 4. Water Improvements

- KPS will be served by the City of Aurora (COA) water system. The proposed development is within both Pressure Zone 6 and Pressure Zone 7, as shown on the *City of Aurora, Aurora Water, Capital Improvement Plan*, April 2018.



- The parcel will connect to Kings Point Subdivision Filing No. 1 (EDN 219050) and Aurora Parkway at three locations. The water line in Aurora Parkway varies in size including 8", 12", 16" and 24" mains with 8" and 12" stubs provided for KPS. The western two connections are within Zone 6, and the eastern one is within Zone 7.
- Each planning area shall be required to provide an internal looped water network per city criteria during their respective SP submittals.

## 5. Sanitary Sewer Improvements

- The proposed system will require a network of 8-inch and 12-inch mains to serve the different basins of the proposed development. Most of the effluent will gravity flow to the southwest corner of the site before being lifted to Kings Point Subdivision Filing No. 1 via dual force mains parallel to Kings Point Way. A single basin will outfall north to the future Kings Point North development.
- A 12-inch sanitary sewer stub will have to be provided at the southern leg of the Kings Point Way and East Aurora Parkway roundabout for connection by KPS. Ultimately, the sanitary sewer system will outfall to the existing 15-inch sanitary in Parker Road.
- The Master Utility Report for Kings Point North (EDN 222157 MU1) assumed two off-site demand locations for KPS, noted with Design Point 32 and Basin FUT-2. Design Point 32 references a cumulative Total Peak Flow of 645 gallons-per-minute (gpm), whereas the Master Utility Report for Kings Point south calculates a lesser demand of 502 gpm or 0.723 million gallons-per-day (mgd) at the same location. The Kings Point North Report calculated a cumulative Total Peak Flow of 15.3 gpm for Basin FUT-2, whereas this the Master Utility Report for Kings Point south calculates a greater demand of 20.4 gpm or 0.029 million mgd at the same location. It appears the Kings Point North Report was utilizing out of date calculations, the design teams will continue to coordinate these demands to ensure adequate infrastructure sizing as both projects move forward with design.
- A lift station will be required for the City of Aurora to provide wastewater service to the proposed development. Most of the flow will gravity flow to the southwest corner of the site, where the lift station is located, and be lifted via 8-inch force main along Kings Point Way. The proposed lift station will be designed to accommodate the peak flow (0.724 mgd) from the Kings Point South development.
- The lift station, force main, and connection point to Phase 2 will be constructed during Phase 1. There will be a 12-inch line under E-470 that will connect service from Phase 2 to the lift station. The City of Aurora has an intergovernmental agreement (IGA) with Metro Wastewater, where flows will eventually be conveyed via a series of lift stations. Neighboring sanitation districts include Cottonwood Sanitation and Water District and Parker Sanitation District.

## C. PLANNING AREA 1 (PA-1)

### 1. Land Development

- The land development within Planning Area 1 is included in Phase 1. It incorporates approximately 21.6 acres and is located on the west portion of the KPS site. The land use of Planning Area 1 will be SFD Standard.

### 2. Roadway Improvements

- The following roadways shall be required to support the development of Planning Area 1:



- The section of Aurora Parkway from its western terminus up to E-470, along with associated utilities, will need to be constructed prior to the development of PA-1. Internal roadways constructed in PA-1 will provide two points of access, one to Kings Point Way and another to Aurora Parkway.
- Construct internal roadways deemed necessary by subsequent SP and construction document submittals per COA and MHFD identified timing and requirements.

### **3. Drainage Improvements**

- The following drainage improvements shall be required to support the development of Planning Area 1:
- Construct Detention Pond A within the southwest corner of Phase 1.
- Construct open channels and storm sewers associated with the developed planning area that are to be deemed necessary by subsequent SP and construction document submittals.

### **4. Water Improvements**

- Planning Area 1 lies within Pressure Zone 6. The following water improvements shall be required to support this portion of the development:
- Connection to 8" PVC water in Aurora Parkway Roundabout just north of Kings Point Way. This connection would occur in Pressure Zone 6.
- Connection to 12" PVC water in Aurora Parkway just west of E-470. This connection would occur in Pressure Zone 6.
- The two connections to Pressure Zone 6 will create a water supply loop within PA-1.
- Construct internal water mains deemed necessary by subsequent SP and construction document submittals.

### **5. Sanitary Sewer Improvements**

- The following sanitary improvements shall be required to support the development of Planning Area 1:
- A lift station will be constructed at the southwest corner of Phase 1 (within PA-1), and flows will be lifted via dual 8-inch force mains to an existing 10-inch gravity sewer stub at the southern leg of the Kings Point Way and East Aurora Parkway roundabout.
- Construct internal sewer mains deemed necessary by subsequent SP and construction document submittals.

## **D. PLANNING AREA 2 (PA-2)**

### **1. Land Development**

- The land development within Planning Area 2 is included in Phase 1. It incorporates approximately 5.0 acres and is located on the west portion of the KPS site. The land use of Planning Area 2 will be a neighborhood park.

### **2. Roadway Improvements**

- The following roadways shall be required to support the development of Planning Area 2:



- The section of Aurora Parkway from its western terminus up to E-470, along with associated utilities, will need to be constructed prior to the development of PA-2.
- Two points of access are required for the development of PA-2, one to Aurora Parkway and another at Kings Point Way.
- A right-in/right-out intersection will be constructed at the northeastern portion of Phase 1, adding an access point to Aurora Parkway.
- Construct internal roadways deemed necessary by subsequent SP and construction document submittals per COA and MHFD identified timing and requirements.

### **3. Drainage Improvements**

- The following drainage improvements shall be required to support the development of Planning Area 2:
  - Construct Detention Pond A within the southwest corner of Phase 1.
  - Flows from PA-2 will be conveyed to Detention Pond A within the southwest corner of Phase 1.
  - Construct open channels and storm sewers associated with the developed planning area that are to be deemed necessary by subsequent SP and construction document submittals.

### **4. Water Improvements**

- Water improvements are not required for the development of PA-2.

### **5. Sanitary Sewer Improvements**

- Sanitary improvements are not required for the development of PA-2.

## **E. PLANNING AREA 3 (PA-3)**

### **1. Land Development**

- The land development within Planning Area 3 is included in Phase 1. It incorporates approximately 7.5 acres and is located on the west portion of the KPS site. The land use of Planning Area 3 will be SFD (Small).

