

April 19, 2017

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

Re: Kings Point CSP No. 2 / Final Plat No. 2 Response to Initial Submission Review
Application Number: **DA-1609-17**
Case Numbers: **2016-4013-00; 2016-3041-00**

Dear Heather:

Enclosed herein are the review comments provided to us in regards to the initial submittal of the Kings Point CSP No. 2 and Final Plat No. 2. 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 COMMENTS FROM ALL DEPARTMENTS

- Site Plan Manual Requirements. Please ensure all sheets meet the relevant check boxes for content based on the Site Plan Manual.
- Neighborhood Meeting. Staff recommends conducting a neighborhood meeting to discuss several of the items noted below by the nearby residents. If a date is scheduled in advance, Planning will invite a traffic/civil engineer and any other relevant departments requested by the applicant to attend the meeting.
Response: A neighborhood meeting was held on January 30, 2017.
- Ireland Way. Please see the City of Centennial's comments regarding Ireland Way. Recent developments indicate they want to close the access to this road at their boundary. Aurora, along with other municipalities and agencies, will meet to discuss Ireland within the month following an official letter from the City of Centennial with this position statement. Staff will invite the applicant to this meeting so they understand any responsibilities/commitments.
Response: The Centennial comments and responses are incorporated into this comment letter. Please refer to Comment 12, on Sheets 39 in the letter below.
- Small Lot Sizes and Loop Lane Requirements. Several lots in the lot table indicate they are small lots. All loop lanes have a maximum lot amount of 10 lots per loop lane.
Response: There are no small lots in Filing 2. A new waiver is included with Filing 2 to allow up to 11 lots on a loop lane.
- Tree Protection Plan. Please review the City Forester's comments below regarding the tree protection plan. She is requesting a meeting to discuss these items.

PLANNING DEPARTMENT COMMENTS

1. Community Questions Comments and Concerns

1A. Comment from: Art Harter, 7002 South Himalaya Way, Centennial, CO 80016
Phone: 720-308-7730, Email: susiemharter@gmail.com

Antelope subdivision does not have sidewalks. Children walking to school and adults walking have to walk on the street. A great number of bikers and horseback riders use the streets also. There is already too much traffic and it is posing an extreme danger. Please do not let construction traffic go through to Kings Point. Please close the roads to traffic going to new homes in Kings Point.

Response: General comment: Please see Bruce Stokes' April 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.

1B. Comment from: Sue Glenn, 7367 S Himalaya Way, Centennial, Colorado 80016
Phone: 303-668-0513, Email: suziglenn3@gmail.com

I have concerns about the amount of added traffic and water use that the Kings Point project will create. We have lived in Antelope since 1990 and expected change over the years however the number of homes that have already been built have caused huge traffic and well use problems. The developers take no responsibility for the impact they have on our property and lifestyle. Aurora has no consideration for the lifestyle we enjoyed before

they were allowed to build huge developments surrounding our peaceful neighborhood. CO is having more water problems every year, but Aurora continues to build and drain every drop to make money. In addition to the water use there are all the other resources this project consume. We need some of the few parcels of land to be untouched or at least used wisely. Stop destroying our state and look ahead to the conditions you are creating for our children.

Response: General comment: Please see Bruce Stokes' April 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 from: James Van Gelder, 7470 South Himalaya Way, Centennial, CO 80016, Phone: 303-693-4430, Email: jvanredleg@yahoo.com

I live directly to the north of the proposed filing #2 of Kings Point. First of all why wasn't I notified that the plat behind my house now has an increased density? The prior plat had 10 lots behind me and now the density has been increased to 13 lots behind my home which results in smaller lots. I was promised by Kings Point that I would have 1 acre lots behind my home! How can this be changed without any notification? Also Jamison Drive ended in a cul-de-sac behind my home and now is a through street! I work for a major developer in town and this attitude of Castle Rock Development is unacceptable! It is the duty of the city of Aurora to enforce what was originally promised to the Antelope homeowners. I have lived here for 32 years and watched this proposed development very closely. I am aware that the Chenango homeowners are taking Castle Rock Development to court because they tried to pull the golf course which was promised in the original plan.

The other huge concern is how this development will effect traffic through our community. We are an equestrian community which cannot tolerate the traffic volume which the current plat alignment will result in. Creekside elementary is dangerous right now! Kings Point needs to arrange for parking within its own community to mitigate the increase of traffic that this community will result in. Right now, whenever there is school events cars are parked on both sides of the road all along East Long Avenue. Stand up to Castle Rock Development and fix it!!

Response: General comment: Please see Bruce Stokes' April 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 density for the parcel behind your home (parcel L11) is 35 units. The currently submitted CSP has 26 units in this parcel. While this is greater than the 2015 CSP that was withdrawn, it is well within the allowable density and fully complies with the agreements with the adjacent neighborhoods, including the Antelope Property Owners Association. The comment on the golf course is incorrect and ill informed.

1D. Comment from: Jared Eccles, 6821 s Himalaya way, Centennial, Co 80016
Email: Jaredceccles@gmail.com

Hello my name is Jared Eccles. I grew up in the charming neighborhood of Antelope. It has always been known as a lovely affordable way to live the country lifestyle but have the ability to maintain a manageable commute.

Now this is jeopardized. As the development of Kings Point threatens to change what our small community has loved about where we live. By creating access from the development site to Arapahoe road via Himalaya/Ireland neither party benefits (Antelope residents nor city of Aurora). Tax dollars will be lost as these new residents will drive to Arapahoe county shops for their needs. By restricting Arapahoe road access, new residents will do daily shopping at Aurora shops. Please consider the people that call Antelope home as well as the lost tax revenues that may come from the proposed plans. Thank you.

Response: General comment: Please see Bruce Stokes' April 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. Comment from: Jennifer Wiszowaty, 7461 South Ireland Circle, CENTENNIAL, Colorado 80016,
Email: jenn.wiszowaty@gmail.com

I'm writing to express a concern about the King's Point development, namely the traffic concern. There will very likely be an increase in traffic throughout the surrounding developments. I grew up in Chenango and now live in Antelope. Truly what makes these properties special, is not being surrounded by high-density, traffic-inducing neighborhoods. That being said, I want to request that due diligence is conducted around the current traffic pattern up Ireland Way and Long Avenue. We should not be adding to this traffic, specifically around the elementary school (Creekside). Every weekday morning and afternoon, there is a bottle neck around the elementary school, and given that this one-lane road is already so busy, additional traffic coming from King's Point will add to this congestion. Further, an even larger concern is the safety of those on foot around the school during these times of heavy traffic congestion. Please study and understand the needs and safety of this community before adding roads for your community through ours. Thank you!

Response: General comment: Please see Bruce Stokes' April 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. Comment from: THOMAS STAUCH, 20258 E BRIARWOOD AVE, CENTENNIAL, CO 80016
Phone: 303 690-5663, Email: staughtom@aol.com

Thank you for the opportunity to comment on the Proposed Kings Point Development (project number 1149332). My wife and I live in the Antelope Subdivision on Himalaya St., in the City of Centennial. We live in Antelope because it is a quiet, semi-rural, low density neighborhood. We see children walking to school and riding their bicycles and skate boards on these streets. We have no sidewalks, so all pedestrians walk and bike on the streets. This gives Antelope a friendly, safe, neighborly atmosphere.

We are unalterably opposed to this current Kings Point development plan in the City of Aurora to our south because it funnels traffic from the high-density Kings Point proposed development through Antelope via Ireland Way and Himalaya Way. This is not acceptable. It is not acceptable to us, The Antelope Property Owners Association nor The City of Centennial, its Mayor nor District 3 Councilmen. We are very thankful for their steadfast support on this issue. The plan can and must be changed to sever the connection between Antelope and the proposed King Point development at Ireland way. Spokesmen for the proposed Kings Point development have stated on numerous occasions that funneling traffic through Antelope streets is not necessary for their

project. If this is the case, then why haven't their plans been changed to show this? One must surmise that the Aurora Planning Staff (speaking for the City of Aurora?) must be telling them that they won't approve the plan without the Ireland Way/Himalaya connection. I would like to point out that Antelope is in the City of Centennial and Centennial is not governed by Aurora! Aurora politicians, who seem to have no regard for the people who live in Centennial, cowardly hide behind a process they call an "Administrative Decision" by their Planning Staff. They have shown contemptuous disregard for any input from the people in Antelope on this issue for many years.

Thank you for this opportunity to comment, we do not intend to simply roll over on this very contentious matter. Some acceptable plan can and must be worked out between the parties.

Respectfully Submitted
Tom and Anita Stauch

Response: General comment: Please see Bruce Stokes' April 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. Comment from: Susan Harter, 7002 Himalaya Way, Centennial, CO 80016
Phone: 720-308-7730, Email: susiemharter@gmail.com

I am very concerned about the new development at Kings Point being built. Antelope is a small neighborhood with no sidewalks and we all own horse property and have horse trails. For years now we have had extra traffic from Creekside Elementary and GHS. We have many problems with speeding in here. This development will only add to that problem. We have a neighbor in an electric wheel chair with a work dog that uses the street frequently and kids walking through daily from GHS with no sidewalks to walk on. This amount of new homes will make our street so busy. I am also worried about the construction traffic as they will have no other way in. our road is not built for that. We have lived in here 32 years and know there were agreements put in place years ago and understand they are not being honored. I also worry about the value of our house going down with such increased traffic. Safety for children and horse riders is a big concern. Himalaya Way has been a nightmare this past year with the construction of widening Arapahoe Road! It would be nice if that subdivision was closed off to our neighborhood. It saddens me the thought of how our neighborhood will change! How will Kings Point protect our neighborhood, I can't see any possibility of that. Hopefully you will take the neighboring communities into thought when making these decisions.

Susie Harter, concerned homeowner.

Response: General comment: Please see Bruce Stokes' April 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.

1H. Comment from: Sarah Molk, 7082 South Himalaya Way, Centennial, CO 80016
Phone: 720-339-6511, Email: sarah.hazard@gmail.com

Hello, I would like to voice my concern regarding the proposed Kings Point development. I am a resident of the Antelope subdivision and a mother of two young children. Up until three years ago we lived in downtown Denver.

My husband and I made the decision to move to Centennial, specifically Antelope, for a quieter, safer and more peaceful home in which to start and raise our family. We fell in love with the rural character that Antelope offered. When news came about, regarding the Kings Point development we were initially supportive of the development until it came to light that the main route that residents of the Kings Point development would use to access Arapahoe Road, Smoky Hill Road and Liverpool would be Ireland and South Himalaya Way. Our home is located on South Himalaya Way. I am extremely concerned about the negative impact Kings Point will have on our neighborhood. Here are some of my concerns below.

1. Traffic – It is safe to assume that with more houses will come more traffic past our house from Kings Points residents accessing Arapahoe Road and the other major roads that are accessed from Arapahoe (Smoky Hill, Liverpool, Saddle Rock.) I am very concerned that the increase in traffic will make it unsafe for me to go for walks in our neighborhood with my children, for my girls to ride their bikes in our neighborhood and for our dog to play in our front yard. I already see (during rush hour in the evening) traffic cutting through Chenengo and our neighborhood (to avoid Arapahoe Road) speeding and running stop signs. On multiple occasions I have had to quickly get off of the road because cars are not paying attention and would have hit me or the stroller I am pushing. I have also been harassed and tail-gated by drivers using South Himalaya Way as a through street who were following me too closely while I was adhering to the 25 mph speed limit. I have reported those incidences to the police.

In addition, the increase in traffic and population could potentially increase the existing theft and vandalism that has occurred in our neighborhood. Antelope was not constructed with sidewalks because it is an equestrian neighborhood and we need space for our horses to ride. It also doesn't have street lamps and crosswalks because it is a semi-rural development. The possibility of not being able to enjoy the neighborhood where we live honestly has kept me up at night since we found out about the development. It just doesn't seem ethical to me that a developer can come in and with one swoop change the character (and potentially property values of a neighborhood just for his profit.) Where do we draw the line?

