

June 29, 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 Second 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 second 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

- The Arapahoe County Public Airport Authority (Centennial Airport) has responded with comments regarding the fact that a portion of CSP 1 is within an Airport Influence Area (see attached letter). It is recommended that a disclosure statement is made to potential homebuyers.
Response: The applicant is aware that a portion of the property in Filing No. 1 within an Airport Influence Area. We will record an avigation easement prior to recordation of the Plat and will provide residential purchasers with a disclosure.
- The entry signage design has changed. The FDP notes compliance with City Code Section 146-1610. As proposed, the signage would require a waiver. Additionally, no entry street section has been provided as illustrated in the FDP.
Response: The FDP street section provided was for a neighborhood-scale entry sign and is not applicable, or appropriate scale for an arterial-arterial intersection. Per City Code section, 146-1617 (c) the entry signage is in compliance with City of Aurora Sign Code. This allows project identification signage up to 30-feet.
- Please meet with the Utilities Department staff to ensure the proper infrastructure is installed to accommodate the future booster pump.
Response: A meeting was held on May 21, 2017, with the Anthony Tran and Vern Adam. Their comments have been incorporated into the revised utility plans.
- Please refer to CDOT comments regarding the Aurora Parkway road design.
Response: The applicant is committed to work with the City of Aurora and CDOT pertaining to possible concerns regarding Aurora Parkway and SH 83. CDOT comments on the Traffic Impact Study will follow in a revised TIS. Please refer to the applicant's comments to the CDOT letter below.
- If a waiver is requested, the Site Plan title sheets must be updated to include "with Waivers." The cover sheet should also include a text box stating the waiver request and justification.
Response: Sheet 1 of the CSP lists the waivers and justifications.

PLANNING DEPARTMENT COMMENTS

Reviewed by: Heather Lamboy / hlamboy@auroragov.org / 303-739-7184 / PDF comment color is green.

1. Community and External Agency Comments

1A. CenturyLink has objection to the proposed plat. On the initial submittal, CTL objected and provided the following response: "CenturyLink has objection to the proposed Plat. Our facility maps indicate that we have buried cable running off of Aurora Parkway near Parker Rd. and servicing the areas to the north of this subdivision. According to our maps, we have buried cable crossing Tract A and north from Aurora Parkway up to the lot line. We do not know the exact location of this line within Tract A, but it appears to be somewhere between S. Sedalia St. and the west lot line of Tract AA, as depicted on Sheet 15 of the Plat. This buried cable also is situated within Tract AA along the west lot line and travels north up to the northern lot line. It appears to be in an area that corresponds with Sheets 9 & 3 of the Plat. With respect to this buried cable, CTL requests that the Applicant perform a utility locate to identify exactly where this buried cable is located. Once the exact location of the cable is identified, then CTL requests that the Applicant dedicate a 5-foot easement for the entire length of the buried cable and uses the location of the cable as the centerline for the linear easement. The Applicant can also grant this easement by virtue of a separate agreement. Once CTL secures the necessary easement rights, CTL can approve the plat" CTL's comments are not included in

the summary of comments and responses and the plat attached to the 2nd submittal does not address any of CTL's concerns. CTL reiterates its objection and rationale from the 1st submittal to this 2nd submittal.

Response: *The applicant has never previously received a comment from Century Link pertaining to a "a buried cable running off of Aurora Parkway near Parker Road..." Century Link suggests that the applicant locate their cable, and prepare and grant an easement to them. The applicant is unwilling to proceed as suggested by Century Link. In the event that Century Link wishes to locate their cable they can prepare a license agreement to access the property. Once the cable has been located and a legal description prepared we would be willing to discuss granting an easement.*

1B. The Arapahoe County Public Airport Authority (Centennial Airport) provided comments regarding a disclosure statement for purchasers of property within the area of the avigation easement. Please complete the filing of the easement with Porter Ingram, (303) 739-7227.

Response: *The applicant is aware that a portion of the property in Filing No. 1 within an Airport Influence Area. We will record an avigation easement prior to recordation of the Plat and will provide residential purchasers with a disclosure.*

2. Completeness and Clarity of the Application

2A. Please make the corrections shown on the redlines throughout the Master Plan set.

Response: *The corrections have been made.*

2B. Please address comments regarding the utility infrastructure.