### **2. Roadway Improvements**

- The following roadways shall be required to support the development of Planning Area 3:
  - Roadway improvements within PA-3 must be preceded by the development of PA 1 and 2.
  - The section of Aurora Parkway from its western terminus up to E-470, along with associated utilities, will need to be constructed prior to the development of PA-3.
  - Two points of access are required for the development of PA-3, one to Aurora Parkway and another at Kings Point Way.
  - Construct internal roadways deemed necessary by subsequent SP and construction document submittals per COA and MHFD identified timing and requirements.

### **3. Drainage Improvements**

- The following drainage improvements shall be required to support the development of Planning Area 3:
  - Construct Detention Pond A within the southwest corner of Phase 1.



- Flows from PA-3 will be conveyed to Detention Pond A within the southwest corner of Phase 1.
- Construct open channels and storm sewers associated with the developed planning area that are to be deemed necessary by subsequent SP and construction document submittals.

#### **4. Water Improvements**

- Planning Area 3 lies within Pressure Zone 6. The following water improvements shall be required to support this portion of the development:
- Connection to 8" PVC water in Aurora Parkway Roundabout just north of Kings Point Way. This connection would occur in Pressure Zone 6.
- Connection to 12" PVC water in Aurora Parkway just west of E-470. This connection would occur in Pressure Zone 6.
- The two connections to Pressure Zone 6 will create a water supply loop within PA-3.
- Construct internal water mains deemed necessary by subsequent SP and construction document submittals. Additional loops may be required within PA-3 to connect the internal water mains to the water supply loop connections in Aurora Parkway.

#### **5. Sanitary Sewer Improvements**

- The following sanitary improvements shall be required to support the development of Planning Area 3:
- A lift station will be constructed at the southwest corner of Phase 1 (within PA-1), and flows will be lifted via dual 8-inch force mains to an existing 10-inch gravity sewer stub at the southern leg of the Kings Point Way and East Aurora Parkway roundabout.
- Construct internal sewer mains deemed necessary by subsequent SP and construction document submittals. Additional sanitary sewer may need to be constructed to connect the mainline pipe within PA-3 to the lift station.

## **F. PLANNING AREA 4 (PA-4)**

### **1. Land Development**

- The land development within Planning Area 4 is included in Phase 1. It incorporates approximately 14.9 acres and is located on the west portion of the KPS site. The land use of Planning Area 4 will be SFD Standard.

### **2. Roadway Improvements**

- The following roadways shall be required to support the development of Planning Area 4:
- The section of Aurora Parkway from its western terminus up to E-470, along with associated utilities, will need to be constructed prior to the development of PA-4.
- Two points of access are required for the development of PA-4, one to Aurora Parkway and another at Kings Point Way.
- Construct internal roadways deemed necessary by subsequent SP and construction document submittals per COA and MHFD identified timing and requirements.



### 3. Drainage Improvements

- The following drainage improvements shall be required to support the development of Planning Area 4:
- Construct Detention Pond A within the southwest corner of Phase 1.
- Flows from PA-4 will be conveyed to Detention Pond A within the southwest corner of Phase 1.
- Runoff from major off-site basins will be conveyed through the historic Cottonwood North Tributary which traverses the southeast corner of Phase 1. The tributary area for the Cottonwood North Tributary is approximated at 95 acres as it enters the site. Channel improvements include a drop structure and an improved channel section.
- Construct open channels and storm sewers associated with the developed planning area that are to be deemed necessary by subsequent SP and construction document submittals.

### 4. Water Improvements

- Planning Area 4 lies within Pressure Zone 6. The following water improvements shall be required to support this portion of the development:
- Connection to 8" PVC water in Aurora Parkway Roundabout just north of Kings Point Way. This connection would occur in Pressure Zone 6.
- Connection to 12" PVC water in Aurora Parkway just west of E-470. This connection would occur in Pressure Zone 6.
- The two connections to Pressure Zone 6 will create a water supply loop within PA-4.
- Construct internal water mains deemed necessary by subsequent SP and construction document submittals. Additional loops may be required within PA-4 to connect the internal water mains to the water supply loop connections in Aurora Parkway.

### 5. Sanitary Sewer Improvements

- The following sanitary improvements shall be required to support the development of Planning Area 4:
- A lift station will be constructed at the southwest corner of Phase 1 (within PA-1), and flows will be lifted via dual 8-inch force mains to an existing 10-inch gravity sewer stub at the southern leg of the Kings Point Way and East Aurora Parkway roundabout.
- Construct internal sewer mains deemed necessary by subsequent SP and construction document submittals. Additional sanitary sewer may need to be constructed to connect the mainline pipe within PA-4 to the lift station.

## G. PLANNING AREA 5 (PA-5)

### 1. Land Development

- The land development within Planning Area 5 is included in Phase 2. It incorporates approximately 8.3 acres and is located on the east portion of the KPS site. The land use of Planning Area 5 will be MF (Small) and SFD (Small). There is currently no plan to construct PA-5 but market conditions may alter this decision in the future.



## 2. Roadway Improvements

- The following roadways shall be required to support the development of Planning Area 5:
- The section of Aurora Parkway from its western terminus (S Parker Road) up to its eastern terminus (Gartrell Road), including a bridge over E-470 (half-section at a minimum), and associated utilities, will need to be constructed prior to the development of PA-5.
- Local loop road will be constructed in PA-5 to connect the eastern and western entrances to Aurora Parkway.
- Construct internal roadways deemed necessary by subsequent SP and construction document submittals per COA and MHFD identified timing and requirements.

## 3. Drainage Improvements

- The following drainage improvements shall be required to support the development of Planning Area 5:
- Runoff from PA-5 will flow split into three separate areas. A portion of runoff from the south of PA-5 flowing to Detention Pond B, a portion of runoff from the north of PA-5 flowing to an existing Detention Pond developed with Kings Point North, and the remaining portion of runoff from the west of PA-5 flowing to E-470.
- Construct open channels and storm sewers associated with the developed planning area that are to be deemed necessary by subsequent SP and construction document submittals.

## 4. Water Improvements

- Planning Area 5 lies within Pressure Zone 7. The following water improvements shall be required to support this portion of the development:
- Two connections to 12" PVC water in Aurora Parkway creating a water supply loop. These connections would occur in Pressure Zone 7.
- Construct internal water mains deemed necessary by subsequent SP and construction document submittals.