2. Infrastructure – Our current roads already experience regular potholes and decay, cars sliding into mailboxes and resident's yards in the snow. Just last year my husband had to plow out (with our own equipment) a stranded motorist who was cutting through our neighborhood to Arapahoe Road and blocking our entire street. Our roads cannot handle and were not built to handle an increase in traffic.

3. Way of Life, Environmental Impact and Property Values – The main appeal of our neighborhood is its rural character – it is why we moved to Antelope. The placement of Dry Creek Road and the plans for sound or light mitigation seem to have been overlooked. The noise and light pollution in addition to the traffic could potentially have a negative impact on our property values. In addition, if there is a failure of the lift station that is being added to support this development it could have a very serious negative impact on our well water source. My husband and I worked hard to buy our home in Antelope and the idea that the value of our home could decline because of an oversight in planning of Kings Point just does not seem fair.

I am by no means opposed to Kings Point and support the economic development of Southeast Aurora. I am extremely concerned that there are major points that have been overlooked in the planning of this development that will negatively impact my family's way of life. I think there are solutions such as separating the two

neighborhoods by closing access at Ireland Way and Long Avenue so the new neighborhood will have to rely on the roads being developed to support its' infrastructure and not use our existing road as a through street (similar to what was done between Arapahoe Heights and Saddle Rock) Also, moving the location of Dry Creek Rd. so it is more central to Kings Point and not backing to already existing lots. As a taxpayer, voter and resident of Antelope I believe that at minimum a public hearing should be held so we can express our concerns to the City of Aurora and the developer can better explain how these concerns will be addressed. There are just too many bullet points and questions, that it only seems fair should be addressed, before a final plan is approved. Thank you for your consideration.

Response: General comment: Please see Bruce Stokes' April 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 lift station is designed with safeguards and is subject to a thorough permitting process from Colorado Department of Public Health and Environment.

11. Comment from: Kelly Morrow, 1445 Market St., Suite 350, Orten, Cavanagh & Holmes, LLC, Denver, CO 80202, Email: kmorrow@ochhoalaw.com

Via E-mail (etart@auroragov.org)

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

Our File No.: 1829.011

Dear Ms. Tart-Schoenfelder:

Orten Cavanagh and Holmes, LLC is legal counsel for Antelope Property Owners Association, Inc. ("APOA"). APOA is the neighborhood located directly north of the proposed Kings Point Subdivision Filing No. 2 ("Filing 2"). APOA and Kingspoint Limited Liability Company ("Kingspoint") are parties to that certain Amended and Restated Agreement recorded March 21, 2002 at Reception B2052587 in the Office of the Arapahoe County Clerk and Recorder ("Antelope Agreement"). APOA has the following comments, requests and objections over the proposed Development Application DA-1609-17 Kings Point CSP No. 2 – CSP and Plat (Case Numbers 2016-4013-00 and 2016-3041-00) identified as project number 1149332 ("Kingspoint Application").

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

1. APOA requests that the Kingspoint Application be set for a public hearing with the City of Aurora Planning Commission rather than processed administratively, so that all neighboring communities may participate in the development process to address areas of concern and impact upon surrounding communities.
2. The Kingspoint Application materials indicate that a revised traffic impact study was prepared by Atkins dated January 15, 2016 ("Revised Traffic Study") and submitted with the application materials. However, the project's public folder does not contain the Revised Traffic Study. Please make the Revised Traffic Study available for

public inspection.

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

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

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

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

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

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

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

6. Paragraph 11 of the Antelope Agreement requires that lots located in L10 and L11 (i.e. SFD Estate lots located in Blocks 3 and 10) directly adjacent to APOA have a primary structure minimum setback of fifty feet (50') from the south boundary of the Buffer and that no other structures or improvements may be constructed or placed in the setback area. We request that all sheets of the CSP and Filing 2 Plat indicate the setback requirements and include notes indicating the setback restriction to protect consumers who may purchase these lots from Kingspoint.

7. Paragraph 14 of the Antelope Agreement requires that no lighted signage within Kings Point will be placed closer than 200 feet from the common border of APOA. We request that a note be added to the CSP and Plat

confirming this prohibition.

8. Paragraph 15 of the Antelope Agreement prohibits the boarding and grazing of horses within 100 feet of the project's common border including the Buffer. We request that notes be added to the CSP and Plat indicating this restriction.

9. Traffic impact and public safety is of the utmost importance to APOA. APOA has the following concerns and objections related to increased traffic from the Kings Point project which may or may not have been addressed in the Revised Traffic Study:

a. Kingspoint indicates that it has no position on the closure of S. Ireland Way at the common border between Filing 2 and APOA. However, paragraph 13 of the APOA Agreement states that Kingspoint will support APOA's efforts to vacate or gate S. Ireland Way at the common border between APOA and Filing No. 2.

b. During student drop-off and pick-up times at Creekside Elementary, existing traffic conditions on East Long Avenue are extremely congested and dangerous to students and surrounding residents. The influx of students and traffic generated from the Kings Point residents and construction activity will only exacerbate an already dangerous condition. The Revised Traffic Study may not have accounted for these high peak traffic conditions.

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

https://www.dropbox.com/s/sl5ari9od7qkdy0/IMG_2219.m4v?dl=0

https://www.dropbox.com/s/bl05x5mg7erbqcf/20160525_132722.mp4?dl=0

APOA objects that the current CSP and Plat do not account for the increased impact the Kings Point project has on Creekside Elementary attendance and that it does not provide for a vehicular parking or drop off area which will improve the safety of the students and surrounding residents.

c. Paragraph 7 of the APOA Agreement, requires that Kingspoint use best efforts to develop an engineering and signage plan for major collector Roads D and C (i.e. East Dry Creek) to discourage traffic from moving off the major collectors and drive north onto S. Ireland Way. The current CSP indicates that a traffic roundabout will be installed at the intersection of E. Dry Creek and S. Ireland Way. To the extent that the Revised Traffic Study did not evaluate the impact that the roundabout will create on the northbound S. Ireland Way traffic, APOA objects to the same.

d. APOA is aware that Kingspoint has concurrently submitted Development Application DA-1609-16 Kings Point CSP No. 1 – CSP and Plat (Case Numbers 2016-4012-00 and 2016-3040-00) identified as project number 1149327 (“Filing 1 Application”).

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

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

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

(“Phase 1 Road Improvements”)

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

Provide for a vehicular parking or drop off area which will improve the safety of the students and surrounding residents. APOA requests additional notes be included on CSP No. 2 that all Phase 1 Road Improvements must be complete and open for traffic prior to the first lot development in Kings Point Filing No. 2.

Sincerely,
Kelly G. Morrow
ORTEN CAVANAGH & HOLMES, LLC
KGM/sl
c: Board of Directors, Antelope Property Owners Association

Response: General comment: Please see Bruce Stokes’ April 14, 2017 letter on behalf of the developer which addresses Kelly Morrow’s comment letter in detail. In addition, please refer to the notes added to the CSP on Sheet 2 which addresses several items noted in this letter.

1J. Comments by: Jill Jacobs, 7265 S. Himalaya Way, Centennial, CO 80016
Phone: 303-619-7686, Email: Jiljacobs@aol.com

I am commenting to request a public hearing. Our neighborhood is adjacent to Kings Point. I am concerned about safety because we have no side walks or curbs. Kids and adults walk, ride bikes and horses, skate board, etc. Thank you in advance for your consideration. Jill Jacobs

Response: General comment: Please see Bruce Stokes’ April 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.

1K. Comments by: JULIE PERRY, 7194 S HIMALAYA WAY, CENTENNIAL, CO 80016

Phone: 720-312-8364, Email: julieperry91@gmail.com

Antelope East is surrounded on each side by Grandview High School, Creekside, Elementary, and Liberty Middle School.

Even before the Arapahoe construction began we were experiencing an ever-growing volume of traffic. Now with Antelope's back road having been exposed for the construction detour there are many drivers from other neighborhoods who will continue to use Antelope for access to the schools and/or work.

Adding the Kingspoint Subdivision to this situation without consideration of the type of properties in Antelope, its design having basically been engineered for a dirt-road bridle-path community in the 1970's is a recipe for multiple problems for everyone using the roads, but especially unsafe and intrusive to the property owners in Antelope East.

Antelope's entire neighborhood is being affected by increased traffic in general. But the bottleneck situation at Creekside is the craziest of all. Parents have to park in long lines on both sides of the narrow street. School bound buses and cars also have to form long lines at stop signs. Without sidewalks or even shoulder space in some places its clear that unmitigated traffic access to ANOTHER even more densely developed subdivision would destroy the character of Antelope and be dangerous for all... especially kids. One potential portion of the remedy might be that the Cherry Creek School District relocate Creekside Elementary since its design was never intended to cope with what is happening now. The facility could be used by district for some other need that doesn't require all the traffic generated through here. Along those lines we're potentially losing our ability to walk and certainly to ride horses safely here in a bridle path community. I want to thank you for your careful consideration of the matter and hopefully seeing it from this perspective; As if you lived in this neighborhood with these issues at hand, as if it were your family, your home, your property value at risk

Response: General comment: Please see Bruce Stokes' April 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.

Any decisions on school locations are made by Cherry Creek School District.

1L. Comments by: Louis Mac Perry, 7q94 S HIMALAYA WAY, CENTENNIAL, CO 80016

Phone: 303-249-0116, Email: mjp1977@msn.com

The traffic situation in the Antelope East Subdivision is becoming an intrusive problem. But with a new subdivision it will not only be highly intrusive but dangerous. It is imperative that The City of Aurora and Kings Point builders address and come up with a suitable solution for this new subdivision's traffic flow. Centennial should not be burdened with planning or cost of resolution because this a project that only Aurora and Kingspoint will benefit from. As an elected group I ask that you would call for appropriate planning and responsibility with consideration for Antelope East residents hoping to be valued and hoping to retain value of lifestyle and property.

Thanks

Response: General comment: Please see Bruce Stokes' April 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.

1M. Comments by: Mark and Linda Lehrer, 7452 S. Ireland Ct., Centennial, CO 80016
Phone: 720-320-5815, Email: lehrer@g.com

The Antelope Property Owners Association (APOA) and the Kingspoint Limited Liability Company (Kings Point) signed an agreement, dated December 18, 2001, which outlined mitigation measures to be implemented by the parties in order to reduce the impact of Kings Point on Antelope. Kings Point was obligated to keep the APOA informed of material changes, as discussed in Paragraph 16, "which in the reasonable determination of APOA, materially and adversely impact the Antelope Subdivision." The APOA has not been informed nor consulted on any changes Kings Point has made to their Contextual Site Plan (CSP) since September of 2015. In fact, Kings Point has not communicated with the APOA at all since the last Aurora submittal over a year ago. Once the APOA receives the required "Material Alteration" notification, "Kingspoint and APOA shall seek a resolution of the issues raised by such Material Alteration within thirty (30) days after receipt of the Notification of Alteration." The APOA must be given a minimum of 30 days to review these changes following notification by Kings Point. Given that the APOA has insufficient time to review the new plans, my review of the 2001 document shows problems which I believe violate both the spirit and the letter of our agreement.

1) Paragraph 7: "Kingspoint will use its best efforts to develop an engineering and signage plan for the Roads D and C (Ireland Way and Dry Creek Road) to discourage traffic from moving off of these collectors and north onto Ireland Way."

**The plat has two roads (S. Jebel St. and E. Jamison Dr.) that dump onto S. Ireland Way immediately adjacent to the border of Antelope, effectively encouraging traffic from this high-density housing area to travel north through Antelope or west through Chenango. This issue is exacerbated by the change in the order that the Phases (see Point 4 below). These roads should be reconfigured to keep the traffic generated by the Kings Point development to be funneled through like-density neighborhoods.

2) Paragraph 8: "All development located adjacent to the buffer...will be restricted to minimum 1 acre "estate housing" lots. "Estate housing" lots shall require that each lot immediately adjacent to the Buffer be a minimum of one acre in size...no other lots...shall in any event be less than 1/2 acre in size."

**The new plat pushes a block of 1/2 acre lots within 23 feet of the buffer with Antelope, violating the spirit of the agreement. These lots should be reconfigured to comply with the 1-acre buffer requirement. In addition, Dry Creek Road should add additional berming and landscaping to reduce the noise and light impact on Antelope.

