

March 15, 2017

Ms. Heather Lamboy
City of Aurora, Planning Department
15151 E. Alameda Parkway, 2nd Floor
Aurora, Colorado 80012

Re: Kings Point CSP No. 1 / Final Plat No. 1 Response to Initial Submission Review
Application Number: **DA-1609-16**
Case Numbers: **2016-4012-00; 2016-3040-00**

Dear Heather:

Enclosed herein are the review comments provided to us in regards to the initial submittal of the Kings Point CSP No. 1 and Final Plat No. 1. These have been addressed and are included with this letter.

Please let me know if you have any questions or require any additional information. We look forward to continued work with the City of Aurora throughout the review and approval process of this exciting new project.

Sincerely,
Norris Design



Eva Mather
Principal

SUMMARY OF KEY CONCEPTS FROM ALL DEPARTMENTS

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

PLANNING DEPARTMENT COMMENTS

1. Community Comments

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

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

Response: Please see Bruce Stokes' letter on behalf of the developer which responds to Ms. Keely Downs and addresses in detail comments about; the private agreement with Chenango, development phasing, roadways, site design, detention ponds, and compliance with the FDP.

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

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

Response: Please see Bruce Stokes' March 14, 2017 letter on behalf of the developer which addresses in detail comments about; the Neighborhood Agreements, the Traffic Impact Study, Density, requests for a Public Hearing, South Ireland Way, Creekside Elementary School, East Aurora Parkway, Schools and Municipal Services.

1C. Comment by Sandra Barto, 13946 N State Highway 83, Parker, CO 80138
Phone: 303-696-8917, Email: skayfind@gmail.com

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

Response: The developer will commit to the installation of some trees in the proximity of the property line between Kings Point and the property at 13946 N. State Highway 83 with an approved CSP and the development of the adjacent parcel M1 in the future.

1D. Dear Ms. Tart-Schoenfelder,

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

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

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

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

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

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

Sincerely,

Graeme & Karen Watson

Response: Please see Bruce Stokes' March 14, 2017 letter on behalf of the developer which addresses in detail comments about; the Neighborhood Agreements, the Traffic Impact Study, Density, requests for a Public Hearing, South Ireland Way, Creekside Elementary School, East Aurora Parkway, Schools and Municipal Services.

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

Response: Please see Bruce Stokes' March 14, 2017 letter on behalf of the developer which addresses in detail comments about; the Neighborhood Agreements, the Traffic Impact Study, Density, requests for a Public Hearing, South Ireland Way, Creekside Elementary School, East Aurora Parkway, Schools and Municipal Services.

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

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

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

Response: Please see Bruce Stokes' March 14, 2017 letter on behalf of the developer which addresses in detail comments about; the Neighborhood Agreements, the Traffic Impact Study, Density, requests for a Public Hearing, South Ireland Way, Creekside Elementary School, East Aurora Parkway, Schools and Municipal Services.

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

Donna and Jeff Sanderson

Response: Please see Bruce Stokes' March 14, 2017 letter on behalf of the developer which addresses in detail comments about; the Neighborhood Agreements, the Traffic Impact Study, Density, requests for a Public Hearing, South Ireland Way, Creekside Elementary School, East Aurora Parkway, Schools and Municipal Services.

The approved FDP for Kings Point includes an 18 hole golf course on approximately 183 acres. The developer has elected to defer construction of the course to some point in the future. The development of 1,550-1,650 homes on 944 acres is not high density and the current plan fully complies with the approved zoning for the property.

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

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

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

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

Thank you and I look forward to hearing from you,
Kelly Owens

Response: Please see Bruce Stokes' March 14, 2017 letter on behalf of the developer which addresses in detail comments about; the Neighborhood Agreements, the Traffic Impact Study, Density, requests for a Public Hearing, South Ireland Way, Creekside Elementary School, East Aurora Parkway, Schools and Municipal Services.

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

Response: The developer has entered into agreements with several of the surrounding communities. The neighborhoods derived benefits from these agreements such as landscape buffers, acre lots on the perimeter of much of the Kings Point development, architectural and use restrictions, generous amounts of open space and expanded rear yard setbacks. The developer obtained a level of certainty as relative to the development of the property. The current CSP's for Filing No. 1 and 2 comply with the terms of all of the neighborhood agreements.

With the initial development of Kings Point, prior to any homes being occupied, there will be an important west/east connection from Parker Road to Liberty Middle School via the East Dry Creek Road connection. The connection of E. Aurora Parkway to the east over E-470 to Heritage Eagle Bend will not occur until the portion of Kings Point south of E-470 is developed.

We can appreciate the impact that the Arapahoe widening project has placed on the many of the communities in the vicinity of the project and the developer is committed to take steps so that our construction will not impact the adjacent communities. We will continue to work with Centennial and Aurora to design and implement a plan.

2. Completeness and Clarity of the Application

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

Response: The "Steep Slope Mitigation Requirements" have been removed as these are recorded as a part of the FDP. The remaining notes on the CSP were previously requested by the City; please advise as to any additional notes which should be removed.

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

Response: The Contextual Site Plan Parcel Summary has been moved to Sheet 1.

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

Response: The Land Planner / Landscape Architect (Norris Design) and Engineer / Surveyor (EMK Consultants) contact information has been added to the sheets.

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

https://www.auroragov.org/UserFiles/Servers/Server_1881137/Image/Departments/Development/Site%20Plan%20Manual%20Linkless2.pdf

Response: A legend has been added to Sheets 6-25 of the CSP. A legend has been included on every landscape plan sheet.

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

Response: All tract improvement have been added to the CSP. All Landscape CSP sheets contain fencing and tract information.

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

Response: The landscape notes on the cover sheet have been revised per the comment and redlines.

3. **Zoning and Land Use Comments**

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

Response: A 25' buffer is not required per City Code or any private agreements and is not included in the design. A lot break has been added to Block 1 within M5.