Response: *A meeting was held on May 21, 2017, with the Anthony Tran and Vern Adam. Their comments have been incorporated into the revised utility plans.*

3. Phasing and Transportation Planning Issues

3A. CDOT has provided comment regarding Aurora Parkway. Please continue to work with Victor Rachel and Rick Solomon regarding these comments.

Response: *The applicant is committed to work with the City of Aurora and CDOT pertaining to possible concerns regarding Aurora Parkway and SH 83.*

4. Landscape Design Issues

Debbie Bickmire / dbickmire@aurora.gov / (303) 739-7261/ Comments in teal clouds.

4A. Add "with Waivers" to the Landscape sheet titles. Identify the waiver for column spacing, as well as the justification, on Sheet L1.01.

Response: *"With waivers" was added to the Landscape sheet titles.*

4B. Lighting note (Sheet L1.01, note #2) needs to include a brief description of lights. Details should be included in CSP, as well as civils, to demonstrate consistency with required character.

Response: *Due to the uncertainty of the utility provider for street lights, a street light detail cannot be provided at this time. The following note has been added to the cover sheet: "All street lights shall be consistent with the character of the FDP."*

4C. Revise notes on Sheet L1.01 as shown on redlines.

Response: *Notes have been revised on Sheet L1.01.*

4D. Provide the calculations to demonstrate compliance for a maximum of 33% cool season grasses. Show in Hydro-zone Table on Sheet L5.01.

Response: Calculations have been shown on Sheet L5.01 to demonstrate that the cool season grasses do not exceed 33%.

4E. Label one tree as a transfer in Tract O. Tree counts verify 4 transfers are provided, however, only 3 are labeled.
Response: All transfer trees have been labeled accordingly.

4F. Clarify Note 4 on Sheet L1.03. Are mitigation trees added to the counts of Tracts V and W over and above the buffer requirement? If so, please add to note.
Response: A note has been added.

4G. Delete note 1 in detail 5 on Sheet L4.02.
Response: The note has been deleted.

4H. The Master Fence and Trails Plan on Sheet L3.01 doesn't read well due to overwrites. For example, the trail line covers the fence wall "jogs" that are referenced in detail 6 on Sheet L4.01. Is it possible to provide this map in color?
Response: Master Fence and Trails Plan was revised for better legibility.

4I. Please clarify where the 3-rail boundary fence may located. We don't see it on the plans.
Response: Master Fence and Trails Plan was revised to better show this location.

4J. There is a discrepancy on the preliminary grading plan. Sheets 5 and 6 do not match up.
Response: The preliminary grading plan has been revised.

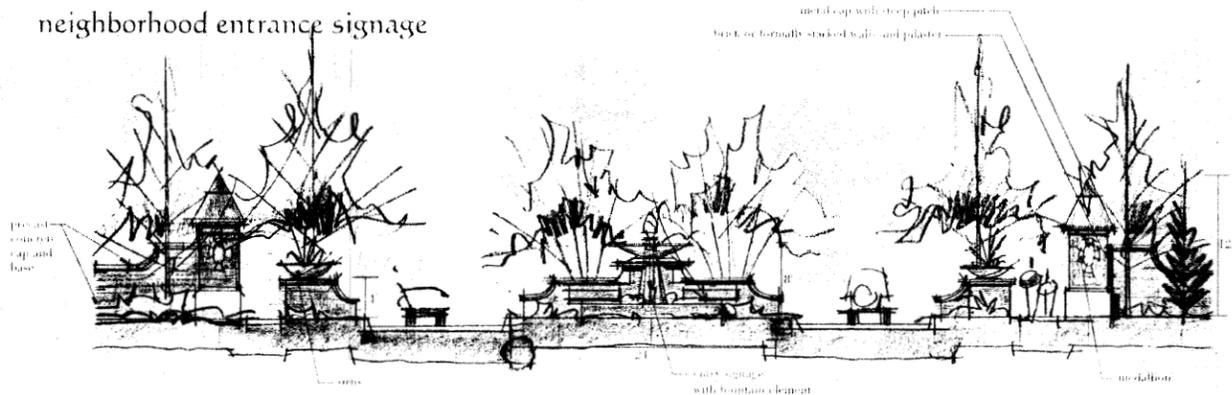
4K. Planning area QQ is included in the Phase 1 improvements (Landscaping note #19) on the PIP but shown as "future" on the cover sheet of the CSP. Please Clarify.
Response: Tract QQ is for a future pump station to be constructed by the City.