3) Paragraph 13: "Kingspoint will support, at no cost to Kingspoint, APOA's effort to option approval from the City of Centennial to vacate a portion of Ireland Way or otherwise permit APOA to gate Ireland Way at the Common Border as well as at the northern entrance to Antelope where Himalaya Way intersects with Arapahoe Road."

**The plat does not allow the possibility of adding a Creekside Elementary student drop-off area for Kings Point residents. Without this option, Kings Point parents will have to travel great distances and cut through Chenango or other Centennial neighborhoods to access Creekside if Centennial decides to vacate Ireland in the future. Kings Point is not supporting the Ireland Way vacate efforts if it does not allow the possibility of establishing a student drop-off area for the future. Furthermore, Long Ave cannot accommodate today's school traffic, let alone additional traffic from Kings Point. A dangerous traffic situation is likely to get much worse! If Ireland Way is not to be closed, Kings Point should be required to fund traffic mitigation measures to reduce the impact of the

subdivision on Antelope and to discourage traffic along that route.

4) Many of the provisions that are outlined in the agreement (for example 2-1/2" caliper deciduous tree in the buffer as outlined in Paragraph 3 and 50' setback of structures from the buffer in Paragraph 11) are not in the CSP. All provisions outlined in Antelope's agreement should be included in the CSP.

5) In addition, Kings Point is asking that "Phase 2" be completed before "Phase 1." The phasing of the project has always been important to Antelope because the infrastructure needed to encourage Kings Point traffic to remain within the subdivision and move toward a major collector (Parker Road) is imbedded in Phase 1. Building Dry Creek Road is insufficient to encourage Kings Point traffic to move toward Parker Road instead of cutting through existing Centennial neighborhoods. In EVERY discussion Antelope has had with Kings Point, the Phase 1 infrastructure was to be well established before Phase 2 began. Antelope residents expect that those promises are upheld. With these Material Changes to the plan, I ask that Aurora Planning and Development require a Public Hearing so that citizens, including the residents of Antelope, have the opportunity to express their views and to further modify the plan for the benefit of the people who live here and their new neighbors to come.

Response: General comment: Please see Bruce Stokes' April 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 current CSP for Kings Point Filing No. 2 contains no Material Alterations as per the 2001 Agreement with the APOA and therefore does not require a Notification of Alteration. The inclusion of ½ acre lots on the CSP in planning area L11 that are not on the border with Antelope is consistent with the Agreement. The infrastructure that will be installed with the initial development is consistent with the FDP and previous CSP's. The development sequencing of the planning areas is not determined by the FDP or any neighborhood agreement. The developer obtained flexibility in developing Kings Point in exchange for many items which benefitted the neighborhoods.

1N. Comments by: David coop, 7174 s. Himalaya way, centennial, Co 80016

Email: davidallencoop@yahoo.com

Comment: as a concerned property owner both in antelope and Travois trail the traffic problem for the Kings Point development 1149332. With my POA's we need answers about traffic mitigation for the Creek side elementary school as well as existing residents in regards to this development. Thank you, Dave Coop

Response: General comment: Please see Bruce Stokes' April 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.

1O. Comments by: Robert Gesner, 7409 South Himalaya Way, Antelope Property Owner, Centennial, CO 80016, Email: bobgesner@aol.com

As a homeowner in Antelope I am very concerned regarding a higher volume of traffic into the Antelope subdivision with the access that is planned from the Kings Point subdivision. With no access to Creekside School from Kingspoint the already crowded conditions on Long Ave/Ireland Way will be an absolute mess. It is

already a dangerous condition and this will make it worse. Antelope is a small rural community with dogs, horses and young children ((no sidewalks)). Kids play, walk, ride scooters and skateboards to schools. We have already put up signs for the speeding cars that have run off the road and nearly hit our children. Approval of this plan will further exacerbate this dire problem. Our children's lives are at stake. There must be a better way. Kings Point and Aurora should be able to figure this out without placing an unnecessary burden on Centennial and the community of Antelope. Kings Point continues to try to change the agreements that they have previously signed on to abide by. That's just not right!!!

Response: General comment: Please see Bruce Stokes' April 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.

Kings Point fully intends to comply with all neighborhood agreements.

1P. Comment by: Keely Downs, 1400 16th Street, Moyer White LLP, Suite 600, Denver, CO 80202
Phone: 303-292-2900, Email: keely.downs@moyewhite.com

Please see enclosed letter on behalf of Chenango Homeowners Association.

Response: General comment: Please see Bruce Stokes' February 8, 2017 letter on behalf of the developer which addresses the comments received from Keely Downs in detail.

1R. Comments by: Janna Macdonald, 7266 S. Himalaya Way, Centennial, Colorado 80016,
Email: macdonald7266@comcast.net

I'm very concerned about the number of houses being built in this new neighborhood and the possibility of all the increased traffic that will travel through Ireland/S. Himalaya Way to Arapahoe! There are many kids who walk & ride bikes on these streets, and as there are no sidewalks, increased traffic will be dangerous for them. We have bridal paths for the horses, but often they have to walk through streets to access them. Traffic is already too much before & after school with the cars and buses at the stoplight, can't imagine more cars waiting 2-4 lights to get through! We'll have to go through Chapparral, which is ridiculous route to take from our small neighborhood! Thank you for your consideration on my concerns!

Response: General comment: Please see Bruce Stokes' April 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.

1S. Comments by: Winson Chu, 7174 s. chapparral cir east, Centennial, Colorado 80016, Phone: 650-465-7383,
Email: winc2008@gmail.com

Hi, I have the following concern regarding this project:

1, For Cherry Creek School site, the current Long Ave in front of the elementary school may not be able to support the increased traffic for the new residents of this project. We worry the added traffic to or from this new neighborhood will increase the traffic to the surrounding neighborhoods. Given that Arapahoe Road are currently expended to a 3 lanes highway each direction in the future, more cars will be going through these immediate surrounding quiet areas. 1, If two cars from each new home, the 351 single family homes could provide a total of 700 plus cars, we want to see if the city will also provide some new roads for the old

surrounding area.

2, the 351 single family homes was based on the condition of the area 20 years ago, the number of house should be evaluated again base on the current condition.

Response: General comment: Please see Bruce Stokes' April 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.

1T. Comment by: Ashly Mutschelknauser, 7491 s. Ireland circle, Centennial, Co 80016
Email: ashlywheeler@hotmail.com

This is only going to add to the amount of traffic we already have through the neighborhood because of the school. This will add congestion to the neighborhood.

Response: General comment: Please see Bruce Stokes' April 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.

1U. Comment by: David Colson, 7182 S. Ireland Way, Centennial, CO 80016
Email: david.colson48@gmail.com

I am a resident of Antelope and I live on the corner of Ireland Way and Himalaya. I live with my wife, two young children and three dogs and am extremely concerned about the impact this development will have on the amount of traffic that travels in front of our home. The traffic already goes by at high speeds well exceeding the speed limit and this is especially dangerous for pedestrians since our neighborhood does not have any sidewalks. If the traffic significantly increases with the building of this new development, the safety of my family is at risk. The other concern that I have is the impact of this development on traffic at Creekside Elementary. Parking at Creekside is already limited and both directions of the road are severely restricted and sometimes blocked during drop-off and pick-up times on school days and during any school-sponsored family events which makes driving during those times very dangerous. At a minimum we need additional parking at Creekside and sidewalks throughout the community. To help address our concerns, we would like to request some additional time for our community to discuss traffic mitigation with the developer.

Response: General comment: Please see Bruce Stokes' April 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 addition of sidewalks in Antelope would be a matter between the City of Centennial and the APOA.

1V. Comments by: Jeanne Bane, 6878 S Chapparral Cir E, Centennial, CO 80016
Email: rjbane@gmail.com

We have a lot of concerns with this development but the biggest is traffic and safety. Why is the City of Aurora moving forward without a public hearing or sufficient notification to surrounding areas? With the increased density and the only access to Creekside Elementary School being on Long's Ave we are extremely concerned

and feel that an already troubling problem is not being addressed. We are also concerned that Kings Point residences will be cutting through Chapparral, Chenango and other communities to reach their homes and we do not need additional traffic!

I have a lot of concerns with Kings Point development but the biggest is traffic and safety. The traffic on Arapahoe is bumper to bumper and this development will immensely impact Chapparral, Chenango, Antelope, and other areas. With the increased density and the only access to Creekside Elementary School being on Long's Ave, I feel that an already troubling problem is not being addressed. I hope that you will deny Kings Point because of the large number of homes and lack of access other than through the above mentioned housing areas. Thank you.

Response: General comment: Please see Bruce Stokes' April 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.

1W. Comments by: Carolyn Brodkorb, 7466 S.Ireland Way, Centennial, CO 80016
Email: cabro920@comcast.net

I am very concerned about the traffic impact that the King's Point development will bring to the Antelope subdivision. Antelope has no sidewalks and no streetlights and has always been a country neighborhood with acreage property. The King's Point development project does not fit in with this type of neighborhood and will affect our quality of life due to the increase in traffic.

We have numerous residents with horses, mothers pushing strollers, people in wheelchairs, people walking dogs and riding bikes, kids skateboarding and children walking home from school. Because our roads curve and there are no sidewalks people will be put in danger with the massive increase in traffic due to the King's Point development project.

We've already seen a large increase in people speeding through the neighborhood and ignoring stop signs due the Arapahoe Road widening project. Our mailbox has been hit several times by cars over the years, most recently this past spring.

Another big concern is the elementary school, Creekside. Before and after school there are cars lined up halfway to the stop sign at Ireland Way and Long Avenue. Because Long Avenue is a two-lane road traffic comes to a standstill until children are let off or picked up. Cars also park along the side of the road at Creekside during school events and children sometimes dart out into the street without looking.

Due to all of the above I strongly feel that closing the intersection of Long Avenue and Ireland Way, with emergency access as needed, is necessary for safety reasons and to preserve our quality of life. Thank you for taking the time to read this.

Response: General comment: Please see Bruce Stokes' April 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.

1X. Comments by: Jennifer Davis, 7265 S. Ireland Circle, Centennial, CO 80016
Phone: 303-550-3790, Email: jenniferdavis316@gmail.com

I wanted to provide you with some comments the development of Kings Point. I have been a resident of both Chenango and Antelope so this project has been of great interest to me. I implore the city to require the developer to complete the original phase plan and not switch the phasing around. The original plan created their requirement to complete infrastructure that delivers their traffic onto aurora streets and not our neighborhood streets which have no sidewalks. I am a walker and horsewoman who uses these roads and already struggle with the amount traffic through our neighborhood.

I would think the city and Cherry Creek Schools would want to ensure the safety of the students at creekside and not increase risk to those of us who live around it. I solution that should be considered would be a parking lot and turn around point inside Kings Point, across from Creekside, on the south side of Long. I would also like to request consideration for town hall meetings with proper notification to the bordering neighborhoods to make this development a success.

Response: General comment: Please see Bruce Stokes' April 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 infrastructure that will be installed with the initial development is consistent with the FDP and previous CSP's and will include an east/west connection to Parker Road prior to any home in Kings Point being occupied.

1Y. Comments by: Rita Scheel, Email: ritascheel@yahoo.com

I live in the area called Antelope. There are already traffic problems in this area and having hundreds of more cars driving through this residential neighborhood is unthinkable. The speed limit in our area is 25 mph, so think about how long it would take an extra hundred cars every morning and night going to work and to Grandview HS to get through the main street called Himalaya. Kings Point needs to come up with another entrance and exit to their development before the construction begins and we also have to deal with construction traffic. Thank you.

Response: General comment: Please see Bruce Stokes' April 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.

1Z. Comments by: Mark Ricard, 7357 S Ireland Way, Centennial, CO 80016
Email: msrafd@aol.com

I would like to address the impact Kings Point will have on the Antelope Subdivision from a public safety angle. By increasing traffic on Ireland Way and Himalaya Way several areas of concern, for resident safety, come into play. We have children riding bicycles, families and individuals walking dogs, pushing strollers, a wheelchair bound young man traveling the streets with his dog, joggers, the cross country team from Grandview High School training in the neighborhood, adult competitive bike racing teams training in the neighborhood and horseback riders crossing the road to get to bridle paths. All of this on roads with no curb, no gutter, no street

lights and most importantly no sidewalks. The 25 mph speed limit and stop signs are constantly ignored.