## 5. Sanitary Sewer Improvements

- The following sanitary improvements shall be required to support the development of Planning Area 5:
- Proposed 8-inch local sanitary sewer lines will tie into an existing Kings Point North sanitary system.
- Construct internal sewer mains deemed necessary by subsequent SP and construction document submittals.

# H. PLANNING AREA 6 (PA-6)

## 1. Land Development

- The land development within Planning Area 6 is included in Phase 2. It incorporates approximately 34.7 acres and is located on the east portion of the KPS site. The land use of Planning Area 5 will be SFD Standard and SFD (Small).



## 2. Roadway Improvements

- The following roadways shall be required to support the development of Planning Area 6:
- The section of Aurora Parkway from its western terminus (S Parker Road) up to its eastern terminus (Gartrell Road), including a bridge over E-470 (half-section at a minimum), and associated utilities, will need to be constructed prior to the development of PA-6.
- Construct 2-lane collector from Aurora Parkway to the eastern property boundary of Phase 2, just south of PA-7 and north of PA-10.
- A right-in/right-out intersection will be constructed at the western entrance to Phase 2, connecting PA-6 to Aurora Parkway. In addition, a full movement intersection will be constructed at the eastern entrance to PA-6 at the proposed collector street location.
- A local loop road will be provided in PA-6 to connect the eastern and western entrances to Phase 2.
- Construct internal roadways deemed necessary by subsequent SP and construction document submittals per COA and MHFD identified timing and requirements.

## 3. Drainage Improvements

- The following drainage improvements shall be required to support the development of Planning Area 6:
- Construct Detention Pond B within the southwest portion of Phase 2. Detention Pond B will release flows under E-470 through an existing culvert and into the historic Cottonwood North Tributary.
- Runoff from major off-site basins will be conveyed through the historic Cottonwood North Tributary which traverses the southeast corner of Phase 1. The tributary area for the Cottonwood North Tributary is approximated at 95 acres as it enters the site. Channel improvements include a drop structure and an improved channel section.
- Construct open channels and storm sewers associated with the developed planning area that are to be deemed necessary by subsequent SP and construction document submittals.

## 4. Water Improvements

- Planning Area 6 lies within Pressure Zones 6 and 7. The following water improvements shall be required to support this portion of the development:
- Two connections to 12" PVC water in Aurora Parkway creating a water supply loop. These connections would occur in Pressure Zone 7.
- A Zone 6 bore will be made under E-470 to connect the Phase 1 water system to the Phase 2 water system. A check valve installed in Phase 2 will separate the Zone 6 system from the Zone 7 system.
- A pressure reducing valve is required to separate the lower Zone 6 from Zone 7.
- Construct internal water mains deemed necessary by subsequent SP and construction document submittals.



## 5. Sanitary Sewer Improvements

- The following sanitary improvements shall be required to support the development of Planning Area 6:
- A lift station will be constructed at the southwest corner of Phase 1 (within PA-1), and flows will be lifted via dual 8-inch force mains to an existing 10-inch gravity sewer stub at the southern leg of the Kings Point Way and East Aurora Parkway roundabout.
- Construct internal sewer mains deemed necessary by subsequent SP and construction document submittals. Additional sanitary sewer may need to be constructed to connect the mainline pipe within PA-6 to the lift station.
- Extension of the system beneath E-470 is necessary to serve PA-6.

## I. PLANNING AREA 6A (PA-6A)

### 1. Land Development

- The land development within Planning Area 6A is included in Phase 2. It incorporates approximately 7.0 acres and is located on the east portion of the KPS site. The land use of Planning Area 6A will be a neighborhood park.

### 2. Roadway Improvements

- The following roadways shall be required to support the development of Planning Area 6A:
- The section of Aurora Parkway from its western terminus (S Parker Road) up to its eastern terminus (Gartrell Road), including a bridge over E-470 (half-section at a minimum), and associated utilities, will need to be constructed prior to the development of PA-6A.
- Construct 2-lane collector from Aurora Parkway to the eastern property boundary of Phase 2, just south of PA-7 and north of PA-10.
- A right-in/right-out intersection will be constructed at the western entrance to Phase 2, connecting PA-6A to Aurora Parkway. In addition, a full movement intersection will be constructed at the eastern entrance to PA-6 at the proposed collector street location.
- Construct a local loop road within PA-6 to connect the eastern and western entrances to Phase 2.

### 3. Drainage Improvements

- The following drainage improvements shall be required to support the development of Planning Area 6A:
- Construct Detention Pond B within the southwest portion of Phase 2. Detention Pond B will release flows under E-470 through an existing culvert and into the historic Cottonwood North Tributary.
- Runoff from major off-site basins will be conveyed through the historic Cottonwood North Tributary which traverses the southeast corner of Phase 1. The tributary area for the Cottonwood North Tributary is approximated at 95 acres as it enters the site. Channel improvements include a drop structure and an improved channel section.
- Construct open channels and storm sewers associated with the developed planning area that are to be deemed necessary by subsequent SP and construction document submittals.



#### 4. Water Improvements

- Planning Area 6A lies within Pressure Zones 6 and 7. The following water improvements shall be required to support this portion of the development:
- Two connections to 12" PVC water in Aurora Parkway creating a water supply loop. These connections would occur in Pressure Zone 7.
- A Zone 6 bore will be made under E-470 to connect the Phase 1 water system to the Phase 2 water system. A check valve installed in Phase 2 will separate the Zone 6 system from the Zone 7 system.
- A pressure reducing valve is required to separate the lower Zone 6 from Zone 7.
- Construct internal water mains deemed necessary by subsequent SP and construction document submittals. Additional loops may be required within PA-6A to connect the internal water mains to the water supply loop connections in Aurora Parkway.

#### 5. Sanitary Sewer Improvements

- The following sanitary improvements shall be required to support the development of Planning Area 6A:
- A lift station will be constructed at the southwest corner of Phase 1 (within PA-1), and flows will be lifted via dual 8-inch force mains to an existing 10-inch gravity sewer stub at the southern leg of the Kings Point Way and East Aurora Parkway roundabout.
- Construct internal sewer mains deemed necessary by subsequent SP and construction document submittals. Additional sanitary sewer may need to be constructed to connect the mainline pipe within PA-6A to the lift station.
- Extension of the system beneath E-470 via a 12-inch bore to connect to the lift station is necessary to serve PA-6A.