4J. Signage allowance for a neighborhood identification is 96 SF, a maximum of 6' tall (Section 146-1610). The FDP contains a general note of compliance with City Code, with additional schematic details on Sheet 11 of 20 (Case Number 2000-7007-01).
Response: The signage allowance was revised at the request of City Staff. The signage does comply with City of Aurora sign code.

4K. It appears that the character theme for signage has been changed from the original concept. As proposed, the neighborhood identification signage would require a waiver from City Code. Furthermore, entry monumentation has been changed.
Response: The signage has been consistent in the last three submittals to the City of Aurora. The FDP street section example shown in the comment letter was for a neighborhood-scale entry sign and is not applicable, or appropriate scale for an arterial-arterial intersection. Per City Code section, 146-1617 (c) the entry signage is in compliance with City of Aurora Sign Code. This allows project identification signage up to 30-feet.

4L. Provide a street section illustration with entry signage as illustrated in the FDP (see below). There is no monument element provided in the median as illustrated on the FDP, which helps to provide a more substantial sense of entry and arrival from Parker Road (example below).

Response: The cross section below found in the FDP is a neighborhood-scale sign and is not appropriate for the proposed E. Aurora Parkway cross section required by today's traffic and vehicular circulation demands. The landscape median begins approximately 600' back from the monuments located on either side of E. Aurora Parkway. Given this distance and the width of the street section, the below sense of arrival is not feasible.



4M. Add dimensions of proposed signage areas, including the diameter of the Kings Point logo. What material will the logo consist of?

Response: Proposed signage areas were dimensioned and sign square footages were calculated. Note was added to monument details: Final monument colors, finishes and letter/logo styles shall be determined at time of CDs.

4N. Add notes about how will signage be illuminated.

Response: Note was added on all signage details.

4O. Please add a note that signage requires a separate permit.

Response: Note was added under City of Aurora Notes on the Landscape Cover Sheet.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

5. Addressing

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

5A. Cathryn Day will provide street name revisions to applicant directly via e-mail.

Response: Comment noted; thank you.

6. Civil Engineering

Craig Perl, Senior Engineer - cperl@auroragov.org - 303-739-7532

6A. Clifton Drive should show sidewalks on both sides, per the typical section, with curb ramps at all intersections, including at Otero Drive, and both intersections with Clifton Circle.

Response: The sidewalk and curb ramps have been added as requested.

6B. Curb ramps at T-intersections should generally be placed on the right side of the top of the "T".

Response: A meeting was held on May 21, 2017, with Victor Rachael and Craig Perl and the ramp locations have been revised per that meeting.

6C. Curb ramp configuration needs more attention at the intersection of E Dry Creek Road and E Phillips Dr. The current configuration places pedestrians in conflict with left-turning vehicles.

Response: A crosswalk has been added.

6D. Per previous comment 12F.10, all tracts for future development need access to a public ROW. Real Property has determined that a plat note is not adequate for this purpose.

Response: The tracts that did not have direct access to public ROW have been absorbed into tracts that do have access.

6E. Per previous comment 12G.12, indicate radius on all curb returns, ensuring compliance with Roadway section 4.04.5.03. This detail can't be deferred to Civil Plans, as the curb return radius determines the lot corner radius, which is shown on the CSP and Plat. Radii were spot checked based on the curve length at perpendicular intersections, and some incorrect radii were found. For example, where S Walden Ct intersects with E Otero Drive is a local-local intersection, a 15' radius is required, but 20' is provided.

Response: The information has been added and revisions made as necessary.

7. Parks, Recreation and Open Space (PROS)

Chris Ricciardiello / cricciar@auroragov.org / 303-739-7154

7A. The applicant is responsible for the payment of the outstanding cash in lieu of land dedication requirement for community parks. This payment shall be made prior to final approval of the plat for the Kings Point Subdivision Filing No. 1.

If the applicant/developer has a recent appraisal report (generally dated within the past 6 months) or other document, such as an agreement of sale, we could review that to determine whether it adequately reflects an estimated market value for the site. The document would be looked at both by PROS and Real Property Services staff to ensure the value is in accordance with City Code Sec. 147-48(b)(4) ... "based upon the market value of property within the subdivision as fully developed, with all attendant infrastructure, in accordance with the land uses approved for the subdivision."

Alternatively, the city's Real Property Services staff could generate a per-acre value based on their knowledge and judgement of the market. This option is sometimes used if the developer doesn't have a recent appraisal or wants to avoid going to the expense of hiring an appraiser. No report or written analysis is prepared. All that is provided is a per-acre value for consideration. The applicant/developer isn't bound to accept the city's number and has the option to still produce an appraisal or agreement with an alternative number for the city to review.