Closing the road and limiting access are two distinctly different things. Emergency vehicle access to any point will not be limited if any one of a myriad of emergency access devices are used. Aurora Fire, South Metro, Cunnigham Fire, Arapahoe County Sheriff and Aurora Police all use access devices now. Please consider the safety of the public when addressing our traffic issues in this neighborhood with the development of Kings Point.

Response: General comment: Please see Bruce Stokes' April 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.

1AA. Comments by: John Swanson, Email: johnswansonthe@msn.com
Will there be a new E-470 exit built to accommodate Kings Point?

Are there any plans to modify Long Ave to be able to handle traffic?

Will the city of Aurora build a new elementary school to handle Kings Point students?

Response: General comment: Please see Bruce Stokes' April 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.

There will not be a new exit constructed on E-470 to accommodate Kings Point. Long Avenue is in the City of Centennial and Kings Point is in Aurora. The revised CSP includes a pedestrian trail to the east side of Long Avenue across from Creekside Elementary School and a signalized cross walk across Long Avenue. The City of Aurora does not construct schools. The Kings Point property is in Cherry Creek School District. It is our understanding that the current plan is for Kings Point students to attend Creekside Elementary School.

1BB. Comments by Perry Murata, 7215 S. Himalaya Way, Centennial, CO 80016
Phone: 303-680-7425, Email: plmurata@comcast.net

I am very concerned this the great increase of vehicle traffic on S. Ireland Way through the Antelope subdivision from the kings Point subdivision. Antelope has a total of 115 homes with 16 homes with driveways onto S. Ireland Way. There are no curbs or sidewalks and the storm drainage is an open ditch. There is no safe way to accommodate the increase of vehicle traffic with the current street design and layout. The detoured traffic from the Arapahoe Road construction and Creekside Elementary has overloaded the designed traffic flow on S. Ireland Way. Kings point will greatly overload Ireland Way, increasing the potential of accidents and injury, especially to children and students walking and running on S. Ireland Way and S. Himalaya Way. This does not include the large number of bicycle riders using these roads on a daily bases. Thank you.

Response: General comment: Please see Bruce Stokes' April 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.

1CC. Comments by: Robert Brodkorb, Email: rdbro1@comcast.net

I am not against this development but against the traffic problems it will encounter for our neighborhood in Antelope. These two communities are not compatible in many ways. This development will have dense housing next to our rural setting and really should not connect. This development will create thousands of car traveling trips through our community to get to Arapahoe road creating Public Safety in Antelope.

We have no sidewalks which means pedestrians/kids bike riding, single folks or family's walking, jogging, etc. are in the streets. We have a resident in a motorized wheelchair walking his dog often. The other day there was a pregnant mom walking with a stroller and her dog. You never know what you're going to see. We have bridle paths with horses and their riders crossing these roads to get to the bridle path on the other side. We have no street lights at all in Antelope and is very dark in the dark hours, and at times of the year starts at 5:00 pm. So from a lit dense community to a dark rural community in an early evening or day, this is a Public Safety concern as you know.

Creekside Elementary School is also currently a traffic problem now not to mention when Kings Point will be built. There is no room for multiple cars at this school now. The cars and pedestrians are also in the streets blocking to a degree and passersby cannot get through during drop off and pick up times. Any events is just nonsense.

What is Aurora planning on doing for all the above?

I/WE, Antelope ask for a Public Hearing.

Response: General comment: Please see Bruce Stokes' April 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.

1DD. Comments by: Debra Hogan, 7280 s ireland way, Centennial, CO 80016

Email: dhogan800@msn.com

I am concerned there could be a significant increase in traffic in the Antelope neighborhood as the result of the King's Point subdivision. As there are no sidewalks this could be dangerous for children riding their bikes or residents walking their dogs. Antelope is a neighborhood where the lot size is around 2 acres. People have moved in this neighborhood for a little piece of "country" feel. This is in jeopardy as the King's Point could be causing major traffic issues which could affect our quality of life. King's Point should not be allowed to have such an impact on our Antelope neighborhood. Many of its residents have resided here for many years and would like to keep the lifestyle we moved here for.

Response: General comment: Please see Bruce Stokes' April 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.

1EE. Comments by: Bob Bjorklund, 7225 S. Ireland Circle, Centennial, Co 80016

Phone: 303-693-8517, Email: bbjorklund7@msn.com

Traffic routed through the Antelope subdivision for construction and eventually access to Kings Point is completely unacceptable. It is absolutely unprecedented to have a high density development allowed to access that development through a long time existing acreage property development. Centennial has proven to be a wonderful neighbor to Aurora by footing the vast majority of the cost of widening Arapahoe Road, which is really of greater value to Aurora than it is to Centennial.

It is time for Aurora to show that they are not the horrific neighbor they seem to be intent on being. Close S. Ireland Way at Long Avenue. There must be no access to Kings Point through Antelope. This was the original agreement Antelope had with Kings Point. Access to Kings Point should only be from Dry Creek Road or Parker Road. Only through closing S. Ireland Way at Long Avenue can Aurora prove that they are a respectable neighbor.

Response: General comment: Please see Bruce Stokes' April 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.

1FF. Comments by: Phil and Susan Bucher, 7183 S Chapparral Circle East, Chapparral community member/homeowner, Centennial 80016

Email: Philbucher@centurylink.net

We are STRONGLY opposed to allowing any road connections between Kings Point and the surrounding communities of Antelope, Chenango and Chapparral. The small neighborhood streets were never designed for the massive amount of new traffic generated by this development via a proposed connection to Ireland Way. Please CLOSE Ireland at the Aurora City line and keep all Kings Point traffic within Kings Point and the new roads which the developer has already planned for the project. The project can be fully successful with the access points at Gartrell Rd and Parker Rd. Do not permit Kings Point traffic to directly enter Centennial via the proposed connection at Ireland!

Response: General comment: Please see Bruce Stokes' April 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.

1GG. Comment by: Richard Wallace, 19586 E Geddes Place, Centennial, CO 80016

Phone: 303-394-0066, Email: wallaceenergy@msn.com

I live in the Chapparral neighborhood. I oppose this development's access to Long Avenue because of the congestion it will bring to the neighborhood.

Response: General comment: Please see Bruce Stokes' April 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.

1HH. Comments by: Jamie DeBrosse, 7225 S. Chapparral Circle E, Centennial, CO 80016,

Email: jwdebrosse@hotmail.com

I have three weighty concerns:

1) What is the plan for law enforcement districting and increasing the number of police officers to accommodate this huge new subdivision?

2) To which schools will children/students living within the Kings Point subdivision be assigned? If the schools are existing, what is the comprehensive infrastructure plan for traffic and school structures to accommodate the influx?

3) Why are you not having a public hearing to solicit input from neighbors and the surrounding communities?
Response: General comment: Please see Bruce Stokes' April 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 City of Aurora will be responsible for providing police and law enforcement for Kings Point.

1II. Comments by: willie mullin, 7286 S. Chapparral Circle E., Centennial, Colorado 80016,
Email: williemullin@gmail.com

I was recently made aware that this project is progressing and going through the approval process without a chance for public comment. I live in Chapparral, a neighboring community, and am very concerned with the additional traffic this will have on our community. People already go too fast as they drive through the community, and adding another community who will likely end up using our neighborhood as a pass through in order to get to Arapahoe Road is very concerning. Is there a set order in which the roads will be constructed? What other considerations are being taken to alleviate the strain on existing communities? How are all the construction vehicles accessing the neighborhood? Is there going to be a new on ramp onto E-470?

I think it would be better if there were an open forum for discussion, rather than a rubber stamp approval for this project.

Response: General comment: Please see Bruce Stokes' April 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.

1JJ. Comments by: Stephen Anderson, 7232 S Chapparral Cir East, Centennial, CO 80016, Phone: 303-619-5385, Email: snevl@msn.com

This project will have horrible and lasting impacts to the traffic and safety of several communities around it. I don't believe there has been nearly enough public discussion about this, and there needs to be public hearings. How can something as big and as impacting as this get through approval without a public hearing?

Response: General comment: Please see Bruce Stokes' April 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.

1KK. Comments by: Robert Estus, 7150 South Espana Way, Centennial, CO 80016

Email: bob.estus@sbcglobal.net

I am very concerned about the lack of ingress/egress traffic routes identified within the Kings Point development. Traffic for all proposed 351 single family homes of this Aurora development will largely go through Centennial residential streets, one of which is directly past an Elementary school (Creekside Elementary) and will introduce unacceptable risk and inconvenience to the Centennial residents, children, and an established way of life these existing neighborhoods afford.

Heading to the south (South Ireland Way) provides no direct access to main thoroughfares either and its lack of direct connectivity will only further incentivize Kings Point residents and their guests to drive through Centennial.

This development makes NO provision for establishing alternative routes via main thoroughfares within Aurora corridors and makes absolutely NO provisions for the significant and destructive impact to existing Centennial residents.

As a resident of that neighborhood myself, it is unacceptable that Aurora introduce a development where the most direct and convenient way to access it is via residential streets of another town (namely Centennial).

I am opposed to the Kings Point Development Plan as it is an entirely disruptive, inconsiderate, and ill-conceived design. It represents an entirely unfair burden and impact to Centennial and its residents. I fully expect the governance of Aurora to reject this development until such time as appropriate, acceptable, and proper traffic considerations and surrounding neighborhood impacts are made.

Sincerely,
Robert W. Estus
Centennial Resident

Response: General comment: Please see Bruce Stokes' April 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.

Kings Point will be constructing an east/west roadway connecting Liberty Middle School at E. Dry Creek Road to Parker Road to the west prior to any home being occupied at Kings Point. These two access Points will serve as the main points of ingress and egress for Kings Point.

1LL. Comments by: Sheryl Asplund, 7388 S Chapparral Cir E, Aurora, CO 80016

Phone: 303-263-6408, Email: slasplund@hotmail.com

This project is ridiculous given what appears to be the utilization of current "main roads" such as Long Avenue. These streets are barely streets with no shoulders, minimal width and curvy nature. I cannot believe the intent is to funnel that many more additional homes along that roadway! This is really an affront to my senses and candidly is going to wreck this area. And if there is really a plan to do this without public hearing, shame on you! These small homes in this kind of grid is trash compared to the current established neighborhoods. This plan should not be approved as is without other roadways for these people to get into and out of that area. I vote

against this proposal.

Response: General comment: Please see Bruce Stokes' April 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.

1MM. Comments by: Bridget Duggan, 7164 S. Himalaya Way, Centennial, CO 80016

Phone: 303-888-9273, Email: bridgetduggan7977@comcast.net

Antelope has ongoing concerns regarding the traffic in our neighborhood and safety of our children, pedestrians and equestrians through Antelope. The rural character of our community will be sacrificed by this project. Residents of Kings Point wanting to access Arapahoe Road will drive directly through our neighborhood. Our roads cannot handle the additional traffic and will impact the integrity of our safe streets and cause a decline in our roads.

Additionally the traffic that will result from Kings Point to Creekside Elementary is an increased hazard. This is already a huge problem that will be increased by the additional traffic to Creekside. Children's safety should be more of a concern than a housing development.

Kings Point has not adequately addressed ANY of the concerns voiced last year as they have stated. New developments shouldn't have such a negative impact on surrounding communities.

A Public Hearing should be scheduled to address concerns of surrounding neighborhoods.

Response: General comment: Please see Bruce Stokes' April 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.

1NN. Comments by: Bridget Duggan, 7164 S. Himalaya Way, Centennial, CO 80016

Phone: 303-888-9273, Email: bridgetduggan7977@comcast.net

I am submitting comments regarding the Kings Point ("KP") project. I live in the Antelope subdivision that borders the project. KP stated in their Record Response, Page 2, #5 that they have been conducting ongoing discussions and occasional meetings with some homeowner groups adjacent to the project. This is NOT true in regards to the Antelope subdivision. KP has never reached out to the residents of Antelope or our HOA in the past year.

