



Planning Division  
15151 E. Alameda Parkway, Ste. 2300  
Aurora, Colorado 80012  
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November 23, 2016

Bruce Stokes  
C/O Kingspoint, LLC  
333 E First Ave, Ste. 410  
Denver, CO 80206

**Re: Initial Submission Review - KINGS POINT CSP NO 2 - CSP AND PLAT**  
Application Number: **DA-1609-17**  
Case NumberS: **2016-4013-00; 2016-3041-00**

Dear Mr. Stokes:

Thank you for your initial submission, which we started to process on Monday, September 26, 2016. We reviewed it and attached our comments along with this cover letter. The first section of our review highlights our major comments. The following sections contain more specific comments, including those received from other city departments and community members.

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

Note that all our comments are numbered. When you resubmit, include a cover letter specifically responding to each item. The Planning Department reserves the right to reject any resubmissions that fail to address these items. If you have made any other changes to your documents other than those requested, be sure to also specifically list them in your letter.

Due to the comments from the public regarding Ireland Way and the need for a full second submission, Staff is moving out the estimated administrative decision date to Wednesday, January 25, 2017.

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

Sincerely,

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

cc: Mindy Parnes, Planning Department  
Leanne Vielehr, Norris Design, 1101 Bannock St, Denver, CO 80204  
Marsha Osborn, Neighborhood Liaison  
Gary Sandel, ODA  
Filed: K:\DA\1609-17rev1.rtf

## Tart Schoenfelder, Libby

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**From:** James <jldewolfe@comcast.net>  
**Sent:** Tuesday, October 11, 2016 12:22 PM  
**To:** Tart Schoenfelder, Libby  
**Subject:** King's Point Development

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

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

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

## **Tart Schoenfelder, Libby**

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**From:** grakarw@aol.com  
**Sent:** Friday, October 14, 2016 2:45 PM  
**To:** Tart Schoenfelder, Libby  
**Subject:** Kings Point Development Project 1149332

Dear Ms. Tart-Schoenfelder,  
We are residents in the Chapparral neighborhood and are concern to learn of the plans for the Kings Point Development.

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

As I am sure you are well aware, these neighborhoods do not have any sidewalks, the neighborhoods are not well illuminated yet there are a significant number of kids who not only have to catch the school bus, in many instances they have to walk a considerable distance to the collection point. Further there is Creekside Elementary School also along this route. The existing infrastructure including schools is already challenged yet I know of no plans to expand this infrastructure, so perhaps you can enlighten us on those plans?

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

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

Sincerely,

Graeme & Karen Watson

## Chapparral 480 Homeowners Association

**Officers:**

Rolayne Sellers-Pres

Jim Harrington-V.Pres

MaryAnn Neumann-Tres

Ken Brunk-Secretary

Dan Hartman-Director



7092 S. Chapparral Circle East, Centennial, CO 80016

October 11, 2016

Libby Tart-Schoenfelder, Planning Department Case Manager  
Planning Development Services  
City of Aurora  
15151 E. Alameda Parkway, Suite 2300  
Aurora, CO 80012

Reference: Kings Point project number 1149332

Dear Ms. Tart-Schoenfelder,

I am writing regarding your recent posting about the development application for Kings Point CSP No 2. Based on review of the information we have received, the following comments are representative of the Chapparral HOA. We are also communicating with the HOA in Antelope.

One of our initial concerns is that this process is happening way too fast and furiously. There is no public hearing on the matter. We believe the builder does not want the feedback from the neighboring communities that were forthright in September of 2015. It seems those responsible are ignoring the impact to the communities of Antelope, Chenango, Chapparral, Travois and Antelope Heights. And the Kings Point developers are not following agreements made with some of these communities!

This filing is requesting approval of a contextual site plan for 351 single family detached homes on approximately 224 acres and a plat for 351 lots and 38 tracts. We understand the builder does not want to improve the roadway connecting Aurora Parkway through to Parker Road before the project begins. However, not doing so will greatly impact our communities, especially with construction traffic during the building phase. We have felt the effect of the widening of Arapahoe Road through our communities with construction traffic and many more cars driving through our neighborhoods. And since we are in Centennial, we know that if there is damage to our roads the city of Aurora will not be coming to pave our roads! It seems reasonable to require Aurora developers to use roadways that affect Aurora and not Centennial.

We recognize the problems that Kings Point will create for Creekside Elementary. There has not been enough planning to the area to create safety for those who walk to Creekside, or for the car traffic that develops to drop kids off at school. There was never a traffic engineering study that seriously looked at closing Ireland.