Response: This information has been requested from the Parks Department and we are still awaiting a response.

8. Forestry

Jacque Chomiak / jchomiak@auroragov.org / 303-739-7178

8A. I need to meet with those who are working on the Tree Protection Plan. There are many things on the TPP that I need clarification and there are things I need to make clear as well. It will be easier to work on this together than to work strictly through comments. Please contact me to set up a meeting.

I made no comments here, but there are several things that need to be discussed.

Response: Per previous conversation with Jacque, all items have been discussed and addressed. A revised Tree Protection Plan has been included with this resubmittal.

9. Real Property

Darren Akrie/ dakrie@auroragov.org / 303-739-7331

9A. Please complete the processing of License Agreements for encroachments in to proposed easements or right-of-ways. You will not be able to record the CSP until such agreements are complete.

Response: Once all corrections to the site have been found acceptable, the License Agreements will be applied for.

9B. Please upload Title Work to the Amanda system.

Response: Updated title work has been provided.

10. Life Safety

Reviewed by: Neil Wiegert / nwiegert@auroragov.org / 303-739-7613 / Comments are in blue.

10A. No additional comments.

Response: Thank you.

11. Traffic

Reviewed by: Victor Rachael / vrachael@auroragov.org / (303) 739-7309

11A. The Traffic Impact Study is under review in a parallel process. The Study has been referred to the Colorado Department of Transportation for review, and CDOT comment can be found below.

Response: Comments from CDOT regarding the Traffic Impact Study are addressed below.

12. Aurora Water

Reviewed by: Jonathan Villines / jvilline@auroragov.org / (303) 739-7646 / Comments are in red.

12A. Please see redlines on the Preliminary Utility Plan. Important issues to discuss include pressure zone transitions and ensuring proper infrastructure is in place for a future booster pump. Contact Jonathan Villines to schedule a meeting.

Response: A meeting was held on May 21, 2017, with the Anthony Tran and Vern Adam. Their comments have been incorporated into the revised utility plans.

13. Xcel Energy

Reviewed by: Donna George, Right of Way & Permits / donna.l.george@xcelenergy.com / (303) 571-3524

13A. Public Service Company of Colorado's Right of Way & Permits Referral Desk acknowledges all platted gas and utility easements. The property owner/developer/contractor must contact the Builder's Call Line at 1-800-628-2121 or <https://xcelenergy.force.com/FastApp> (register so you can track your application) and complete the application process for any new gas or electric service, or modification to existing facilities. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details. Additional easements may need to be acquired by separate document for new facilities. As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center at 1-800-922-1987 to have all utilities located prior to any construction.

Response: Additional easements will be granted by separate document once design of the facilities by PSCO has been completed. All utilities will be located prior to construction.

14. Colorado Department of Transportation (CDOT)

Reviewed by: Richard Solomon, Region One Permit Unit Supervisor / richard.solomon@state.co.us / (303) 757-9345

14A. The tie-in of Aurora Parkway to SH 83 has been anticipated but only as an interim signalized intersection - with the eventual need & warrant to improve it to a grade separated interchange.

I had suggested that newer intersection designs (i.e. CFI) might be better for heavy left turn movements and have a longer service life than a conventional 4-way. This is important to recognize as we noted non-residential development was anticipated on the west end of Kings Point near the highway and access limitations may need to be in-place for the future conversion. Kings Point & the associated roadways network would be a good topic for our staffs to discuss at a meet & greet type of meeting to ensure we are on the same page here. Considering the amount of through & localized traffic anticipated here, we need to dialogue how things may unfold.

Please see the attached correspondence. [*Comments from correspondence below, 14B-14E*]

14B. *Environmental Comments.* Only comment would be that they address vehicle and pedestrian access.

14C. *Traffic Comments.* It's not clear why a 2035 future traffic estimate was used when the DRCOG 2040 Focus model is available. Since overall this is a significant change to the roadway network and subsequent travel patterns, CDOT would like to see the use of the 2040 model in order to better understand the impact of the development and related background traffic.

It is obvious from the report findings that a conventional intersection at Parker Rd/Aurora Pkwy is inadequate, and other intersection configurations will need to be investigated. This would be especially important in the planning of this intersection so that adequate ROW is reserved.

14D. *Resident Engineer Comments.* No comments as it does not impact Parker Rd at this time via the Aurora Extension.