We have ongoing concerns regarding the traffic in our neighborhood and safety of our children, pedestrians and equestrians through Antelope. The rural character of our community is being compromised by this project. The KP streets of S. Jebel and E. Irish Place dump directly onto S. Ireland Way. Anyone from KP wanting to access Arapahoe Road will drive directly through our neighborhood. The additional traffic will impact the integrity of our safe streets and cause a decline in our roads. KP could also move Dry Creek Road to the south so that it borders E-470 to keep the road noise away from Antelope.

Additionally and most importantly, the traffic that will result from KP subdivision to Creekside Elementary is an

increased hazard. This is already a problem that will be greatly magnified by the additional traffic to Creekside. Twice a day, the road is blocked for drop off and pick up of children. When there are events at the school, Long Avenue is virtually shut down. We shouldn't have to wait until there is a tragic accident to address this problem!

KP should be required to put in additional parking and/or a walkway for access from the subdivision to the school. Some of the property located directly east of Creekside in KP should be dedicated for this use.

KP has not adequately addressed ANY of the concerns voiced last year as they have stated. KP could and should try some type of traffic mitigation through Antelope and address the safety concerns regarding Creekside. New developments shouldn't have such a negative impact on surrounding communities.

Aurora, please schedule a Public Hearing so that surrounding neighborhoods can actively voice their concerns and KP can respond accordingly.

Response: General comment: Please see Bruce Stokes' April 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.

100. Comments by: Ryan Mutschelknaus, 7491 S Ireland Cir, Aurora, CO 80016

Email: ryanmooch@hotmail.com

Comment: Hello,

My home/property backs Longs and Ireland Way. I am very concerned with the new Kings Point development. It doesn't seem very well thought out and trying to jam so many homes in a small space with not enough roads and access seems crazy to me. The traffic to and around Creekside Elementary is already overwhelming and dangerous. I can't get through the road during drop off and pick up, and there are so many cars speeding though. I live across the street from the school and there are no sidewalks and SO MUCH TRAFFIC I can't allow my kids to walk to school or ride bikes. I am not sure how the Kings Point development is able to go so dense and not follow the guidelines that were originally agreed to with Antelope in 2002, and getting around the golf course they agreed to. It seems that Aurora is just trying to slam as many homes as possible to get more taxes but doesn't have the roads to support it. Please think of the kids at the school, kids in the neighborhood when making decisions. Please don't just think of the money and don't let the deep pockets of the developer push you around with the big time lawyers. Please help us!!!! Thanks! Ryan.

Response: General comment: Please see Bruce Stokes' April 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 current plan for Filing No. 2 contains 353 vs. 415 that were approved in the FDP and complies with the Antelope Agreement. The golf course remains as part of the Kings Point development. However, the construction of the golf course in Filing No. 1 is being deferred at this time.

1PP. Comments by: Amy Galan, 7144 South Himalaya Way, Centennial, CO 80016

Phone: 303-400-9804, Email: galantelope@comcast.net

I am commenting on the letter dated 9/26 concerning the filing of the latest Kings Point plans. Again it is with great concern that this issue continues to be raised after so much discussion on how this type of mass produced homes will adversely affect the Antelope neighborhood. Our neighborhood was founded on a rural concept. We have no sidewalks in order to allow horse riders to ride freely along the road. With no sidewalks, we are walking on the side of the road, our kids are riding bikes and with a traffic flow doubling, this would no longer be a safe environment to continue these activities. The amount of current traffic surrounding Creekside Elementary is also very unsafe and with an increased number of homes proposed this will only get worse. The idea that our roads will not be in "Complete Traffic Failure" until 2030 is preposterous. With forward thinking, the city of Centennial should mitigate this traffic failure before it occurs. To do so, would entail the closing/gating off of S. Ireland Way and S. Himalaya Way. If not done prior to the homes being built, what will be the cause of action when it does fail? How will the traffic be mitigated at that point once all those homes are used to using the main road through Antelope as their access to Arapahoe Rd? Furthermore, Kings Point is not following the Antelope Agreement set forth in the 2002 agreement. It violates a minimum of 4 agreements and should not be allowed to proceed with any construction until this is resolved. Please seriously consider how Kings Point will adversely affect our neighborhood. Please have a public hearing on these issues prior to any decisions being made. Thank you. Amy Galan

Response: General comment: Please see Bruce Stokes' April 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 developer believes that the current plan for Filing No. 2 complies with the Antelope Agreement. To the extent that there were issues of non-compliance the developer has addressed them with the resubmittal of this CSP.

1QQ. Comments by: Shauna Huck, 20266 E. Davies Ave, Centennial, CO 80016
Phone: 303-680-6132, Email: rsmrjh@gmail.com

The neighborhood of Antelope is not designed as a large feeder road to Arapahoe Rd. The road is curvy without sidewalks and multiple drive ways. There has already been an increase in traffic from cut-throughs traveling from Parker Road via Long Ave to Arapahoe Rd. The Creekside Elementary traffic is heavy enough to become congested and dangerous. The back up's and lines at stop signs, traffic lights and the school created a mess. There are kids that walk home from both the elementary and middle school and since there are no sidewalks, they walk on the road. It does become dangerous. This street was not designed for heavy traffic. Your plan needs to take into consideration the surrounding access, or lack of, and increase the access inside of the planned development of Kings Point to handle its own traffic. Antelope is a quiet, horse property neighborhood, and it needs to remain as such. Keep the traffic within the planned development of Kings Point.

Response: General comment: Please see Bruce Stokes' April 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.

1RR. Comments by: Marianne Delucio, 7338 South Himalaya Way, Centennial, CO 80016
Phone: 303-502-0772, Email: marianne.delucio@yahoo.com

Over the past few months traffic is terrible in the neighborhood because of the work on Arapahoe Road. With approx. 300 more homes being built in the area this is not safe for my family or me. We moved to this area because it's rural and there's not a lot of traffic so we can walk and ride bikes safely in the neighborhood. If you are going to build that many houses in the area then sidewalks, bicycle lane and streets lights will need to be in the plan. We do not need any more traffic in Antelope East - we have enough with the school traffic to Creekside and know it's not safe to be on the roads at drop off and pick up time. This is very disturbing to not have a commitment or plan in place that involves children. There's a lot of children you see walking/riding bikes to Creekside/Liberty and Grandview and we need to keep the neighborhood we live in a place where there's not a lot of traffic so they can be kids!!!!

Response: General comment: Please see Bruce Stokes' April 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.

1TT. Comments by: Molly Lemmers, 6871 S. Himalaya Way, Centennial, CO 80016
Phone: 303-680-0045, Email: lemm1256@earthlink.net

Please, please consider closing access to Kings Point Development from Antelope. Our community is not equipped to handle the increase in traffic. It will destroy our property values and create undo noise pollution. Our home sits near a common stop sign. On a daily basis, we experiences drivers and trucks whose brakes screech, drivers who fail to stop and drive through the sign and bumper to bumper cars lined up from congestion.

Response: General comment: Please see Bruce Stokes' April 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.

1UU. Comments by: Michael Shirack, 6851 So. Himalaya Way, Centennial, Co 80016
Phone: 303-680-3129, Email: Mike.Shirack.b6sb@statefarm.com

I'm am opposed to the amount of traffic that will be directed thru our area and how it will change the quality of life to the area. There was a reason why our area was built on larger tracts (2.5 to 4 acres). Also Ireland Way and Himalaya Way are not built for high traffic use. Example (no sidewalks). It will definitely destroy our present quality of life and values of our properties.

Response: General comment: Please see Bruce Stokes' April 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.

1VV. Comments by: Robert Wheelhouse, 7337 S Himalaya Way, Centennial, CO 80016
Phone: 303-690-5215, Email: rwwheels@aol.com

I am a past president of the Antelope Home Owner's Assoc. I served for two terms in the mid '90's. I remember reviewing the King's Point (KP) plan with my neighbors and communicating with the KP management team at the time and working to mitigate some obvious encroachment issues and other major inconveniences due to increased traffic and safety concerns.

THIS LATEST VICINITY MAP HAS VIRTUALLY CHANGED THE FACE OF THE ORIGINAL MAP AND DEFIES THE "SPIRIT OF AGREEMENT" WE ONCE WORKED SO HARD FOR.

The allowing of Phase 2 to begin before phase 1 was never in the plan before and has dramatically increased the number of Material Changes and the chances for Road Failure along Ireland and Himalaya Way, not to mention the current litigation surrounding E. Long Ave.

The safety of the school crossing at Creekside Elementary is a major problem right now. Adding over one hundred more new homes will aggravate the situation even more.

I ask that a Public Hearing be formed to let the voice of Antelope, Travois and Chenango residents be heard.

Response: General comment: Please see Bruce Stokes' April 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 current CSP for Kings Point Filing No. 2 contains no Material Alterations as per the 2001 Agreement with the APOA and therefore does not require a Notification of Alteration. The development sequencing of the planning areas is not determined by the FDP or any neighborhood agreement. The developer obtained flexibility in developing Kings Point in exchange for many items which benefitted the neighborhoods. There is no current litigation regarding E. Long Avenue.

1WW. Comments by: Kay Clymer, 6961 S. Himalaya Way, Centennial, CO 80016
Phone: 303-478-5260, Email: kaycly@yahoo.com

Residents in Antelope subdivision have concerns over increased traffic expected with this development. We have only been given 2 weeks to respond to any changes. We feel we need at least 30 day as was stated in an earlier agreement with the developer.

The traffic from this new development will severely impact our quiet subdivision. Many of the new homes will access out of the subdivision onto Ireland Way and the most direct route to Arapahoe Road is directly through Antelope. The only access to Creekside Elementary will be Ireland Way to Long Ave. It is certainly dangerous around Creekside already. We need to preserve the integrity of our neighborhood and mitigate as much traffic as possible. Ireland way was not constructed to handle the expected excess traffic.

Kings Point has not been following the Agreement Antelope made with them in 2002 and we need to be allowed the necessary time to voice our objections.

Response: General comment: Please see Bruce Stokes' April 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 current CSP for Kings Point Filing No. 2 contains no Material Alterations as per the 2001 Agreement with the APOA and therefore does not require a Notification of Alteration. The developer believes that the current plan for Filing No. 2 complies with the Antelope Agreement. To the extent that there were issues of non-compliance the developer has addressed them with the resubmittal of this CSP.

1XX. Comments by: Robin Hartman, 7184 S Himalaya Way, Centennial, CO 80016
Phone: 720-870-3023, Email: Rhartman@drhdds.com

I am a resident of Antelope and have been for 17 yrs. We moved to this neighborhood because of the large lot size and the quiet nature of the area. The Kings Point development will have a severe negative impact on our neighborhood. We enjoy the tranquility of our bridal paths and enjoy bicycling and walking our dog through the neighborhood. We have no sidewalks and the additional traffic caused by Kings Point will have a big impact on our activities and property values. The traffic and parking by Creekside Elementary school is already a safety concern. One only needs to go by the school when it is dismissed to witness the problem. There is inadequate parking and parents picking up children crowd the road. I understand that Kings Point will not be providing any additional parking and streets allowing access to the school. This will further add to an already dangerous situation for the children. I am surprised Aurora would allow this development to proceed without at least considering the safety issue. Kings Point needs to sacrifice some of there development for this purpose.

Response: General comment: Please see Bruce Stokes' April 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.

1YY. Comments by: David Hartman, 7184 S Himalaya Way, Centennial, CO 80016
Phone: 720-870-3023, Email: DHartman@drhdds.com

I am a resident of Antelope and have been for 17 yrs. We moved to this neighborhood because of the large lot size and the quiet nature of the area. The Kings Point development will have a severe negative impact on our neighborhood. We enjoy the tranquility of our bridal paths and enjoy bicycling and walking our dog through the neighborhood. We have no sidewalks and the additional traffic caused by Kings Point will have a big impact on our activities and property values. The traffic and parking by Creekside Elementary school is already a safety concern. One only needs to go by the school when it is dismissed to witness the problem. There is inadequate parking and parents picking up children crowd the road. I understand that Kings Point will not be providing any additional parking and streets allowing access to the school. This will further add to an already dangerous situation for the children. I am surprised Aurora would allow this development to proceed without at least considering the safety issue. Kings Point needs to sacrifice some of there development for this purpose.