4. **Transportation Planning Issues**

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

Response: Medians in Aurora Parkway and islands associated with the roundabouts will be owned by the City of Aurora. Landscape in the medians will be maintained by the Kings Point Metropolitan District. Note 5 under "Additional Site Specific Notes" on Sheet 2 has been added to clarify this.

5. **Streets and Pedestrian Issues**

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

Response: Labels have been added to all crosswalks, walks, and ramps per comment.

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

Response: All bike lanes are indicated per the standard street sections on Sheet 3. There is no designated bike lane for the six-lane arterial portion of Aurora Parkway from Parker Road to Clifton Drive. No sharrows are proposed as the City does not have criteria for them and there is a great deal of debate as to whether they are actually a safety issue versus not having them. If the City can provide specific criteria for showing them, we will add them to the plan.

6. **Open Space and Recreational Amenities**

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

Response: There are several golf course / open space tracts that are identified as "Future – Not A Part". These will be included as a part of a separate application with future development at Kings Point.

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

Response: All trail/pedestrian connections have been shown on all plan sheets and on the Master Fence and Trails Plan on Sheet L3.01.

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

Response: Site Specific Note 6 has been added regarding the regional trail; the callouts refer to the specific note that applies.

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

Response: The pedestrian trail widths have been labeled and exceed 4 ft.

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

Response: The NAC is labeled with the required elements in this submission.

7. Landscape Design Issues

General

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

Response: Tract labels have been added.

Site Plan

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

Response: Tree quantities have been revised to meet the minimum requirements. In the case of a utility conflict, the required trees have been relocated in adjacent tracts and noted on the requirement plant charts. No waiver is being requested.

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

Response: Additional trees have been added to satisfy the street tree requirement. The tree lawn shrubs and grasses are no longer being used to satisfy this requirement. In the case of a utility conflict, the required trees have been relocated in adjacent tracts and noted on the requirement plant charts.

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

Response: Upsized trees (8') within the site perimeter buffer (tracts V and W, sheet L2.02) have been used to satisfy the mitigation trees. These trees have been noted on the plan with an "M" within the tree symbol. A tree mitigation chart, consistent with the Tree Protection Plan, has been provided on Sheet L1.03.

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

Response: The landscape plan for the Chenango buffers as shown on sheet L2.01 is the same plan that was incorporated in the FDP and a previously approved CSP for Filing 1. Given that this plan was designed based with input received from Chenango homeowners that abut Kings Point, we do not believe that additions or changes to the buffers is appropriate or necessary. A section of the buffer had been removed due to a drainage way. The original buffer landscape has been added back in to the plan.

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

Response: East of Clifton Dr. the street trees along the north side of Aurora Parkway from Parker Rd. to Clifton Dr. have been revised to be 30' apart. During a meeting with City Aurora staff on December 8, 2016, it was discussed and determined that canopy trees spaced closer than 30' apart would cause long

term problems as the trees grow to mature height and width. Any ornamental trees planted in this area are to be upsized to a minimum. 2.5" caliper tree.

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

Response: A landscaped buffer has been provided on the north side of E. Dry Creek Rd. in all areas where the roadway is in clear view from Chenango. There is a section of E. Dry Creek Rd. adjacent to Tracts LL and GG where a utility easement is located on the north side of E. Dry Creek Rd. behind the sidewalk preventing the installation of buffer trees.

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

Response: The construction notes have been revised per the comment and redlines.

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

Response: The Tract Landscape Key has been enlarge for better legibility.

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

Response: Plant symbols on the Plant Schedule and Legends have been revised to match the scale of landscape plan.

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

Response: The TE Totals and transfer columns has been removed on the Tract Landscape Table. The Transfers Column was kept on the Street tree table due to some trees being transferred because of utility conflicts.

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

Response: The landscape tables have been revised per comment.

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

Response: Tract W has been added to the Site Perimeter Buffer Table.

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

Response: The note on Sheet L2.01 has been revised and now reads "Existing fence along north property line to be maintained by Kings Point Property Owner. In any location where the existing fencing is missing, Kings Point Property Owner shall restore the fencing in that area to match the existing fence material."

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

Response: Fence columns have been provided at every other rear property corner. A waiver has been included for this requirement.

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

Response: Dimensions are shown for perimeter buffer on all landscape plan sheets where applicable.

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

Response: All sidewalk widths have been labeled.

7R. See revisions to Legend detail references.

Response: All detail references on the Legend have been updated.

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

Response: Tract boundary lines have been darkened and all tracts have been labeled.

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

Response: More information and detail has been provided for the shelter and all site furniture. See the Site Amenity Schedule on Sheet L1.02 for this information.

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

Response: Per agreement with the City of Aurora all wall heights have been added to the site plan.

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

Response: The plaza material has been noted on the plan.

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

Response: Catalpa and Kentucky Coffee trees have been removed from street trees and are only being used in native seed areas.

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

Response: The plant material located along the south property line has been shifted out of the easement and canopy trees have been moved further north to avoid conflicts with branching.

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

Response: The south half of the of E. Aurora Parkway ROW from Kings Point Way to E-470 will not be constructed in the initial phases. A sidewalk is proposed along the entire length of E. Aurora Parkway on the north side of the street in the initial phases. This will provide a safer pedestrian passage in the interim to bring residents to the signalized intersection at Parker Road and E. Aurora Parkway until such time as Kings Point Filing 4 is proposed (which will require the completion of E. Aurora Parkway), or E-470 designs the MUE trail and the City of Aurora designs the regional trail and overpass/underpass over/under Parker Road.

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

Response: Detail references have been added to all proposed walls, fencing and hardscape features.

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

Response: Dimensions have been added to the small lot detail.

8. Architectural and Urban Design Issues

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

Response: A lot break is included with this revised submittal.

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

Response: The fence, walls and monument details have been revised to be consistent with the materials and intent of the FDP.

9. Signage Issues

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

Response: All signs have been identified on the plan and details have been references.