## J. PLANNING AREA 7 (PA-7)

#### 1. Land Development

- The land development within Planning Area 7 is included in Phase 2. It incorporates approximately 10.9 acres and is located on the east portion of the KPS site. The land use of Planning Area 7 will be SFD Standard.

#### 2. Roadway Improvements

- The following roadways shall be required to support the development of Planning Area 7:
- The section of Aurora Parkway from its western terminus (S Parker Road) up to its eastern terminus (Gartrell Road), including a bridge over E-470 (half-section at a minimum), and associated utilities, will need to be constructed prior to the development of PA-6.
- Construct 2-lane collector from Aurora Parkway to the eastern property boundary of Phase 2, just south of PA-7 and north of PA-10.
- A right-in/right-out intersection will be constructed at the western entrance to Phase 2, connecting PA-7 to Aurora Parkway. In addition, a full movement intersection will be constructed at the eastern entrance to PA-6 at the proposed collector street location.



- Construct a local loop road within PA-6 to connect the eastern and western entrances to Phase 2.
- Construct internal roadways deemed necessary by subsequent SP and construction document submittals per COA and MHFD identified timing and requirements.

### **3. Drainage Improvements**

- The following drainage improvements shall be required to support the development of Planning Area 7:
- Construct Detention Pond B within the southwest portion of Phase 2.
- Construct Detention Pond D in the south portion of Phase 2.
- The majority of PA-7 will flow to Detention Pond B with the remainder flowing to Detention Pond D. Alternatively, if Phase 2 is not built entirely as a single phase and Detention Pond D is not yet constructed, a proposed interim pond may be used to capture runoff in the southern portion of PA-7.
- Runoff from major off-site basins will be conveyed through the historic Cottonwood North Tributary which traverses the southeast corner of Phase 1. The tributary area for the Cottonwood North Tributary is approximated at 95 acres as it enters the site. Channel improvements include a drop structure and an improved channel section.
- Construct open channels and storm sewers associated with the developed planning area that are to be deemed necessary by subsequent SP and construction document submittals.

### **4. Water Improvements**

- Planning Area 7 lies within Pressure Zone 7. The following water improvements shall be required to support this portion of the development:
- Two connections to 12" PVC water in Aurora Parkway creating a water supply loop. These connections would occur in Pressure Zone 7.
- A Zone 6 bore will be made under E-470 to connect the Phase 1 water system to the Phase 2 water system. A check valve installed in Phase 2 will separate the Zone 6 system from the Zone 7 system.
- A pressure reducing valve is required to separate the lower Zone 6 from Zone 7.
- Construct internal water mains deemed necessary by subsequent SP and construction document submittals. Additional loops may be required within PA-7 to connect the internal water mains to the water supply loop connections in Aurora Parkway.

### **5. Sanitary Sewer Improvements**

- The following sanitary improvements shall be required to support the development of Planning Area 7:
- A lift station will be constructed at the southwest corner of Phase 1 (within PA-1), and flows will be lifted via dual 8-inch force mains to an existing 10-inch gravity sewer stub at the southern leg of the Kings Point Way and East Aurora Parkway roundabout.
- Construct internal sewer mains deemed necessary by subsequent SP and construction document submittals. Additional sanitary sewer may need to be constructed to connect the mainline pipe within PA-7 to the lift station.



- Extension of the system beneath E-470 via a 12-inch bore to connect to the lift station is necessary to serve PA-7.

## K. PLANNING AREA 8 (PA-8)

### 1. Land Development

- The land development within Planning Area 8 is included in Phase 2. It incorporates approximately 16.5 acres and is located on the east portion of the KPS site. The land use of Planning Area 8 will be SFD Standard.

### 2. Roadway Improvements

- The following roadways shall be required to support the development of Planning Area 8:
- The section of Aurora Parkway from its western terminus (S Parker Road) up to its eastern terminus (Gartrell Road), including a bridge over E-470 (half-section at a minimum), and associated utilities, will need to be constructed prior to the development of PA-8.
- Construct 2-lane collector from Aurora Parkway to the eastern property boundary of Phase 2, just south of PA-7 and north of PA-10.
- A right-in/right-out intersection will be constructed at the western entrance to Phase 2, connecting PA-8 to Aurora Parkway. In addition, a full movement intersection will be constructed at the eastern entrance to PA-6 at the proposed collector street location.
- A local loop road will be provided in PA-6 to connect the eastern and western entrances to Phase 2.
- Construct internal roadways deemed necessary by subsequent SP and construction document submittals per COA and MHFD identified timing and requirements.

### 3. Drainage Improvements

- The following drainage improvements shall be required to support the development of Planning Area 8:
- Construct Detention Pond D within the south portion of Phase 2.
- Construct Detention Pond C in the south portion of Phase 2.
- The majority of PA-8 will flow to Detention Pond C with the remainder flowing to Detention Pond D.
- Runoff from major off-site basins will be conveyed through the historic Cottonwood North Tributary which traverses the southeast corner of Phase 1. The tributary area for the Cottonwood North Tributary is approximated at 95 acres as it enters the site. Channel improvements include a drop structure and an improved channel section.
- Construct open channels and storm sewers associated with the developed planning area that are to be deemed necessary by subsequent SP and construction document submittals.

### 4. Water Improvements

- Planning Area 8 lies within Pressure Zone 6. The following water improvements shall be required to support this portion of the development:



- Two connections to 12" PVC water in Aurora Parkway creating a water supply loop. These connections would occur in Pressure Zone 7.
- A Zone 6 bore will be made under E-470 to connect the Phase 1 water system to the Phase 2 water system. A check valve installed in Phase 2 will separate the Zone 6 system from the Zone 7 system.
- A pressure reducing valve is required to separate the lower Zone 6 from Zone 7.
- Construct internal water mains deemed necessary by subsequent SP and construction document submittals. Additional loops may be required within PA-8 to connect the internal water mains to the water supply loop connections in Aurora Parkway.

## 5. Sanitary Sewer Improvements

- The following sanitary improvements shall be required to support the development of Planning Area 8:
- A lift station will be constructed at the southwest corner of Phase 1 (within PA-1), and flows will be lifted via dual 8-inch force mains to an existing 10-inch gravity sewer stub at the southern leg of the Kings Point Way and East Aurora Parkway roundabout.
- Construct internal sewer mains deemed necessary by subsequent SP and construction document submittals. Additional sanitary sewer may need to be constructed to connect the mainline pipe within PA-8 to the lift station.
- Extension of the system beneath E-470 via a 12-inch bore to connect to the lift station is necessary to serve PA-8.