Response: General comment: Please see Bruce Stokes' April 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.

1ZZ. Comments by: Sandra Ricard, 7357 S Ireland Way, Centennial, Colorado 80016
Phone: 303-680-0946, Email: golfsand@aol.com

I am concerned about some of the changes Kings Point made in this latest site plan. They changed some street configurations that I feel will create a traffic pattern that causes our neighborhood to be affected greatly. We are a rural setting with no sidewalks. We have mothers walking pushing strollers and horse riders that need to cross our streets in order or stay on the horse paths. We have children walking and riding their bikes on a street that will potentially have increased traffic created by 120 homes that will feed into the new street configuration. We have no way of slowing the traffic down or protecting our neighborhood from this increase in traffic.

I am asking you to slow this process down so Antelope has the ability to have discussions with the developer on

how to mitigate this potential problem. This change was made with no communication with our HOA. This developer is not concerned with the agreement that was signed in 2001/02. Our agreement states the developer was to give us 30 days' notice. We did not get that time consideration. Perhaps you can make that happen for us? We would appreciate your sensitivity to our neighborhood.

Sandy Ricard

Response: General comment: Please see Bruce Stokes' April 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 30 day notice is in the event that the Kingspoint made Material Alterations to the plan. The current plan contains no Material Alterations as per the Antelope Agreement. The developer slowed the process to conduct a neighborhood meeting on January 30, 2017.

1AAA. Comments by: Karen Reddick, 7431 S Ireland Circle, Centennial, CO 80016

Email: karen.reddick@gmail.com

I am writing to voice my concerns about the traffic problems already existing in Antelope that will only be made worse by this construction. The integrity of our rural neighborhood will be in danger. Kings Point has not been following the Agreement Antelope made with them in 2002 and needs to be held accountable.

Response: General comment: Please see Bruce Stokes' April 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.

1BBB. Comments by: Raymond Huck, 20266 E. Davies Ave, Centennial, CO 80016

Phone: 303-680-6132, Email: rsmrjh@gmail.com

Traffic from the kings point development cannot go through east antelope as a feeder road or major thorough fare. The road was not designed for large volumes of traffic. It is already over used with the Creekside traffic and liberty school foot traffic. There are no sidewalks or paths for the kids to use safely. The neighborhood was designed and built for horse property with minimal traffic and little or no through traffic. This neighborhood has been here for over 30 years and should not have to be impacted and changed to accommodate the will of big money development. The developer has to follow the rules and agreements already in place. The leaders of Aurora cannot dictate the policies and rules that keep our neighborhood the great place it is.

Response: General comment: Please see Bruce Stokes' April 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.

1CCC. Comments by: Julian Hutchison, 7327 S. Ireland Circle, Centennial, CO 80016, Phone: 303.690.3082,

Email: LEN.HUTCHISON@ATT.NET

Please close Ireland Way north bound at Long Avenue for Kingspoint traffic into Antelope. Our Antelope neighborhood roads are not suitable for increased traffic with the current demand. More traffic from Kingspoint increases the danger to the current users of already busy streets.

Response: General comment: Please see Bruce Stokes' April 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.

1DDD. Comments by: Michael Smith, 7406 S Ireland Way, Aurora, CO 80016
Phone: 720-369-9190, Email: rsmith@newfields.com

This comment is a follow up to a previous comment that I made regarding the Kings Point Development. Access through low density developments at Antelope and Chenago will profoundly change the development intent of those neighborhoods. By allow access past Liberty Middle school on E Dry Creek Rd the through traffic from Kings Point could be directed through another high density neighborhood for access to Arapahoe Road. This seems to fit with the density through high density areas instead of changing a way of life for people in low density areas. I believe that previous agreements with Kings Point included alternate access routes is this likely the best solution in addition to an interchange off of E-470.

Response: General comment: Please see Bruce Stokes' April 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.

1EEE. Comments by: Michael Smith, 7406 S Ireland Way, Aurora, CO 80016
Phone: 720-369-9190, Email: rsmith@newfields.com

Development of the Kings Point subdivision includes access through established neighborhoods via existing infrastructure in Antelope East and Chenago. Both of these neighborhoods are low density acreages (horse properties) that will be dangerously impacted by directing as many as 2,800 vehicles trip per day through residential neighborhoods established as low density. Current residents of these neighborhoods moved to acreage to avoid the busy streets associated with high density housing and they have paid dearly to live on acreage where busy streets are not a concern, here horses can be ridden in the neighborhood and across streets within the neighborhoods with very little traffic interaction. By directing traffic from kings point through these neighborhoods you will profoundly impact the way of life for several hundred families in Antelope and Chenago. When Kings point was first discussed they had agreed to alternate entrances to reduce impacts to the low density neighborhoods adjacent to the planned development. The traffic increase associated with development of Kings Point will also create a critically dangerous condition at the Elementary school located just west of the intersection of Longs way and Ireland Way. The current traffic in the area creates a dangerous situation for the children at the school adding as much as 2,800 vehicles trips to an already dangerous traffic situation will surely result in injury or worse for the school children.

Response: General comment: Please see Bruce Stokes' April 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.

1FFF. Comments by: Richard Littlestone, 7141 S Ireland Way, Centennial, CO 80016, Phone: 303-690-2922,
Email: temp21@littlestone.com

The extra traffic generated through S Ireland Way by the Kings Point development will make an already terrible

traffic situation much worse. Please close off Ireland way to this new development. Creekside Elementary school already generates enough additional traffic on Ireland way to make mornings and afternoons a constant stream of cars and school buses. Please don't let it get worse - it will seriously diminish the quality of life in what used to be a quiet development.

Response: General comment: Please see Bruce Stokes' April 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.

1GGG. Comments by: Thurman Mattingly, 7289 S. Ireland way, Centennial, CO 80016
Email: joejill_mattingly@msn.com

I live on S. Ireland Way, and I am opposed to this development's potential impact on my quality of life, and that of my family. Traffic is already bad. The posted speed limit is 25 mph, and we routinely see cars exceeding this speed by 10 to 15 mph. Adding traffic from KPL is going to be extremely detrimental to traffic and to our way of life. If we can't stop the development entirely, we certainly can stop Aurora from taking land in Centennial. Figure out a better way to handle development in your city, and keep your traffic out of ours!

Response: General comment: Please see Bruce Stokes' April 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.

1HHH. Comments by: Francine Plourde, 20367 E Briarwood Avenue, Centennial, Co 80016,
Email: fplourde@akers-lawfirm.com

As a member of the Antelope community I am extremely concerned that this development will cause a traffic overload on Himalaya (it appears there is no easier access to Arapahoe Road). How will it support 350 additional homes?

Response: General comment: Please see Bruce Stokes' April 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.

1III. Comments by: Dennis Graves, 6785 S Gibraltar st, Centennial, CO 80016
Phone: 303-470-7506, Email: dennisrgraves@yahoo.com

Aurora needs to finish Aurora parkway and dry creek road to parker road before this begins.

Response: General comment: Please see Bruce Stokes' April 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.

2. Completeness and Clarity of the Application

2A. Several words are not clearly showing up on the sheet sets and are showing up as square boxes instead. Please make the appropriate corrections to ensure all text is legible.

Response: Comment noted; the text has been modified to be legible.

2B. 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 notes have been updated.

2C. The zoning classification should be Low Density and Medium Density Residential.

Response: The zoning classification has been updated on the Cover Sheet.

2D. 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 summary table has been moved from sheet 4 to the cover showing the residential data for each PA.

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

Response: Additional contacts have been added.

2F. 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 provided on every sheet and necessary labels/dimensions have been added.

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

Response: The fencing and tract information has been shown on all CSP sheets.

2H. 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.

2I. Many of the engineering layers are in a darker hatch on the site plan sheets. Please turn these down and darken the line weight on the planning legend items.

Response: The plans have been modified as requested.

2J. Better delineate the area of Tract M where the lift station will be located. Will the area be platted?

Response: Tract M has been clearly identified and will be platted as such.

2K. It is very hard to see the lot lines for each SFD lot. Please turn up the line weight - similar to what occurred in CSP No.1.

Response: Lot lines have been darkened.

3. Zoning and Land Use Comments

3A. It appears that at least one of the loop lanes has more than 10 lots on it. Please see the following for the quantity of lots on a loop lane in Section 146-1108 (B): Loop Lane. Within residential zoning districts, up to ten single-family dwellings may share access to a public street through the use of a loop lane layout, provided that the following conditions are met:

The only loop lane that has more than 10 lots is Tract FF, which is the loop lane adjacent to E. Irish Circle, which has 11 lots. A waiver for this loop lane is requested with this resubmittal.

1. The common area surrounded by the loop lane shall be at least 60 feet wide.
Response: The common area surrounded by the loop lanes is at least 60-feet (back of curb to back of curb) in one direction in each of the three loop lanes in Filing 3.

2. Both the loop lane and the common area surrounded by the loop lane shall be dedicated to a property owners association with responsibility for maintaining the loop lane and the common area. The homeowners association shall have the power to enforce payment of dues from individual homeowners in order to maintain the loop lane and common area. The owners association shall be created and the loop lane and common area shall be dedicated to the association before a certificate of occupancy shall be issued for any dwelling unit using the loop lane.
Response: Comment noted. The common area within the loop lanes will be owned and maintained by the HOA per the Parcel Table on Sheet 2 of the CSP. East Irish Circle, E. Nichols Circle and S. Kirk Circle are all private roads as identified on the site plan and will be owned and maintained by a metro district and/or HOA.

3. Individual driveways leading from the loop lane to each home shall be at least 20 feet long, as measured between the front of the garage or carport and the closest edge of the loop lane.
Response: Comment noted. All homes on these loop lanes will have front setbacks of at least 20' accommodating a 20' driveway.

4. The loop lane development shall comply with off-street parking requirements applicable to single-family dwellings and shall provide one guest parking space per dwelling unit with a minimum of one such space located within 125 feet of each dwelling. Such parking may be located on the abutting public street, as head-in parking in the common area, or as parallel spaces on individual lots. On-street parking on the loop lane shall be prohibited.
Response: This requirement is contrary to the street section proposed, discussed and conceptually approved by staff. Parallel parking is permitted on the loop lane side of the private road section and fulfills the guest parking requirement. This street section has been approved in other developments giving precedent to this design.

4. Transportation Planning Issues

4A. Label the crosswalks, walks, and ramps for the roundabouts.

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

5. Streets and Pedestrian Issues

5A. Please better describe the "temporary loop lane" depicted in several of the estate lots on the north side of

Dry Creek Road.

Response: This is a private access drive for homes that will ultimately front on Dry Creek Road. This solution was discussed with the City on July 24, 2015 as a positive solution for this handful of 1-acre lots and homes that front on Dry Creek.

5B. Per the FDP, there are trails shown leading to the school site. How will you be addressing this?

Response: The trail to Creekside Elementary has been realigned to the south to better connect to the existing sidewalk access on the west side of Long Avenue.

6. Parking

6A. Please indicate how guest parking will be accomplished on the loop lanes. Will the parking be in a driveway or will there be some guest spaces on the loop?

Response: Guest parking is provided within the one-way loop lane pavement section. Refer to Loop Lane section on page 4 of the CSPs.

7. Open Space and Recreational Amenities

7A. There are several areas where the trail system needs to connect to the regional trail. Please show this detail – will a cross-walk be in place along a roadway? Will ramps be provided?

Response: We have coordinated with FHU to show the current design for the MUE trail. We have connected in locations that seem most appropriate.

7B. The E-470 trail note should be shown on all sheets in the sheet set and labeled with the appropriate authority that will be constructed it.

Response: E-470 will be responsible for the construction of the E-470 trail. The E-470 trail note has been updated and appears on all appropriate sheets.

7C. All items in the NAC should be depicted on each relevant sheet in the site plan sheet set. Presently, there are no labels describing the details of the NAC on the site plan sheets.

Response: The NAC is now clearly depicted and labeled. An additional sheet has been added to label the NAC on Sheet L2.20.