10. Other Planning Comments

10A. Addressing. Cathryn Day, Planner II/GIS Addresser, cday@auroragov.org, 303-739-7357

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

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

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

Response: A .DWG file formatted as requested will be emailed.

10B. Environmental. Comment by Porter Ingrum, pingrum@auroragov.org.

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

Response: The recorded avigation easement will be provided to the City once it has been completed.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

11. Public Art

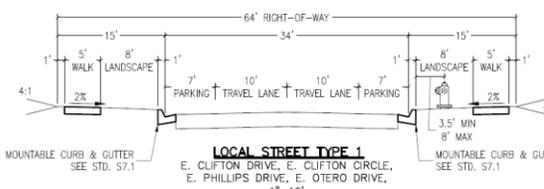
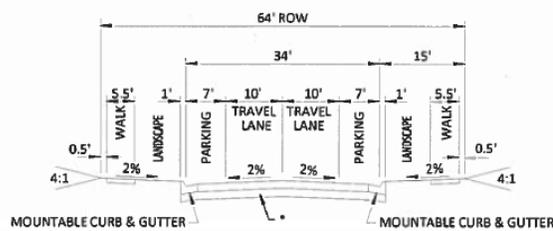
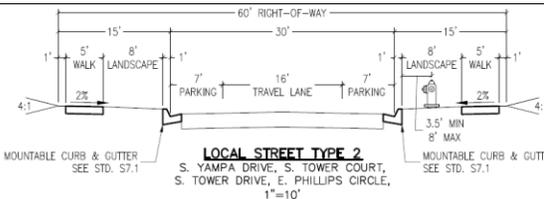
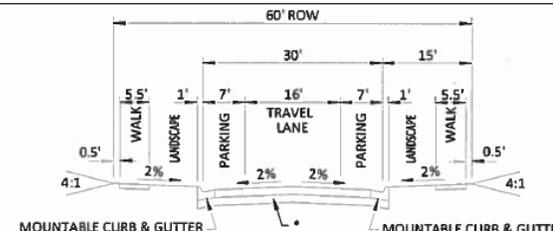
11A. Public art plans are required for metro districts. Contact Roberta Bloom directly at 303-739-6747 or rbloom@auroragov.org.

Response: The applicant has met with Roberta Bloom in the City of Aurora Cultural Affairs Office and will present a public art plan for Kings Point separate from the CSPs.

12. Civil Engineering

12A. Street Sections.

1. Aurora updated its Roadway Design and Construction Specifications, in October 2016, including new roadway classifications and typical cross sections. These new typical cross sections should be used for this project on sections where ROW width doesn't change. Specific sections to be used are as follows:

<u>Submitted CSP</u>	<u>2016 Standard Section</u>
 <p>LOCAL STREET TYPE 1 E. CLIFTON DRIVE, E. CLIFTON CIRCLE, E. PHILLIPS DRIVE, E. OTERO DRIVE, 1"=10'</p>	 <p>LOCAL STREET TYPE 1</p>
 <p>LOCAL STREET TYPE 2 S. YAMPA DRIVE, S. TOWER COURT, S. TOWER DRIVE, E. PHILLIPS CIRCLE, 1"=10'</p>	 <p>LOCAL STREET TYPE 2</p>

Response: The updated street sections have been incorporated.

2. Walden Court exceeds 250 feet in length, and is therefore ineligible to use Local Type 2A section. Use Local Type 2 or revise layout.

Response: The layout has been revised to use a Local Type 2 section.

3. Tower Court is eligible to use a Local Type 2A section.

Response: Tower Court will continue to use a Local Type 2 section.

12B. Loop Lanes

4. Per Roadway section 4.04.2.09, minimum width for a one-way loop lane is 18 feet. Per updated local street standards, minimum sidewalk width is 5.5'.

Response: The section has been revised.

5. Ensure compliance with Roadway Section 4.04.2.09.4, which states: *The Loop Lane design shall permit a passenger vehicle to back out of an individual driveway and turn 90 degrees in either direction without any portion of the vehicle: (a) leaving the individual driveway from which the vehicle is exiting or the loop lane, or (b) entering on or over the individual driveways of any other residence. The AASHTO turning template for "P" design vehicle shall be used to confirm these standards are met.* Consider providing a typical lot detail showing house and driveway placement relative to the loop lane.

Response: A typical detail is being developed and will be added if needed after City review.

6. Indicate the direction of travel for loop lanes on the Site Plan.

Response: Direction of travel has been added.

12C. Street lights

7. Show the location of existing and proposed street lights, in accordance with Roadway Section 4.10.

Response: There are no existing street lights; all proposed street lights have been added.

12D. Curb Ramps

8. Update curb ramps to comply with Roadway detail S9 and current ADA standards. These standards use all directional crossings.

Response: The curb ramps have been revised to the current standards.

12E. Public Improvement Plan

9. Refer to plans as “Public Improvement Plans”, rather than “Phasing Plans”.

Response: Revised as requested.

12F. Plat

10. All Tracts for future development need access to a public ROW. Check with Real Property to see if this can be handled with a plat note.

Response: The tracts slated for future development are for land use areas as designated by the FDP; their development will require a replat at that time. A note has been added to the plat regarding the future development of the tracts.

12G. Other

11. Indicate street sections in plan view. Include ROW widths.

Response: The street sections used are called out below the standard street cross section details on Sheet 3.

12. Indicate radius on all curb returns, ensuring compliance with Roadway section 4.04.5.03.

Response: Curb return radii will be called out on the construction plans and will be in conformance with the applicable criteria.

See additional comments on the Site Plan in green.

13. E-470 Public Highway Authority

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

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

E-470 is not responsible for sound mitigation. Per City of Aurora’s Fence, Wall and Awning Ordinance (Ord. No. 2004-78), all residential developments adjacent to E-470 shall construct a sound attenuation wall along the

development's E-470 frontage. E-470 Public Highway Authority supports Section 146-917(A)(4) of the E-470 Zone District, Article 9, Chapter 146, of the Aurora Municipal Code.