## L. PLANNING AREA 10 (PA-10)



### 1. Land Development

- The land development within Planning Area 10 is included in Phase 2. It incorporates approximately 6.7 acres and is located on the east portion of the KPS site. The land use of Planning Area 10 will be SFD-Standard.

### 2. Roadway Improvements

- The following roadways shall be required to support the development of Planning Area 10:
- The section of Aurora Parkway from its western terminus (S Parker Road) up to its eastern terminus (Gartrell Road), including a bridge over E-470 (half-section at a minimum), and associated utilities, will need to be constructed prior to the development of PA-10.
- Construct 2-lane collector from Aurora Parkway to the eastern property boundary of Phase 2, just south of PA-7 and north of PA-10.
- A right-in/right-out intersection will be constructed at the western entrance to Phase 2, connecting PA-10 to Aurora Parkway. In addition, a full movement intersection will be constructed at the eastern entrance to PA-6 at the proposed collector street location.
- Construct a local loop road within PA-6 to connect the eastern and western entrances to Phase 2.
- Construct internal roadways deemed necessary by subsequent SP and construction document submittals per COA and MHFD identified timing and requirements.



### 3. Drainage Improvements

- The following drainage improvements shall be required to support the development of Planning Area 10:
- Construct Detention Pond D within the south portion of Phase 2.
- Construct Detention Pond C in the south portion of Phase 2.
- The majority of PA-10 will flow to Detention Pond C with the remainder flowing to Detention Pond D. Alternatively, if Phase 2 is not built entirely as a single phase and Detention Ponds C and D are not yet constructed, a proposed interim pond may be used to capture runoff in the southeastern portion of PA-10.
- Runoff from major off-site basins will be conveyed through the historic Cottonwood North Tributary which traverses the southeast corner of Phase 1. The tributary area for the Cottonwood North Tributary is approximated at 95 acres as it enters the site. Channel improvements include a drop structure and an improved channel section.
- Construct open channels and storm sewers associated with the developed planning area that are to be deemed necessary by subsequent SP and construction document submittals.

### 4. Water Improvements

- Planning Area 10 lies within Pressure Zone 7. The following water improvements shall be required to support this portion of the development:
- Two connections to 12" PVC water in Aurora Parkway creating a water supply loop. These connections would occur in Pressure Zone 7.
- A Zone 6 bore will be made under E-470 to connect the Phase 1 water system to the Phase 2 water system. A check valve installed in Phase 2 will separate the Zone 6 system from the Zone 7 system.
- A pressure reducing valve is required to separate the lower Zone 6 from Zone 7.
- Construct internal water mains deemed necessary by subsequent SP and construction document submittals. Additional loops may be required within PA 10 to connect the internal water mains to the water supply loop connections in Aurora Parkway.

### 5. Sanitary Sewer Improvements

- The following sanitary improvements shall be required to support the development of Planning Area 10:
- A lift station will be constructed at the southwest corner of Phase 1 (within PA-1), and flows will be lifted via dual 8-inch force mains to an existing 10-inch gravity sewer stub at the southern leg of the Kings Point Way and East Aurora Parkway roundabout.
- Construct internal sewer mains deemed necessary by subsequent SP and construction document submittals. Additional sanitary sewer may need to be constructed to connect the mainline pipe within PA-10 to the lift station.
- Extension of the system beneath E-470 via a 12-inch bore to connect to the lift station is necessary to serve PA-10.



## M. PLANNING AREA 9 (PA-9)

### 1. Land Development

- The land development within Planning Area 9 is included in Phase 2. It incorporates approximately 50.3 acres and is located on the east portion of the KPS site. The land use of Planning Area 9 will be SFD Standard.

### 2. Roadway Improvements

- The following roadways shall be required to support the development of Planning Area 9:
- The section of Aurora Parkway from its western terminus (S Parker Road) up to its eastern terminus (Gartrell Road), including a bridge over E-470 (half-section at a minimum), and associated utilities, will need to be constructed prior to the development of PA-9.
- Construct 2-lane collector from Aurora Parkway to the eastern property boundary of Phase 2, just south of PA-7 and north of PA-10.
- A right-in/right-out intersection will be constructed at the western entrance to Phase 2, connecting PA-9 to Aurora Parkway. In addition, a full movement intersection will be constructed at the eastern entrance to PA-6 at the proposed collector street location.
- Construct a local loop road within PA-6 to connect the eastern and western entrances to Phase 2.
- Construct internal roadways deemed necessary by subsequent SP and construction document submittals per COA and MHFD identified timing and requirements.

### 3. Drainage Improvements

- The following drainage improvements shall be required to support the development of Planning Area 9:
- Construct Detention Pond B within the southwest portion of Phase 2.
- Construct Detention Pond C within the south portion of Phase 2.
- Construct Detention Pond D within the south portion of Phase 2.
- Runoff from PA-9 will flow to Detention Ponds B, C and D.
- Runoff from major off-site basins will be conveyed through the historic Cottonwood Middle Tributary which traverses the southeast corner of Phase 2.
- Runoff from major off-site basins will be conveyed through the historic Cottonwood North Tributary which traverses the southeast corner of Phase 1. The tributary area for the Cottonwood North Tributary is approximated at 95 acres as it enters the site. Channel improvements include a drop structure and an improved channel section.
- Construct open channels and storm sewers associated with the developed planning area that are to be deemed necessary by subsequent SP and construction document submittals.

### 4. Water Improvements

- Planning Area 9 lies within Pressure Zone 6. The following water improvements shall be required to support this portion of the development:
- Water improvements within PA-9 must be preceded by the development of PA 1, 4, and 6.



- A pressure reducing valve is required to separate the lower Zone 6 from Zone 7.
- Construct internal water mains deemed necessary by subsequent SP and construction document submittals.

## 5. Sanitary Sewer Improvements

- The following sanitary improvements shall be required to support the development of Planning Area 9:
- A lift station will be constructed at the southwest corner of Phase 1 (within PA-1), and flows will be lifted via dual 8-inch force mains to an existing 10-inch gravity sewer stub at the southern leg of the Kings Point Way and East Aurora Parkway roundabout.
- Construct internal sewer mains deemed necessary by subsequent SP and construction document submittals. Additional sanitary sewer may need to be constructed to connect the mainline pipe within PA-9 to the lift station.
- Extension of the system beneath E-470 via a 12-inch bore to connect to the lift station is necessary to serve PA-9.