8. Landscape Design Issues

Comments by Debbie Bickmire / dbickmir@auroragov.org / 303-739-7261

8A. CSP #2 lies within the “Homestead” area of the FDP. Please provide a narrative as to how the proposed landscape conforms to the character outlined in the FDP.

Response: The Filing 2 landscape conforms to the FDP “Homestead” theme in the following ways:

- **Open space follows historic drainage corridors**
- **Trees in an “Orchard” formation have been provided throughout the landscaped tracts. Shrubs and ornamental grasses in trees lawn have been organized in rows.**
- **The NAC theme “swimming hole” has been incorporated into the play elements and safety surfacing to resemble a rural/rustic pond.**

8B. 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 proximate to where they are required unless there is a reason for the relocation, such as conflict with a utility easement. Revise plans to comply or provide an 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.

8C. 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.

8D. Developer must provide street trees adjacent to open space areas. Make sure trees along sidewalks and trails will not encroach into walkway. See redlines.

Response: Missing street trees adjacent to open space has been added per comment.

8E. 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.

8F. Delineate 100 year flood zone in all tracts.

Response: The 100 year flood zone is now shown and labeled in all tracts where applicable.

8G. Clarify restrictions of IREA easement and add whether the easement contains underground or overhead utilities. Note says landscape has been relocated from Tract C due to easement, however, landscape has been located in same easement in Tracts I and K.

Response: All proposed trees have been removed from the IREA easement, other plant material will remain.

8H. All fences that face a public or private street shall include at least one column for every 60 lineal feet and one column at every fence corner and dead end. (Sec. 146-917. Fences and Walls (B)2). This requirement shall not apply to fences in side yards between single-family homes.

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

8I. The use of cool-season grass sod, seed, and seed mixtures that contain cool-season grass species shall be limited to not more than 33 percent site's total landscaped area (146-1427(B)).

Response: The seed mix has been revised per comment.

8J. Numerous areas/tracts are labeled "Existing to remain, no requirement" indicating that open space landscape will not be provided in these areas. Identify the limits of construction and describe the methods that will be used to prevent these areas from being impacted. If these areas are disturbed the open space landscape

of 1 tree and ten shrubs per 4,000 square feet will be required.

Response: A limits of construction line has been identified on the plans. All disturbed areas will be landscaped at a rate of 1 tree and 10 shrubs per 4,000 sq. ft. Construction fencing will be used to identify the limits of construction.

8K. 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 within the site perimeter buffer 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 L1.02.

8L. The FDP includes specific buffer requirements along the north side E. Dry Creek Rd. to the intersection with Ireland Way. 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. A landscape buffer has not been provided in areas where other streets or lots are between Chenango and E. Dry Creek Rd.

8M. 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. Add a statement to describe typical surface materials of walks, drives, plazas, etc..

Response: All construction notes have been removed from sheets.

8N. Please enlarge the Tract Landscape Key to make the patterns more readable.

Response: Tract Landscape Key has been enlarged to 300 scale to better depict the patterns.

8O. Revise the Tables on Sheet L1.03 as noted on redlines, as well as correct typos.

Response: Tables have been revised per redlines and comment.

8P. Remove the Landscape Requirements Totals table on Sheet L1.04 and delete columns on all tables referencing tree equivalents and transfers.

Response: Landscape Requirements Totals table on Sheet L1.04 have been removed along with the TE and transfers columns. Please see sheet L1.04 for further updated content.

8Q. Show dimensions for the length of the perimeter buffers on each landscape plan sheet.

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

8R. Because sidewalk widths vary, please make sure all sidewalks are dimensioned.

Response: All sidewalks are now dimensioned, please see landscape plan sheets.

8S. Clearly distinguish Tract boundaries. Please add labels for adjacent tracts.

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

8T. Please make sure all streets are labeled on all sheets.

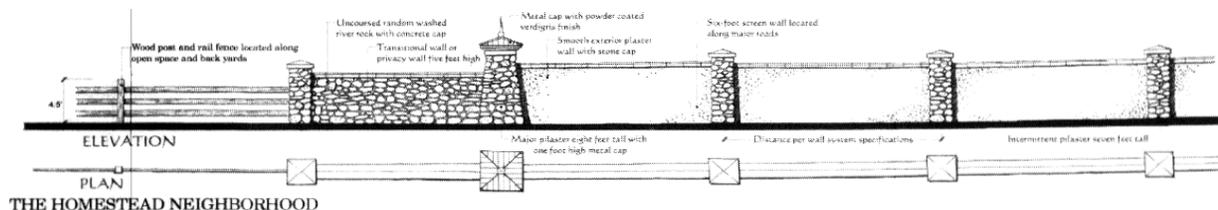
Response: All streets are labeled on all sheets.

8U. For all landscape walls, please add top and bottom of wall elevations.

Response: Top and bottom of wall elevations will be shown on Construction Documents. Wall heights are included in the CSP and landscape plans.

8V. Make sure detail references have been noted with all proposed walls, fences and other hardscape features.

Response: All details have been updated to correspond with proposed walls, fence and other hardscape features.



8W. FDP characterization for the entry monument of Homestead neighborhood was to include decorative pilasters with lanterns and capped with standing seam metal and a finial (see above). Please revise.

Response: The entry monument has been redesigned to match the character described in the FDP. Please see Sheet L4.01.

8X. 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.

8Y. Tract KK, Sheets L2.11-L2.12 show future bed area in the legend. Please describe the meaning of “future bed area” at the playground parking lot. What exactly is proposed for the future? Will the parking lot be constructed, islands, trees installed?

Response: Future bed areas have been removed and plant material is proposed. All proposed parking lot, islands and landscape shown as part of this CSP shall be installed. Future improvements have not been graphically depicted and include the pool, pool building and immediate landscape. Please see Sheet L2.20 and L2.21 for proposed landscape installation.

8Z. Is *Acer ginnala* ‘Flame’ to be considered trees or shrubs? They are in the shrubs section of the Planting Schedule but appear to be counted as trees in the Open Space table.

Response: The *Acer ginnala* ‘Flame’ is proposed in both shrub and tree form. The call out abbreviation has been revised to help distinguish if a shrub or tree form is being proposed. The Open Space Table has been revised to count the tree form as a tree and the shrub form as a shrub.

8AA. There are no intervening landscape islands in the parking lot adjacent to the playground. Landscaped islands shall be placed in parking rows at an overall average of one island per 10 parking spaces (Section 15, Table 15.5).

Response: Landscape islands have been added to the parking lot. Additional landscape beds have been added between the parking lot and the playground.

8BB. The area shown as Tract F on the Tract Landscape Key is not consistent with the boundary of Tract F.

Response: The Tract Landscape Key has been revised to reflect the boundary of Tract F.

9. Architectural and Urban Design Issues

9A. All sign and fencing detail should be labeled and dimensioned throughout each of the relevant sheets in the sheet set.

Response: All sign and fencing details are dimensioned and labeled on relevant sheets.

9B. Several lots in Blocks 11 and 12 do not meet standard lot sizes with their square-footage. Anything under 6,000 s.f. should be classified as a small lot and the applicant needs to determine if they have enough room in their FDP to accommodate additional small lots in Kings Point.

Response: As discussed with City of Aurora Planning Staff, City Code allows Standard size lots to have a 300 square foot "credit" when they are located on streets with detached sidewalks and tree lawns. For this reason, some lots are 5,700 square feet and also permissible as a Standard Lot per the zoning code.

9C. For all * lots in this table, they need to meet the 60 degree or cul-de-sac lot width requirement to qualify for a 35-foot lot frontage. Several lots along loop lanes may not meet the radius requirement. In lieu of putting a * on the lots, please shade these small lots instead.

Response: There are no small lots proposed in Filing 2.

9D. One of the lots needs to be a minimum of 15,000 s.f. to qualify as an estate lot. Please see the teal line for this notation on the lot size sheet.

Response: All Estate Lots now meet the minimum 15,000 sf lot size.

9E. See the teal lines for one block notation about the block length. The block length should not exceed 700-feet without a 25-foot break for a trail.

Response: This 700-foot requirement applies to small lots. There are no small lots proposed in Filing 2.

9F. The applicant may want to check with the E-470 Authority to ensure 6-feet is adequate for sound/noise attenuation. The fencing code was amended after the Kings Point FDP put in the standard for a 6-foot attenuation wall. Presently, the code indicates this would be an 8-foot wall.

Response: The noise sound wall is identified as an 8-foot wall. See detail on Sheet L4.02

9G. Please see specifications on the FDP for materials for all wall and sign details. Supposed to be a stone wall with metal caps with powder coated finishes. The applicant needs to match the materials specified in the FDP.

Response: Materials for the walls and monument signs have been revised to reflect the materials specified in the FDP. See Sheet L4.01 and L4.02.

10. Signage Issues

10A. The data block does not indicate the presence of a monument sign in the CSP. Please clarify and include the appropriate square-footage and number of monument signs for the neighborhood.

Response: The square footage and number of monument signs has been included in the data block of the CSP.

11. Other Site Planning and Technical Issues

11A. Addressing. Comments by Cathy Day, cday@auroragov.org or 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: This information has been provided to Cathryn Day. Once the CSP is approved, we will provide final digital files for City records.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

12. 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: General comment: Please see Bruce Stokes' April 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 revised plan that has been submitted eliminates the direct connection from S. Jebel Street to 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: Kingspoint was aware of Centennials stated intent to close S. Ireland Way just north of Long Avenue prior to the commencement of construction at Kings Point. 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 Cities of Aurora and Centennial have recently proposed a plan which is acceptable to each. With the initial development of Kings Point, prior to any occupancy, the through connection to the north from existing S. Ireland Way will be terminated at E. Dry Creek Road. Access to Long Avenue will be available via an indirect route requiring a northbound vehicle to make three right turns and two left turns to return to S. Ireland Way approximately 600' south of the intersection of S. Ireland Way and Long Avenue. The developer has been asked to consider this change by the City of Aurora and has agreed to do so. This change is reflected in the re-submitted plans.

The developer understands that Centennial's City Council and staff support this modification and have agreed to the request of the City of Aurora, Arapahoe County, Douglas County, Cherry Creek School District and South Metro Fire District that the road connectivity be maintained.

13. Arapahoe County

Planning

12A. Comments by Julio Iturreria, Email: jiturreria@arapahoegov.com

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?

Engineering.

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.

12B. 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.

14. Civil Engineering

13A. Comments by Craig Perl; cperl@auroragov.org , 303-739-7532.

Site Plan

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.
 - a. Local streets should be updated to include wider (5.5') sidewalks and narrower (7.5') tree lawns, within the same ROW.
Response: The streets, sidewalks and tree lawns are revised to meet the City's new standard.
 - b. As on King's Point Filing No. 1, updated features, such as wider sidewalks and bike lanes, should be provided. PW staff is available to discuss specific sections that provide these features without compromising the site layout.
Response: The sidewalk width has been increased to 6ft and the bike lane width has been increased on all collector roads, Dry Creek Rd and Ireland Way (south of the roundabout). Traffic calming turn pockets have been incorporated at the intersections of Dry Creek Rd/Halifax Way, Dry Creek Rd/Himalaya Way, and Dry Creek Rd/Jebel Way per coordination with Aurora Staff.
2. Per updated local street standards, minimum sidewalk width is 5.5', including on private loop lanes.
Response: Sidewalk widths have been increased to 5.5ft on all private loop lanes.
3. Show the loop lane centerline on the typical section, as is used to draw the loop lanes.
Response: The loop lane centerline has been shown on the typical section.
4. Ensure that all loop lanes comply with fire lane turning radii, per Roadway 4.07.1.01. Particularly, the inside flow line radius should be at least 29'.
Response: The turning radii on E Irish Circle were modified to provide a minimum 29ft flowline radii.
5. Indicate the direction of travel for loop lanes on the Site Plan.
Response: The direction of travel has been shown, generally the loop lanes allow a right turn in.
6. 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 updated to comply with the required standards.
7. Suggest not showing underground utilities on the site plan sheets, to reduce visual clutter.
Response: The underground utilities have been lightened to help reduce the visual clutter rather than removed completely.