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

Response: Noted and acknowledged.

14. Arapahoe County

14A. Planning Comment by: Julio Iturreria, Email: jiturreria@arapahoegov.com

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

Response: The City of Aurora has a Transportation Master Plan, the Southeast Area Transportation Study, which takes Kings Point into the long range planning for the area.

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

1. Engineering Services Division (ESD) would like a copy of the updated Traffic Impact Study.
Response: A copy of the updated TIS was provided to Arapahoe County Staff.
2. ESD does not support the closure of S. Ireland Way at Long Ave. now or at any time in the future.
Response: Comment noted, thank you.

15. Life Safety

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

Response: Revised as requested.

16. Parks Department

Forestry Comment

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

Response: Comment responses have been provided with the Filing 2 comment response letter and in the Tree Protection Plan response to redline PDF.

Parks Comment:

16B. Please see the redlines for Chris Riccardiello's comments on the application. He can be reached at 303-739-7154 or CRicciar@auroragov.org.

Response: Comment responses have been provided on the Landscape CSP response to redline PDF.

17. City of Centennial

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

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

General Comments

1. The City of Centennial encourages the applicant and the City of Aurora to provide additional opportunities for review and comment by the general public affected by the proposed development, up to and including a potential decision by the Planning Commission or City Council through a public hearing process, in lieu of an administrative process.

Response: The public hearing vs. administrative process is a decision for the City of Aurora to make. The applicant held a neighborhood meeting on January 30, 2017, to discuss the Kings Point project.

2. The proposed CSPs state that an east-west roadway connection must be made in Phase 1 to connect South Parker Road to East Dry Creek Road and Liberty Middle School. The City of Centennial agrees that this connection should be required prior to the construction of any home sites within Kings Point. Accordingly, the City will institute a closure of the South Ireland Way ROW (connection to Kings Point) if the Dry Creek Road connection is not completed prior to the construction of homes sites within Kings Point.

Response: The developer will complete the east/west road connection from Parker Road east to Liberty Middle School prior to any occupancy at Kings Point. Given that the complete construction of this road with utilities will take over a year, restricting lot development during this time would place an unreasonable financial burden on the development.

3. No construction traffic associated with the Kings Point development shall utilize Centennial roadways for access to or from the proposed development. Accordingly, the City will institute a closure of the South Ireland Way ROW (connection to Kings Point) if it is determined that construction traffic is entering or exiting Kings Point through Centennial neighborhoods via South Ireland Way or East Long Avenue.

Response: The developer will take steps to keep construction traffic from entering Kings Point from any Centennial Roadway. The developer will have a truck routing plan and is willing to work with Centennial on an action plan and enforcement of the plan.

4. Parking for pick-up and drop-off at Creekside Elementary is currently deficient. Developer must work with Cherry Creek School District to improve parking availability on site prior to the enrollment of additional children from Kings Point at this location. Centennial requests that any funds being contributed to CCSD in lieu of land dedication within Kings Point be used to improve parking and access for Creekside Elementary School to prevent increased adverse impacts on the surrounding roadways and neighborhoods.

Response: It is apparent from the significant amount of comments received that there is an existing problem relative to traffic and parking at Creekside Elementary School. Given that there are no homes or students from Kings Point we believe that this problem should be

addressed by CCSD and the City of Centennial. Kings Point is willing to enter into dialogue with the applicable parties towards solutions that do not adversely financially impact Kings Point.

5. An updated traffic study was not included with the first referral to external agencies. The City of Centennial requests that if/when an updated study is submitted to the City of Aurora it be made available to the City of Centennial for review and comparison with the previous study.
Response: The City of Centennial was provided a copy of the Traffic Study after receiving the comment letter.

6. Also attached to this referral response are comments received from the Antelope Property Owners Association, a Centennial neighborhood directly affected by the proposed development.
Response: Please see Bruce Stokes' March 14, 2017 letter on behalf of the developer which addresses in detail comments about; the Neighborhood Agreements, the Traffic Impact Study, Density, requests for a Public Hearing, South Ireland Way, Creekside Elementary School, East Aurora Parkway, Schools and Municipal Services.

CSP No. 1

1. See the attached redlined comments of the proposed contextual site plan for more detail.
Response: Noted the comments and response will be in 2, below.

2. The City requests that East Dry Creek Road, connecting Kings Point Way to South Gartrell Road, be as direct as possible (working with grading and drainage constraints) to avoid an overly circuitous route. The City also suggests adding a direct connection from East Dry Creek Road to East Aurora Parkway, as grading permits.
Response: The realignment of E. Dry Creek Road and a direct connection from E. Dry Creek to E. Aurora Parkway would both constitute changes to the approved FDP for Kings Point. For a number of reasons, including agreements with adjacent neighborhoods, Kings Point is not able to amend the FDP at this time.

CSP No. 2

1. See the attached redlined comments of the proposed contextual site plan for more detail.
Response: Noted the comments and the responses will be below.

2. The City requests that the direct connection from South Jebel Street to South Ireland Way be removed. Removing this connection will reduce the amount of traffic that is encouraged to travel north on South Ireland Way, and will also remove an intersection in close proximity to the East Long Avenue/ South Ireland Way intersection, improving safety.
Response: The developer does not agree with the suggestion that the South Jebel Street connection to S. Ireland Way be eliminated. The elimination of this connection would result in only one point of access for over 50 homes within this planning area. We will defer to Aurora's review and standards relative to public safety. The developer is cooperating with Centennial and Aurora regarding potential roadway changes in an effort to minimize through traffic on S. Ireland Way.

3. Suggest combing the four proposed lots along Jamison Drive (L11) into two larger lots to better fit the context of the surrounding area.
Response: The four lots on Jamison Drive are all at least ½ acre, are consistent with the zoning for the L11 planning area and comply with agreements with adjacent neighborhoods.