# N. OPEN SPACE PLANNING AREAS

## 1. Land Development

- Refer to the KPS Framework Development Plan (FDP) Form J located in TAB 9 – ‘Open Space, Circulation and Neighborhood Plan’ for detailed improvements within park and open space areas.
- Open space planning areas are to be improved with the development of directly adjacent planning areas. The land area of each open space has been summarized below.

**TABLE 3: OPEN SPACE LAND AREA**

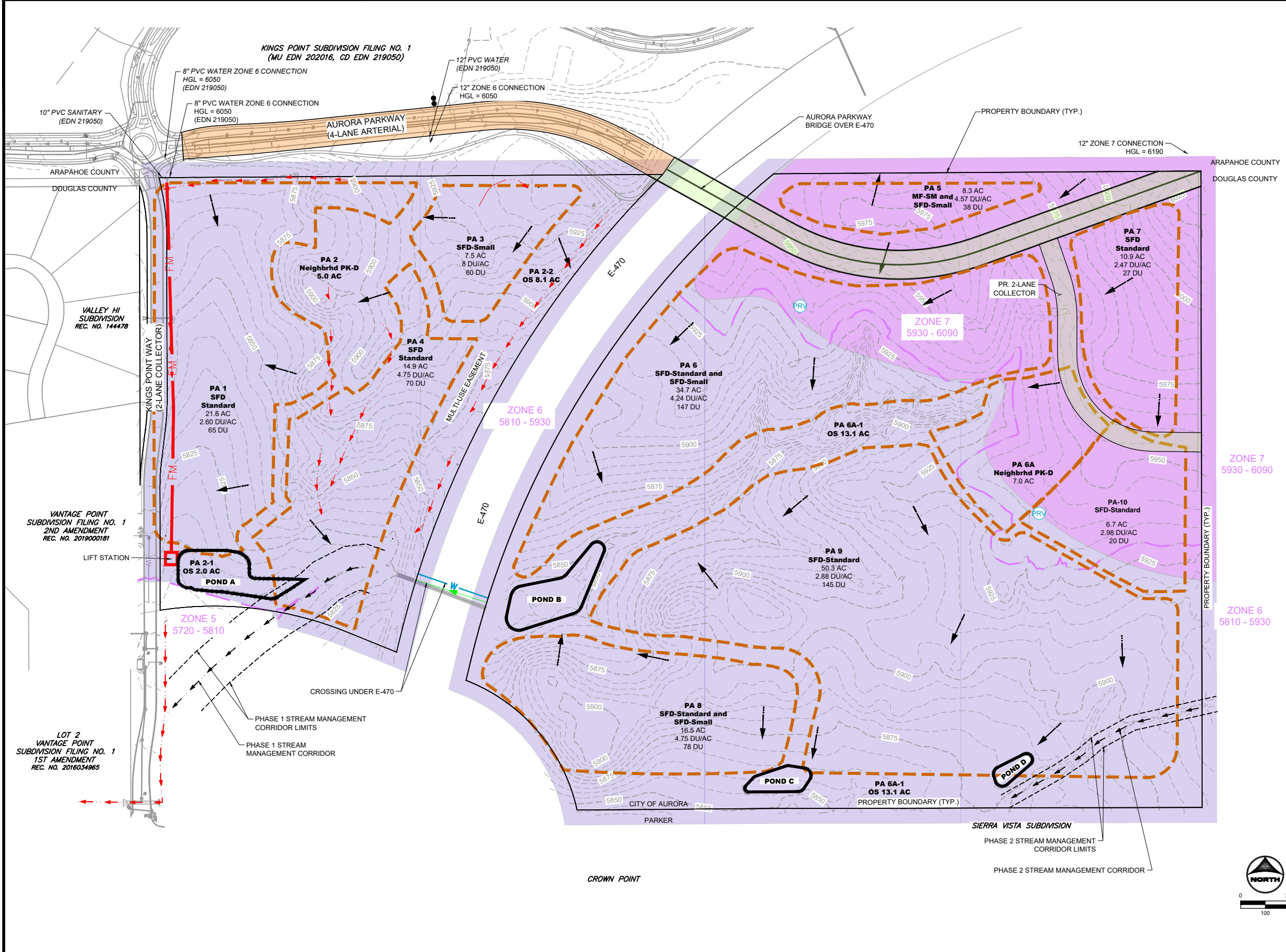
OPEN SPACE LAND AREA	
Residential Use	Gross Land Area (AC)
Low Density	10.1
Medium Density	13.1
<b>Total</b>	<b>23.2</b>



## O. LIST OF REFERENCES

- A. *Master Drainage Report for KPS* by HR Green Development, LLC, November 2022 (EDN 223021)
- B. *Master Utility Report for KPS* by HR Green Development, LLC, December 2022 (EDN 223003)
- C. Kings Point South – West Parcel Master Utility Report by PBS&J, September 2002 (EDN 202172).
- D. *Kings Point North Master Utility Report and Plan* by Core Consultants, Inc, June 2022 (Project No. 1571466).
- E. Kings Points Subdivision Filing No. 1 Construction Plans by EMK Consultants, Inc., November 2019 (EDN 219050).
- F. Roadway Design & Construction Specifications, 2016 Edition, City of Aurora, Colorado.
- G. Water, Sanitary Sewer and Storm Drainage Infrastructure Standards and Specifications, 2020 Edition, City of Aurora, Colorado.
- H. *City of Aurora Wastewater Lift Station Design Guidance Manual*, Aurora Water Planning and Engineering Services Department, February 2017.
- I. *Kings Point South Framework Development Plan* by THK Associates Inc., in progress, (COA#\_\_\_\_\_)





LEGEND

PROPERTY BOUNDARY

REQUIRED ROADWAY IMPROVEMENT (FILING 1)

REQUIRED ROADWAY IMPROVEMENT (FILING 2)

PROPOSED POND

PROPOSED WATER MAIN

PROPOSED SANITARY SEWER MAIN

PROPOSED DUAL FORCE MAIN

PROPOSED LIFT STATION

DRAINAGE ARROWS

XX" EXISTING WATER MAIN

XX" EXISTING SANITARY SEWER

PRESSURE ZONE LINE

PROPOSED PLANNING AREA

EX. MAJOR CONTOUR (25')

EX. MINOR CONTOUR (5')

WATER PRESSURE ZONE 6

WATER PRESSURE ZONE 7

PRESSURE REDUCING VALVE (PRV)

STREAM MANAGEMENT CORRIDOR

STREAM MANAGEMENT CORRIDOR LIMITS

OPEN CHANNELS (INTERNAL)

NOTE:

INFRASTRUCTURE LAYOUT IS CONCEPTUAL IN NATURE AND FINAL SIZING, CONFIGURATIONS AND LOCATIONS WILL BE DETERMINED AT THE TIME OF CSP AND CONSTRUCTION DOCUMENTS.