14E. *Permits Comments.* Any roadway connection to State highway 83 is by permit. CDOT will require a current traffic study prepared in accordance to our Access Code with such application. Please be advised that the Access Management Plan for SH 83 (July 2009) shows at MM 63.40, that Aurora Parkway will be an "interim signalized intersection with ultimate interchange access only".

Any trail connection or associated work within CDOT ROW is also by permit.

We advise that considerable Utilities may exist alongside or within the SH 83 ROW that will need to be protected or relocated with proposed improvements.

Response: The plan for Kings Point contemplates the tie-in of Aurora Parkway and SH 83 as a signalized intersection. The applicant is aware that in the future this may require a grade separated interchange. The applicant is committed to work with the City of Aurora and CDOT pertaining to possible concerns regarding Aurora Parkway and SH 83.

CDOT expressed concern that the twenty year projections utilized in the Traffic Impact Study were for future year 2035, instead of 2040, which is the new baseline for DRCOG. The year 2035 was used as the base year analysis was performed in 2015 and more importantly it aligned with the Parker Road Study that was previously prepared. Given the significant effort and cost to redo all future analysis for year 2040, we propose to run the DRCOG Sketch Model for year 2040 and perform a sensitivity analysis on the volumes on Parker Road to determine the difference between the traffic volumes for year 2035 versus year 2040. If the difference is not significant we propose that a new analysis is not required.

Applicant is aware that a connection to SH 83 will require a permit from CDOT.

15. Centennial Airport

15A. A portion of the proposed development lies within Airport Influence Area (AJA), and will be subjected to numerous aircraft overflights and their associated effects. These effects include, but are not limited to: noise, smoke, dust, fumes and vibrations. An aviation easement is recommended for development within/near the AJA.

Response: The applicant is aware that a portion of the property in Filing No. 1 within an Airport Influence Area. We will record an aviation easement prior to recordation of the Plat and will provide residential purchasers with a disclosure.

15B. A disclosure statement is recommended for residential development within the AJA. See attached example.

Response: The applicant is aware that a portion of the property in Filing No. 1 within an Airport Influence Area. We will record an aviation easement prior to recordation of the Plat and will provide residential purchasers with a disclosure.

16. City of Centennial

16A. As you are aware, the City of Centennial previously commented on CSP No. 2 with a request for modifications to South Ireland Way to minimize potential adverse traffic impacts to Centennial residents and roadways. Upon seeing that the first referral for the resubmittal of CSP No. 2 did not address the City's request, the City Council committed to a closure of the South Ireland Way connection between the Centennial and Aurora jurisdictional boundary if changes were not made with the second submittal to Aurora.

Upon seeing that the City's concerns have been adequately addressed with the proposed reconfiguration of South Ireland Way within Kings Point, the City Council has made a commitment to leave the South Ireland Way connection open between Centennial and Aurora at this time, with conditions. Such conditions include a requirement that traffic generated from Kings Point, or accessing Centennial roadways via Kings Point, does not result in a technical failure of Centennial roadways at any point in the future during or following the development of Kings Point. In addition, 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 temporary closure of the South Ireland Way ROW (for such duration determined by City Council) if it is observed that construction traffic is entering or exiting Kings Point through Centennial neighborhoods via South Ireland Way or East Long Avenue.

To provide the developer and the City of Aurora with a formal response on this matter, the City Council of Centennial will consider a Resolution documenting its support for the current proposed configuration of CSP No. 2 at a meeting to be determined in June/July. The City will also provide a letter from Mayor Noon documenting the City's support, to be provided in advance of the Council's consideration of a Resolution in June/July.

Response: At the request of the Cities of Aurora and Centennial, the applicant modified the configuration of S. Ireland Way in Kings Point Filing No. 2 CSP. As indicated in a letter from the City of Centennial dated May 4, 2017, these changes brought a commitment from Centennial to not close S. Ireland Way north of Long Avenue. The applicant will take all reasonable steps to prevent construction traffic from impacting the neighborhoods in Centennial in the proximity of Kings Point.

It is our understanding the Centennial City Council will be voting on a resolution relative to the road remaining open at their City Council meeting on July 17, 2017.

16B. The City of Centennial requests that Aurora Staff continue to work with Centennial Staff on the installation of one or more signs near the East Dry Creek Road / South Ireland Way intersection to direct eastbound traffic to East Arapahoe Road via South Gartrell Road.