4. Suggest reconfiguring the street connection of South Himalaya Way (L9) to provide a through connection for vehicles that may use the path connecting to Creekside Elementary as a pick-up or drop-off point. Leaving this as a cul-de-sac may create undesirable conditions for the homes on this street should vehicles use this path connection for school pick-up or drop-off.

Response: We are somewhat unclear as to how the suggested removal of the cul-de-sac on S. Himalaya Way benefits the project and aids in traffic flow. The suggested road realignment creates a burden for the developer in that the three lots impacted by the road would all be less than the required 1 acre size as a buffer with the adjacent neighborhood. The revised plan includes a pedestrian connection to Long Avenue east of Creekside Elementary School.

5. Should the City of Centennial implement a full closure of East Long Avenue and South Ireland Way at some point, the City respectfully requests that the City of Aurora and the developer of Kings Point work with Centennial staff to coordinate the road closure in an effort to minimize adverse impacts for all parties, including Kings Point residents.

Response: Kings Point met with Centennial planning staff in December 2016 and is currently working with Centennial, Aurora and CCSD to discuss measures to mitigate the traffic impact from Kings Point to the adjacent neighborhoods. This includes a potential closure of S. Ireland Way at Long Avenue including the plan and impacts.

18. Real Property

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

Response: The comments on the sheets have been addressed as requested. Title work, plat closure information, and Monument Records will be provided under separate cover.

19. School District

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

Response: The applicant is willing to discuss potential solutions to existing and future challenges relative to parking, traffic and access pertaining to Creekside Elementary School. However, the possible addition of a parking area on the Kings Point property creates challenges in that it would not be consistent with the approved FDP and the area discussed has been designed as a required detention pond. The revised CSP does include a trail with a potential pedestrian crossing to the east side of Long Avenue across from Creekside Elementary School.

20. Revenue

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

Water Transmission Development Fee	\$471,105.80
Sewer Interceptor Development Fee	\$214,139.00

Storm Drain Development Fee \$1,208,302.04

Total Due \$1,893,546.84

Response: The applicant has previously satisfied the Water Transmission Development Fee via work performed at the request of Aurora Water in 2000.

21. Traffic Engineering

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

Response: All roundabout comments were received from the city in February 2017 and the plans have been revised to accommodate the consultant's comments.

22. Aurora Water

22A. See redline comments by Anthony Tran, atran@auroragov.org.

Response: A number of the comments on the sheets are construction document related and will be taken care of with the CD submittal.

Utility Comments

1. Provide Plan and Profile sheets for sanitary mains and waterlines 16 inches or greater.
 - a. Existing and proposed grade.
 - b. Label pipe size, length, and slope.
 - c. Elevation and stationing including at grade breaks and major structure locations.
 - d. Clearance at any crossings with other utilities.
 - e. Provide HGL on sanitary profiles
 - f. Label sanitary manhole inside diameter and ensure manhole size and spacing meets City standard.
 - g. Label all sanitary manhole inverts and ensure minimum drop through manhole per City standard. Match crowns of sanitary pipes.

Response: These will be addressed with the construction document submittal.

2. Separate irrigation meters will be required for outdoor water use within the development site (other than residential). Show meter locations and dedicated utility easements.

Response: These will be addressed with the construction document submittal.

3. Label all private maintained utilities (service lines, under drains and cleanouts).

Response: These will be addressed with the construction document submittal.

4. Please add note that under drain systems are private and require a license agreement with the City. They are only to discharge to storm infrastructure such as a storm inlet or manhole or drainage course.

Response: These will be addressed with the construction document submittal.

5. Call out pipe size, length, and slope and reference water meters and sanitary services to site plan.

Response: These will be addressed with the construction document submittal.

6. Provide resistivity testing for pipe selection.

Response: These will be addressed with the construction document submittal.

7. Indicate and label wet tap sizes according to phasing (need to account for live mains throughout construction phasing).
Response: These will be addressed with the construction document submittal.
8. Provide horizontal control dimensions for construction of all utilities.
Response: These will be addressed with the construction document submittal.
9. Include City's standard utility notes.
Response: These will be addressed with the construction document submittal.
10. Label all fire line as "Private" and label length, size, and type of pipe and label finished grade at base of fire hydrant (flange elevation).
Response: These will be addressed with the construction document submittal.
11. Move to this sheet or reference service lines from Site Plan.
Response: All sewer and water information has been removed from the CSP and is shown on the Preliminary Utility Plans only.
12. Label all water fittings including bends, tees, valves, air reliefs, and blow-offs.
Response: These will be addressed with the construction document submittal.
13. Label all sanitary tees on main, wyes on stub outs at cul-de-sacs/future expansion points.
Response: These will be addressed with the construction document submittal.
14. Include appropriate details for utility crossings that require separation concrete encasement.
Response: These will be addressed with the construction document submittal.
15. Include on this sheet or reference easements shown on site plan as needed to ensure all public maintained utilities have an easement and access for maintenance.
Response: Utility easements are shown on the preliminary utility plans.
16. Reference thrust blocks and restraints per City details/standards.
Response: These will be addressed with the construction document submittal.
17. Detail out thrust restraints required on water lines larger than 16".
Response: These will be addressed with the construction document submittal.
18. Verify and note that no trees are allowed in utility easements.
Response: These will be addressed with the construction document submittal.
19. E-mail me a copy of the Master Utility Plan to support infrastructure sizes atran@auroragov.org or submit back up calculations for water and sanitary.
Response: A copy will be provided.

23. Town of Parker

23A. The Town of Parker appreciates being provided an opportunity to comment on the Contextual Site Plan and Plat for Kings Point South. I've attached comments from both Community Development and Engineering following our review of the proposal (see attachment at the end of this letter).