A TREE INVENTORY AND MITIGATION PLAN SHALL BE SUBMITTED AND APPROVED PRIOR TO ANY GRADING, EXCAVATION, OR CONSTRUCTION OF ANY IMPROVEMENT AREAS RELATED TO RELEVANT CSP'S, ISP'S OR OTHER IMPROVEMENT PLANS WITHIN THE LIMITS OF THE KPS FDP. THE INVENTORY AND MITIGATION PLAN SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF AURORA AND SHALL BE APPROVED PRIOR TO ISSUANCE OF ANY GRADING OR BUILDING PERMITS.

DRAWN BY: AJZ      JOB DATE: 1/18/2023  
APPROVED: RWL      JOB NUMBER: ---  
CAD DATE: 1/24/2023  
CAD FILE: J:\2021\1212000.01\CAD\DWGS\CIP\KPS\_OverallInfrastructure

BAR IS ONE INCH ON OFFICIAL DRAWINGS.  
0" = 1"  
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY.

NO.	DATE	BY	REVISION DESCRIPTION

HR GREEN - DENVER

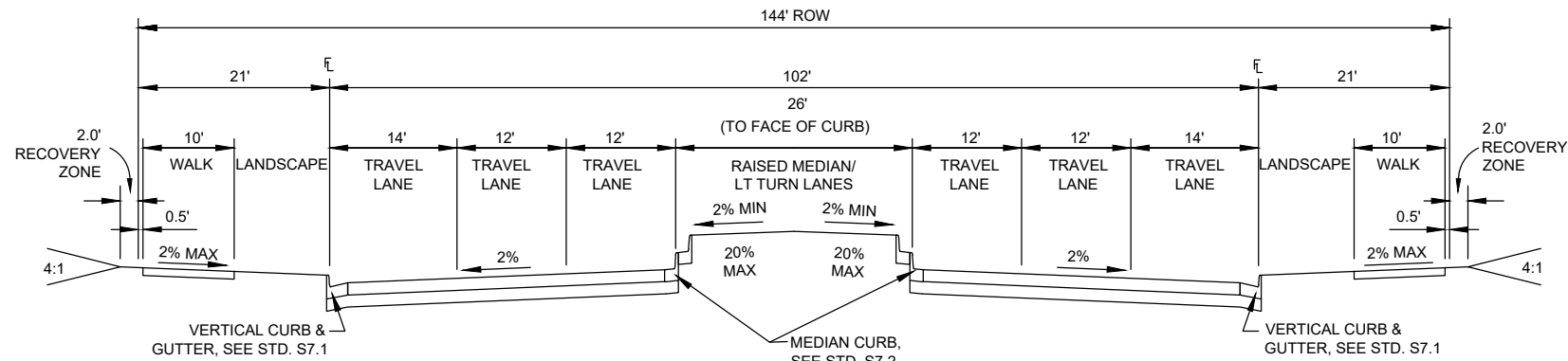
5619 DTC PARKWAY SUITE 1150  
DENVER CO 80111

PHONE: 720.602.4999 | TOLL FREE: 800.728.7805  
FAX: 844.273.1057 | HRGreen.com

KINGS POINT SOUTH SUBDIVISION - FILING NO. 1  
LENNAR CORPORATION  
CITY OF AURORA, COLORADO

PUBLIC IMPROVEMENT PLAN  
OVERALL INFRASTRUCTURE



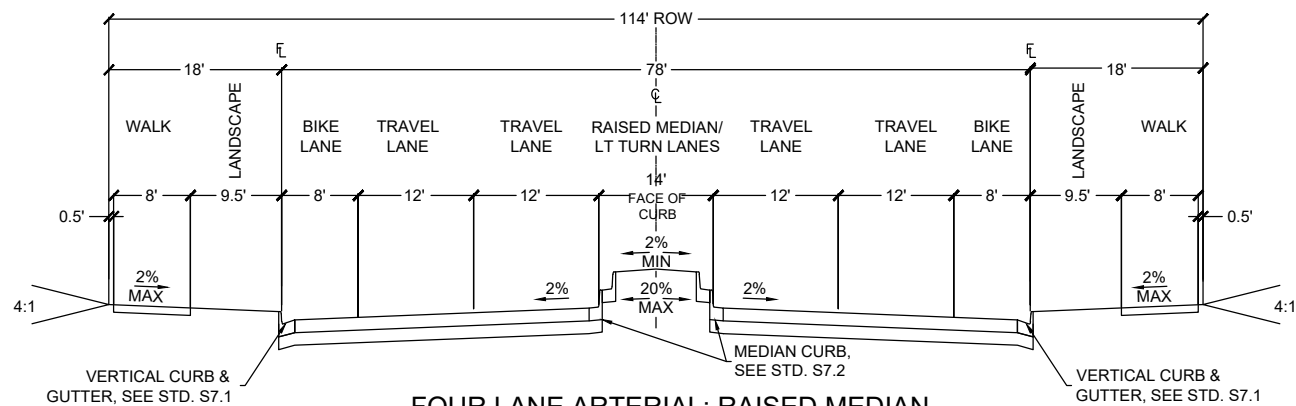


### SIX LANE ARTERIAL

MEDIAN TURN LANE WIDTH = 11'

E AURORA PKWY (PARKER ROAD TO NOVA DRIVE)