Public Improvement Plan

8. Show the “initial required improvements” graphically, such as by shading or color.
Response: The “initial required improvements” have been shaded.
9. For each phase, list the roads/extents to be completed.
Response: The roadway extents for each phase have been added.

Plat

10. Provide lot corner radii at all street intersections, including on tracts. Indicate radius on all curb returns, ensuring compliance with Roadway section 4.04.5.03. In no case will the radius be less than 15 feet.
Response: Lot corner radii were added at all street intersections. The curb return radius has been shown on the CSP as the plat does not show curb returns.
11. Multiple cases were found where the ROW width in the street name do not match dimensions or roadway designations. Correct.
Response: These discrepancies have been corrected.

Utility Plan

12. No comments.
Response: Noted.

Grading Plan

13. Provide better contrast between existing and proposed contours.
Response: Better contrast has been provided.
14. Show Base Flood Elevations/100-year water-surface elevations where applicable.
Response: Base Flood Elevations have been shown.
15. Slope labels notation is confusing. The arrow should always point from high to low, and label should always be positive.
Response: The slope labels have been updated.
16. Maximum grade on local streets is 5%, per Roadway Table 4.05.1.1. Proposed grades on E Irish Pl, S. Malta Ct, S Halifax Way, E Nichols Cir, and E Jamison Dr exceed this slope.
Response: Some of the roadway grades were reduced to 5% or less including: the cul-de-sac bulb on E. Irish Place, S. Malta Court and S Nepal Way. Other roadways are at or below 6% including: the remainder of E. Irish Place, S. Halifax Way, E. Nichols Circle, Liverpool Way, E. Moraine Way and E. Jamison Place. Roadway Table 4.05.1.1 indicates that 8% may be allowed by the City Engineer where an alternate access route, at 6% or less, exists. In a meeting and email coordination with Bill McCormick it was agreed the roadway slopes are acceptable.

17. Maximum grade on collectors is 5%, per Roadway Table 4.05.1.1. Proposed grades on S Ireland Way and E Dry Creek Road exceed this slope.

Response: East Dry Creek Road has been modified to have a 5% maximum grade. S. Ireland Way has an existing slope of about 7.55%, per meeting and email coordination with Aurora Staff this existing slope was deemed acceptable.

18. Overlot grading shows some anomalies, likely from Civil 3D, which should be cleaned up.

Response: The grading has been modified to correct these anomalies.

Other

19. See additional comments on the Site Plan in green.

Response: These comments have been addressed. Please find specific responses on the response to comment document.

15. E-470 Highway Authority

14A. 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.

16. Xcel Energy

15A. Comment by DONNA GEORGE, XCEL ENERGY PUBLIC SERVICE CO - CONTRACT ROW PROCESSOR

Address: 550 15TH ST, SUITE 700 DENVER, CO 80202

Phone: 303-571-3306, Email: donna.l.george@xcelenergy.com

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the plat and plans for Kings Point Subdivision Filing No. 2 and CSP No. 2. Please be aware PSCo owns and operates existing natural gas distribution facilities stubbed out in two (2) locations west of IREA's transmission corridor

within the subject property. PSCo requests the Mapping Department (303-571-6636) be contacted in order to be provided a depiction of where these gas lines may lie as they are not in coordination with the planned development. The property owner/developer/contractor must then call the Utility Notification Center at 1-800-922-1987 to have them located. They may need to be relocated.

PSCo requests that the following language or plat note be added to the preliminary and final plats for the subdivision:

These easements are dedicated to the City of Aurora for the benefit of the applicable utility providers for the installation, maintenance, and replacement of electric, gas, television, cable, and telecommunications facilities. Utility easements shall also be granted within any access easements and private streets in the subdivision. Permanent structures, improvements, objects, buildings, wells, water meters and other objects that may interfere with the utility facilities or use thereof (Interfering Objects) shall not be permitted within said utility easements and the utility providers, as grantees, may remove any Interfering Objects at no cost to such grantees, including, without limitation, vegetation. Public Service Company of Colorado (PSCo) and its successors reserve the right to require additional easements and to require the property owner to grant PSCo an easement on its standard form.

The property owner/developer/contractor must continue to work with all Xcel Energy representatives involved with this project.

Response: The requested note has been added to the CSP. A map of the project has been obtained from PSCo. The Developer intends to fully coordinate and will be reaching out when the project starts detailed design.

17. Life Safety

16A. Comments by John J. Van Essen, Plan Examiner III, (303) 739-7489, jvanesse@auroragov.org
Please see Marked-Up (In Blue) Site Plan for Specific Comments. Thank You!

Response: Comments have been addressed.

18. Parks Department

Forestry Comments

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

17A. There are a few major issues with the Tree Protection Plan (TPP) that will be stated here. I would love to meet with you since it is easier to discuss in person than to try to get all information through email.

- There are no Construction Limit Lines shown on the plan.

Response: Construction limit lines have been added to the plan.

- There is no 50' buffer shown on the plan.

Response: 50' buffer has been added to the plan.

- No tree protection is shown.

Response: Tree protection fence has been shown on the plan.

- There are no details for the Tree Protection found on the plan which can be found in the Parks Manual.
Response: The tree protection details have been included in the set. See Sheet 8.

Parks/Open Space Comments

17B. All other parks comments are located in purple on the sheet sets. Comments by Chris Riccardiello, 303-739-7154 or CRicciar@auroragov.org.

Response: Responses to the parks comments have been provided on the redline set.

19. Revenue

18A. (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.) Comment by Diana Porter, dporter@auroragov.org. Development Fees Due:

Water Transmission Development Fee	\$225,294.30
Sewer Interceptor Development Fee	\$102,406.50
Storm Drain Development Fee	\$577,163.03
Total Due	\$904,863.83

Development fees were not charged for Tracts K and M which are dedicated to the City.

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

20. Real Property

19A. See red line (Magenta) comments from Maurice Brooks, mbrooks@auroragov.org. Continue with the process of the License Agreement for the encroachments.

Response: Noted, thank you. A license agreement will be submitted as appropriate at time of construction drawings.

21. School District

20A. The City is aware of discussions with CCSD on an overflow parking lot with Creekside. At this time, Staff has not received a formal letter on this project from David Strohfus or Angela McCain with the Cherry Creek School District. We will continue to update the applicant if additional correspondence comes in via email in between the Kings Point reviews/submissions.

Response: The developer met with CCSD to discuss parking and traffic issues pertaining to Creekside Elementary School. The developer understands that CCSD and the City of Centennial are working together to explore possible mitigation measures.

22. CDOT

21A. Please see attached. Insufficient information and follow-up provided.

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 upon 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.

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 and crossing of Parker Road. The next submittal of the CSP will indicate this trail in a note on the site plan and landscape plan.

23. Traffic Engineering

22A. See yellow lines on the sheet sets for all traffic comments. Comments provided by Victor Rachael, vrachael@auroragov.org or 303-739-7309.

Response: Traffic comments in the redlines have previously been addressed. It is our understanding that the revised traffic study that is dated October 26, 2016 addresses all of the traffic comments.

24. Aurora Water

23A. Please review the redlines on the Utility Plan sheet. Comments by Anthony Tran, atran@auroragov.org or (303) 739-7376.

Utility (water and sanitary) Comments:

1. Indicate that these preliminary plans are NOT for construction up to the time of final design and civil submittal review by the City.

Response: A note has been added indicating the plans are not for construction

2. Provide horizontal control dimensions for all storm, sanitary, and water infrastructure.

Response: As coordinated this detailed information will be provided during the construction document and civil review.

3. Provide Plan and Profile sheets for sanitary mains and waterlines 16 inches or greater.

- a. Existing and proposed grade.
- b. Label pipe size, length, material, 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 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.

- Response: As coordinated this detailed information will be provided during the construction document and civil review.**
4. Separate irrigation meters will be required for outdoor water use within the development site (other than residential). Show and label meter locations and dedicated utility easements.
Response: Preliminary irrigation meter locations are shown on the CSP. Final locations with dedicated easement will be identified during the construction document and civil review phase.
 5. Label all private maintained utilities (service lines, under drains and cleanouts).
Response: As coordinated this detailed information will be provided during the construction document and civil review.
 6. 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: The requested note has been added.
 7. Call out pipe size, length, and slope of service laterals or include note and reference City detail.
Response: As coordinated this detailed information will be provided during the construction document and civil review.
 8. Provide resistivity testing for pipe selection.
Response: As coordinated this detailed information will be provided during the construction document and civil review.
 9. Indicate and label wet tap sizes according to phasing (need to account for live mains throughout construction phasing).
Response: As coordinated this detailed information will be provided during the construction document and civil review.
 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: As coordinated this detailed information will be provided during the construction document and civil review.
 11. Show water service meter locations in landscape areas or reference and show on site plan.
Response: As coordinated this detailed information will be provided during the construction document and civil review.
 12. Label all water fittings including bends, tees, valves, air reliefs, and blow-offs.
Response: As coordinated this detailed information will be provided during the construction document and civil review.
 13. Label all sanitary tees on main, wyes on stub outs at cul-de-sacs/future expansion points.

Response: As coordinated this detailed information will be provided during the construction document and civil review.

14. Include appropriate details for utility crossings that require separation concrete encasement.
Response: As coordinated this detailed information will be provided during the construction document and civil review.
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: Easements, existing and proposed, have been shown on the CSP and the Overall Utility Plan.
16. Reference thrust blocks and restraints per City details/standards.
Response: As coordinated this detailed information will be provided during the construction document and civil review.
17. Detail out thrust restraints required on water lines larger than 16".
Response: As coordinated this detailed information will be provided during the construction document and civil review.

General Drainage Comments

Response to all drainage comments: A drainage report was submitted for 2nd review on October 10, 2016 and comments were received on January 6, 2017. All comments from the drainage report will be addressed and resubmitted with the CSP resubmittal. The drainage report includes preliminary drainage plan sheets that address some of these comments. Many of the below comments will be addressed during the construction plan and civil review stage of the project and are not critical to the CSP.

1. Provide a drainage report and backup calculations to size storm infrastructure
 - a. Provide a drainage plan with flow arrows.
 - b. Include narrative on stormwater quality control plan (SWQCP).
2. Show, label and dimension public right-of-way, utility/drainage easements and tracts including detention basins dedicated to City.
3. Provide backup and additional details on outlet protection, consider flared end sections, joint restraints, riprap and cutoff walls. The minimum size of riprap is Type M.
4. Label and distinguish Private Utilities (Ponds, outlet structures, pipes) to be maintained by metro district, developer, HOA or other owner's association.
5. Provide a stormwater management plan and report per City's standard.

Pond/Detention Basin Comments

1. Include Pond Certification note per City's Drainage Criteria Manual (DCM) Section 3.63.
2. Provide and label weir sill elevation, and ensure 100-year freeboard is 1 ft below overflow weir sill per City DCM S6.3.2.
3. Include note for detention pond outlet signage per S6.36 of City's DCM.
4. Submit I&M Plans for each of the three (3) detention basins.
5. Provide adequate overflow weir and spillway protection.
6. Provide overflow calculations and demonstrate spillway and weir are sized to convey 100-yr inflow.
7. Include forebay, micropool and outlet structure details in final design.
8. Ensure adequate maintenance access is provided to top of detention pond, inlet structures, outlet structures, and forebay.

Storm Conveyance System Comments

1. Provide Type R inlet sizing calculations for proposed design and account for clogging per City standards. Label or add note/table for inlet type and size.
2. Provide plan and profiles for storm sewer and show the following:
 - a. Horizontal control dimensions.
 - b. Existing and proposed grade.
 - c. Label length and note City's standard Type R Inlet.
 - d. Elevation and stationing.
 - e. Clearance at any crossings with other utilities.
 - f. Provide HGL on profiles.
*Note that the City requires 1 foot freeboard below proposed grade for a 100-year system.
 - g. Pipe length, slope, size and material.
 - h. Label manhole inside diameter and ensure manhole size meets City standard.
 - i. Manhole inverts and ensure minimum drop through manhole per City standard.
3. Provide headwall, wing walls, hand railing, concrete apron, and cutoff walls for detention pond outlet structures (as appropriate) and associated details.