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

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

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

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

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

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

*Please feel free to contact me at (303) 840-9546 should you have any questions. ~Sincerely, Tom Williams, P.E.
Engineering and Stormwater Manager*

Response: The developer and the City of Aurora have been cooperating with the Town of Parker relative to road connectivity to Kings Point from properties to the south that would provide connection to Cottonwood Drive in the future.

24. CDOT

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

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

CDOT previously offered comments to the City back in November 2015, which were listed then as DA's -1609-14 & 15. At that time, we indicated CDOT had not been provided with a Traffic Study or Analysis (TIS/TIA) to review that we

could offer comments on. We advised that any connection to our highway would require a permit application with an updated TIS/TIA. The current proposal also omitted the inclusion of a traffic study so we remain unable to offer helpful comments.

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

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

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

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

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

Response: It is the developer's understanding that the City of Aurora provided the TIS dated October 24, 2016, to CDOT as requested. The developer is aware that a connection to SH 83 at E. Aurora Parkway will require a permit.

The only connection from the Kings Point property to SH 83 will be E. Aurora Parkway. E. Dry Creek Road will connect to E. Aurora Parkway on the Kings Point property via Kings Point Way. E. Dry Creek will continue east to the property line connecting to the existing E. Dry Creek Road at Liberty Middle School. This will provide a through east west connection to Parker Road prior to occupancy at Kings Point, as required by the approved Framework Development Plan for the property.

The roundabout at E. Aurora Parkway and Kings Point Way has been designed with a future leg to the south to provide a connection to the Kings Point South property and ultimately to Cottonwood Drive in Parker. The City of Aurora and the Town of Parker are working together (along with the owner of the Kings Point South property) to facilitate this connection.



It is the developer's understanding the final alignment of the E-470 regional trail has not been determined, which likely will be predicated on how and where it will cross SH 83. The developer is working with the City of Aurora and has agreed to provide a 14' future tract, close to the Arapahoe/Douglas County line to facilitate this possible alignment and connection. The next submittal of the CSP will indicate this trail in a note on the site plan and landscape plan.

February 8, 2017

Ms. Keely Downs
Moye White LLP
1400 16th Street, 6th Floor
Denver, CO 80202

Re: Kings Point CSP's for Filings 1 and 2- Objections, Comments and Requests for Clarification

Dear Ms. Downs:

We have received your letters of October 14, 2016, and November 10, 2016, to Elizabeth Tart-Schoenfelder Senior Planner for the City of Aurora. The City of Aurora's review and comments will provide their position on your specific comments. Since the City is not a party to the agreement between Kingspoint Limited Liability Company and Chenango Homeowners Association dated February 28, 2002 (the "Agreement"), this letter addresses your comments related to the Agreement.

The CSP's for Filing Nos. 1 and 2 filed on September 16, 2016, comply with the approved FDP for Kings Point, the Agreement and the Development Impact Mitigation Measures.

October 14, 2016 Letter

Paragraph I. Roadways- The letter states that "Kings Point needs to build all the roads within "phase 1" as depicted on the FDP during the phase 1 of the development, including the roads required for the Phase 1 land use areas that are specifically left out of the CSP 1 application."

Response: Sheet 10 of 12 of the FDP refers to roadway and drainage features for Kings Point. The current CSP for Kings Point complies with roadway construction requirements of the FDP. All roads depicted on this sheet of the FDP will be built with the initial construction of Kings Point. The planning areas located in phase 1 that are not included in the CSP have not been designed and are not required to be constructed with the initial construction at Kings Point.

Paragraph 2 in the Roadways section states that; "Chenango objects to Kings Point's alteration of the design of Aurora Parkway and specifically objects to the reduction in the number of lanes."

Response: It is unclear as to what is meant by "alteration of the design of Aurora Parkway". The only change to E. Aurora Parkway is the addition of the roundabout at the intersection of E. Aurora Parkway and Kings Point Way, which has been included at the request of the City of Aurora's Public Works Department. The Traffic Impact Study for Kings Point dated October 24, 2016, indicates that four lanes are sufficient to serve the property and surrounding areas from Clifton Drive east to the property boundary with Heritage Eagle Bend. There is no reason to construct improvements that are not warranted and the City of Aurora has no interest in owning and maintaining lanes that are not needed.

Paragraph 1 of section II - The references to previous CSP submissions are not relevant to the current CSP that has been submitted, as the prior submissions have been withdrawn or expired and are no longer before the City for review. The current CSP for Filing No. 1 has not redefined "Phase 1" as phase 1 is a designation of geographical area, not time. The required landscaping including the landscape buffers have been included and all roadways located on sheet 10 of 12 of the FDP have been included in the current CSP.

Paragraph 2 of section II. We disagree with the assertion that the golf course needs to be constructed at Kings Point with the initial development. We refer you to Section 3.f of the Agreement for its specific provisions regarding when the golf course must be constructed.

Paragraph 3 on page 2 of the letter quotes the following from Norris Design's September 15, 2016, letter: "A strict interpretation of gridded neighborhood design would not complement a golf course. Additionally, it would result in significant grading that would eliminate any natural topography on site. The proposal is a positive design solution that includes several modified grid parcels that work within existing grades to create natural open spaces and drainages." Response: You have interpreted this to mean that Kings Point does not intend to build a golf course. On the contrary, Kings Point acknowledges its obligation to construct golf in the future; this statement is referring to challenges in providing a strict gridded neighborhood design within the constraints of the future golf course and the existing topography of the property.

Paragraph 1 of section III - The detention ponds presented on the current CSP meet the City's criteria for detention ponds and are consistent with the FDP. The FDP refers to them as detention ponds not golf course lakes. The lakes are a feature of the golf course and will be constructed in the future with the construction of the golf course.