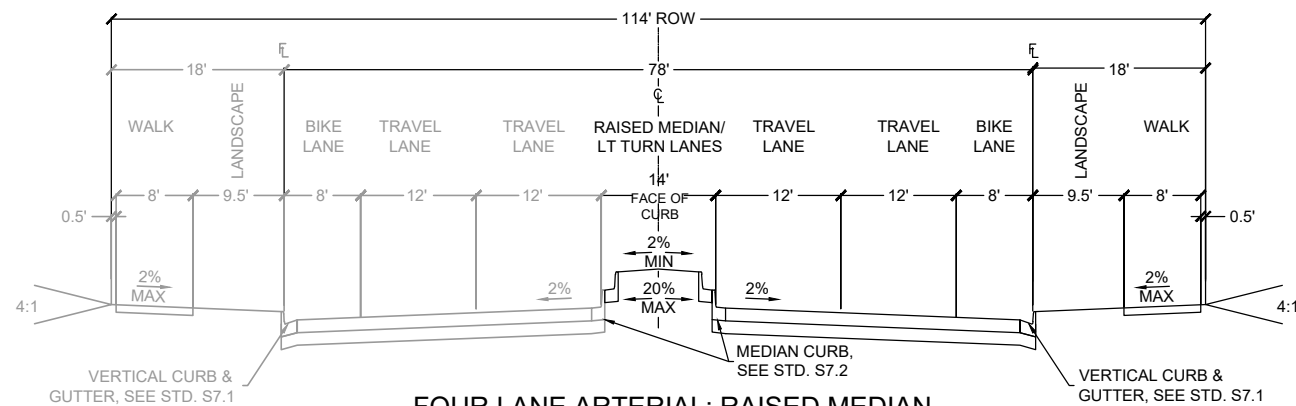
SIDEWALK ALIGNMENT VARIES IN THIS SECTION



### FOUR LANE ARTERIAL: RAISED MEDIAN

MEDIAN TURN LANE WIDTH = 10'

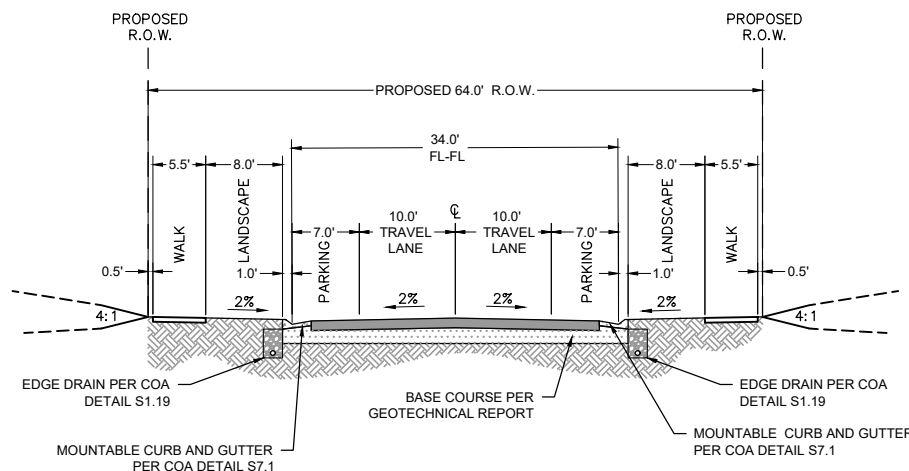
E AURORA PKWY (NOVA DRIVE TO E-470 BRIDGE)



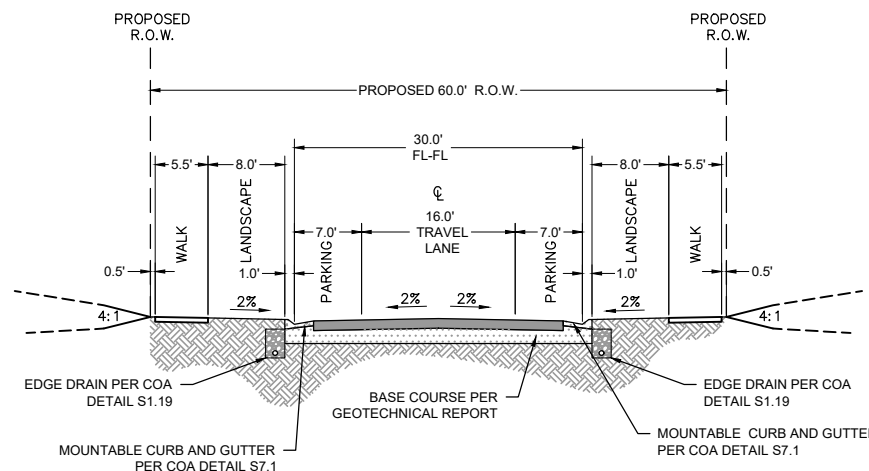
### FOUR LANE ARTERIAL: RAISED MEDIAN

MEDIAN TURN LANE WIDTH = 10'

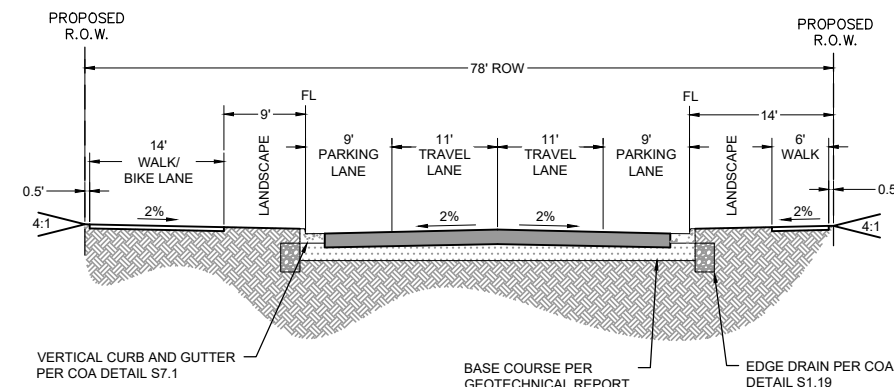
E AURORA PKWY (EAST OF E-470)



### LOCAL STREET TYPE 1



### LOCAL STREET TYPE 2



### TWO-LANE COLLECTOR

DRAWN BY: AJZ  
APPROVED: RWL  
CAD DATE: 4/28/2023  
CAD FILE: J:\2021\212000.01\CAD\Drawings\PI\PI01-TypicalSections

JOB DATE: 4/28/2023  
JOB NUMBER: 180725.05

BAR IS ONE INCH ON OFFICIAL DRAWINGS.  
0" 1"  
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY.

NO.	DATE	BY	REVISION DESCRIPTION

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KINGS POINT SOUTH SUBDIVISION - FILING NO. 1  
LENNAR CORPORATION  
CITY OF AURORA, COLORADO

PUBLIC IMPROVEMENT PLANS  
TYPICAL SECTIONS

SHEET  
TY1  
2



APPENDIX B  
KINGS POINT SOUTH (KPS) FRAMEWORK  
DEVELOPMENT PLAN