The last sentence of Section III on the top of page 3 of the letter states "These material changes are breaches of the Chenango Agreement, which Chenango will seek to enforce." Response: Construction of a temporary or interim pond is simply not a material change under Section 9 of the Agreement because the ponds will not deviate from the documents referred to in Section 9(a) The detention ponds are not land use areas and construction of the ponds will not change the location or configuration of a land use area. Moreover, the FDP, which Chenango approved, shows detention ponds in the golf course area, not lakes as depicted on the golf course plan. The detention ponds are consistent with the FDP. Because the FDP allows the detention ponds, there is nothing in the Agreement precluding detention ponds, and the ponds do not constitute a Material Change.

Paragraph 1 of section IV States; "The location and configuration of land use areas shown on CSP 1 are materially different from the location and configuration of land use areas shown on the FDP." Response: The CSPs for Filings Nos. 1 and 2 filed on September 16, 2016, comply with the FDP. City of Aurora staff reviewed the submission and has directed a few minor comments relative to conformance with the FDP. Kings Point will address these comments on the second submission of the CSP. If you have specifically identified deviations from the FDP, these should be brought to the attention of the City

and Kings Point. If you do so in a timely manner, we will review them and endeavor to correct any qualifying deviations.

November 10, 2016 Letter

Paragraph 2 states "Chenango objects to the construction of any homes within CSP 2 (including in FDP Parcels L9, M16, L10, L11, M17, M18, M20 and M21) prior to the completion of all elements within CSP 1." Response: There is no such requirement in the FDP or the Agreement. The convoluted argument in arriving at this conclusion is illogical and flies in the face of development practices for a large residential planned community such as this.

Paragraph 2 also contains a statement from page 12 of 12 of the FDP that "Phase 1 development shall mean the commercial, residential, and golf course parcels on the west side of the North Kings Point property, and the middle school and residential parcels in the northeast corner of the Kings Point property". This statement does not define a required sequence of development. The language in the FDP from Section IX of the Mitigation Measures deals with Roadway Infrastructure and defines when the collector streets are to be constructed. The current CSP for Kings Point fully complies with the Mitigation Measures as also stated on the FDP. All roads then required will be constructed with the initial development of Kings Point. In addition, "phase 1" as cited in Section IX of the Mitigation Measures includes the planning areas in Filing No. 2, which are not a part of the phase 1 on the FDP and does not correspond with the phasing labels on the FDP.

The last sentence of paragraph 2 of your letter states "However, other improvements not specifically authorized by the FDP should not take place until CSP 1 is complete." That is incorrect. The FDP for Kings Point does not dictate a sequence of development for the planning areas contained in the CSP's for Filing 1 and 2.

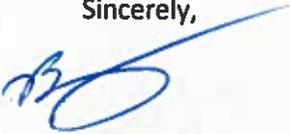
Paragraph 3

- Sheet L2.01 of the Filing No. 1 CSP and sheets L2.08, L2.13 and L2.16 contain the plans for the landscape buffer with Chenango. Except as noted in comments provided by the planning staff, the buffer is consistent with section I. of the FDP Mitigation Measures.
- Sheets L3.01 for CSP Filings 1 and 2 contains the Kings Point fencing plan and are in compliance with the Mitigation Measures described in section I.3 of the FDP Mitigation Measures.

Paragraph 4 states that "Chenango requests that KP build a parking/drop-off area across Long Avenue from the school within the boundaries of KP's land." Response: No determination has been made as to the closure of Long Avenue and Ireland Way. The approved FDP for Kings Point does not provide for a "parking/drop-off area across Long Avenue from the school within the boundaries of KP's land."

Kings Point looks forward to moving forward as per the terms of the FDP and Agreement.

Sincerely,



Bruce Stokes

For Kingspoint, LLC

Cc: Heather Lamboy- City of Aurora Planning and Development Services Department

Kingspoint, LLC

March 14, 2017

Heather Lamboy
City of Aurora Planning Division
15151 E. Alameda Parkway
Aurora, CO 80012

Re: Kings Point CSP Filing No. 1- Response to Community Questions, Comments and Concerns

Dear Ms. Lamboy,

On November 23, 2016, Kingspoint, LLC received comments from the City of Aurora pertaining to the recent submittal of the Contextual Site Plans ("CSP") for Kings Point Filing No.1. Along with comments for the various City agencies and referrals from various municipal agencies, were numerous comments received from individuals living in the vicinity of Kings Point. Given that many of these comments deal with the same issues, this letter will address these common topics. Comments with additional or other topics will be addressed individually.

Neighborhood Agreements

When the Kings Point property was annexed into the City of Aurora in 1988, the property owner entered into agreements with several of the adjacent neighborhoods to garner their support for the annexation and General Plan for the future development of Kings Point. In 2002, the current owner, Kingspoint Limited Liability Company, entered into new or amended agreements as part of the approval of the existing Framework Development Plan ("FDP") for Kings Point. The neighborhoods derived benefits from these negotiations and the developer obtained an element of certainty and flexibility towards the future development of the Kings Point property.

It is Kings Point's intent to fully comply with the terms and conditions of these agreements. We believe that the current submission for Kings Point Filing No. 1 complies with these agreements. The developer expects the neighborhoods to abide by the agreements too.

Several of the Antelope comments indicated that Kingspoint was in violation of the terms of their 2002 Agreement for not providing a 30 day notice. This provision only applies in the case of a Material Alteration of the 2001 Plan. The current CSP does not include any Material Alteration from the 2001 Plan. Therefore no 30 day notice is required.

Traffic Impact Study

The traffic study for Kings Point prepared by Atkins and peer reviewed by Fellsburg, Holt & Ullevig was submitted with the CSP on September 16, 2016. Per the City of Aurora's policy the report was not made available to the public until after the City's review and the revision of the study based on the review. The review comments were addressed and it was resubmitted to the City on October 26, 2016. We have provided the report to the HOA's for Chenango and Antelope at their request.

Density

There were several comments about Kings Point being a high density project that does not fit in with the rural character of the surrounding neighborhoods. The developer realizes that the neighboring communities are comprised of homes on lots typically 2 acres or larger and as such worked closely with the neighborhoods during the annexation and Framework Development Plan "FDP" process. The FDP is the document that establishes the zoning for the Kings Point property. This resulted in an approved FDP that buffered existing communities by incorporating the following; landscaped tracts acting as buffers between lots and the existing neighborhoods, provided for one acre lots on the perimeter, created architectural and use restrictions on adjacent lots, generous amounts of open space and expanded the rear yard setbacks.

The 1988 annexation of the Kings Point property into Aurora provided for over 2,700 units that could be built on the property. The FDP that was approved in 2002 reduced the density to 1,786 units; of which 722 are in the planning areas associated with Filing No. 1 and 415 are in the planning areas associated with Filing No. 2. In all likelihood the total units constructed in Kings Point at build out will be less than 1,600 on 944 acres, representing in a reduction of over 1,000 units from the initial plan; a decrease of over 40%.

Public Hearing

There were many requests for the City of Aurora to hold a public hearing as part of the approval process. Currently the processing of the CSP's by the City is through an administrative action. The City at its discretion may require a public hearing.

Kings Point held a neighborhood meeting on January 30, 2017, to provide the neighborhoods with information on the Kings Point project, answer questions and address concerns.

S. Ireland Way North of Kings Point

No single topic received more mention and in depth comment than the future of the intersection of S. Ireland Way and Long Avenue. The developer acknowledges the concern of the Antelope community relative to the prospect of additional traffic on Ireland and Himalaya.

Kingspoint has been working with all of the stakeholders involved in transportation decisions. The street network impacts the cities of Centennial and Aurora, Cherry Creek School District, Arapahoe County and Douglas County. Given that S. Ireland Way already exists and is owned and maintained by Aurora

through Kings Point the to the border with Centennial, the developer will be directed how to mitigate any traffic issues and provide traffic solutions. The current plan as it relates to S. Ireland and Long Avenue is consistent with the FDP. Centennial, Aurora and the developer are working on measures to reduce the traffic impacts to the neighborhoods to the north.

The developer is aware that Centennial has stated their intent to close S. Ireland Way north of the intersection with Long Avenue. While the closure would have some impact on the Kings Point development, Kingspoint is obligated to support the road closure provided that it does not result in a negative financial impact to the development.

From a planning standpoint, the developer believes that the closure would have negative consequences for several neighborhoods, including some in Centennial.

1. The FDP requires Kings Point to complete a roadway connection from Parker Road to existing E. Dry Creek Road at Liberty Middle School prior to any occupancy at Kings Point. We believe this new roadway connection has the potential to reduce existing cut through traffic in Antelope. It will also provide Travois residents, and several other neighborhoods in the area, with more efficient access to Parker Road.
2. Ireland Way will not be a primary access point for Kings Point. As stated above during the initial development, we will construct Aurora Parkway from Parker Road to Kings Point Way and East Dry Creek Road from Kings Point Way to connect at Liberty Middle School. These roads will be the primary and secondary access points to Kings Point.
3. Closure of the road would leave all residents that live south of the intersection with two ways to directly access Creekside Elementary School; from the west on Long Avenue through the Chenango community; or from the north through the Antelope community on Himalaya and Ireland to Long Avenue.

Regardless of the decision on S. Ireland Way, the developer will have a truck routing plan in place to access the property from Parker Road and E. Dry Creek Road and the construction contracts will be specific regarding accessing the property in an effort to keep construction traffic out of the adjacent neighborhoods in Centennial.

Creekside Elementary School

It is quite apparent from the numerous comments addressing the topic that there is an existing problem relative to parking and traffic at and around Creekside Elementary School. Kingspoint believes that Centennial and CCSD should be addressing this condition. However, we are willing to be part of the discussion relative to the Creekside issues.

Several comments indicated that Kings Point should construct a drop-off/parking area east of Long Avenue across the street from the school. The FDP for Kings Point does not include this element.

Additionally, the likely area is currently designed as a necessary detention pond which is required to capture and detain storm water flow prior to exiting the property.

The revised CSP submission for Filing No. 2 will contain pedestrian access to the east side of Long Avenue across from Creekside Elementary School.

East Aurora Parkway Connection to the East

There were a number of comments inquiring as to the timing of the construction of East Aurora Parkway from Parker Road over E-470 to the eastern boundary of Kings Point. Some of these comments indicated that they believed that this connection be made with the initial phase of development of Kings Point.

The Kings Point project is required to extend East Aurora Parkway over E-470 (via a bridge) to the eastern boundary of the property at such time as any of the Kings Point property south of E-470 (Kings Point Filing No. 4) is developed. The current CSP's for Filings 1 and 2 do not contain property south of E-470; therefore the connection is not required at this time.

The City of Aurora views this connection as an important component of the regional transportation for the area and is exploring various ways to expedite the construction of East Aurora Parkway. The developer is part of these discussions.

Schools

There were a number of comments inquiring as to whether Kings Point will be dedicating land for a school(s) and concern over the potential adverse impact on school capacity.

Kings Point has previously dedicated land to CCSD for the construction of Liberty Middle School. A letter dated October 22, 2015, from CCSD indicates that they have no need for additional property for another school in Kings Point. At this time the school district has indicated that students from Kings Point would be attending Creekside Elementary, Liberty Middle and Grand View High schools.

The District periodically adjusts school boundaries as necessary to best utilize their facilities.

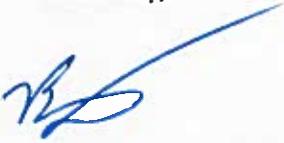
Municipal Services

A few comments inquired as to the providers of various municipal services and whether there was adequate capacity and study to add the Kings Point community to the system.

All municipal services will be provided by the City of Aurora including; policing, fire protection, water, sewer, and maintenance of dedicated infrastructure. The ability to serve the property is part of the City's obligation to determine as part of the process.

We believe that this addresses many of the questions, comments and concerns that were provided as part of the public comment process.

Sincerely,



Bruce Stokes

For Kingspoint, LLC