Your approval criteria suggests that this subdivision will not result in new burdens on the city's existing public facilities and services. Is there any criteria that looks at how it might impact existing neighborhoods that are not part of Aurora? We would like to have our neighborhoods protected from construction traffic, as well as the increased traffic flows when the housing development is complete. This will greatly change our community when you add small lots to the large lot communities that surround this property.

We hope the City of Aurora will listen to the existing communities regarding the impact to the region for our roads, traffic patterns, water concerns, as well as schools and fire and police protection. Please note that the Chapparal 480 Homeowners Association is responsibly responding with a negative vote to continue allowing this project the way it has been submitted.

On Behalf of the Chapparal 480 Board,

A handwritten signature in cursive script that reads "Rolayne Sellers".

Rolayne Sellers  
Chapparal 480 HOA President  
7072 S. Chapparal Circle East  
Centennial, CO 80016  
Email: rolaynesellers@gmail.com



October 14, 2016

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

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

Dear Ms. Tart-Schoenfelder:

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

I. Roadways:

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

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

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

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

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

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

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

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

### III. Golf Course Lakes:

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

October 14, 2016

Page 3

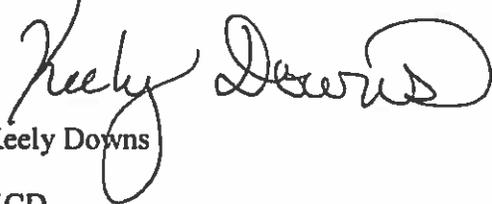
location of these areas and the change in uses designated from golf course lakes to "Temporary Detention Ponds." These material changes are breaches of the Chenango Agreement, which Chenango will seek to enforce.

IV. Location and configuration of land use areas:

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

Sincerely,

Moye White LLP

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

Keely Downs

KCD

October 13, 2016

*Via E-mail (etart@auroragov.org)*

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

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

Dear Ms. Tart-Schoenfelder:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[https://www.dropbox.com/s/bl05x5mg7erbqcf/20160525\\_132722.mp4?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.

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

Sincerely,



Kelly G. Morrow  
ORTEN CAVANAGH & HOLMES, LLC

KGM/sl

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



October 14, 2016

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

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

Dear Ms. Tart-Schoenfelder,

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

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

General Comments:

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

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

CSP No. 1:

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

CSP No. 2:

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

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

Regards,



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

**Enclosures:**

**CSP No. 1 Redlined Site Plan**

**CSP No. 2 Redlined Site Plan**

**Referral Response, September 11, 2015**

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

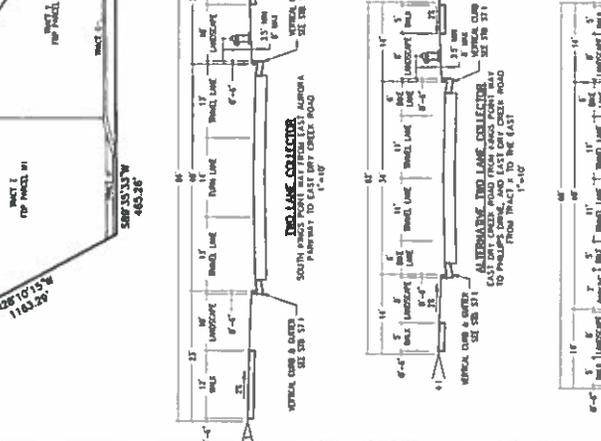
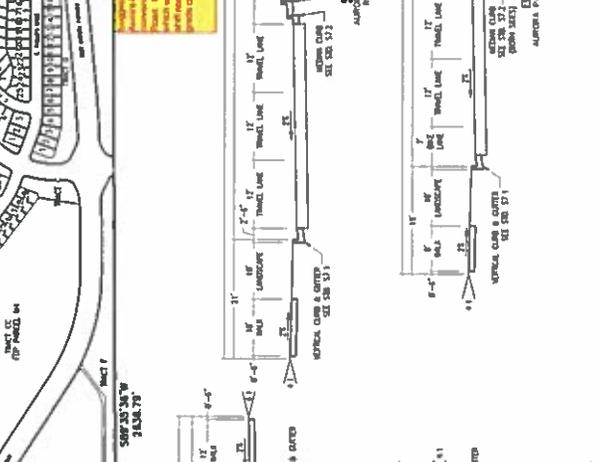
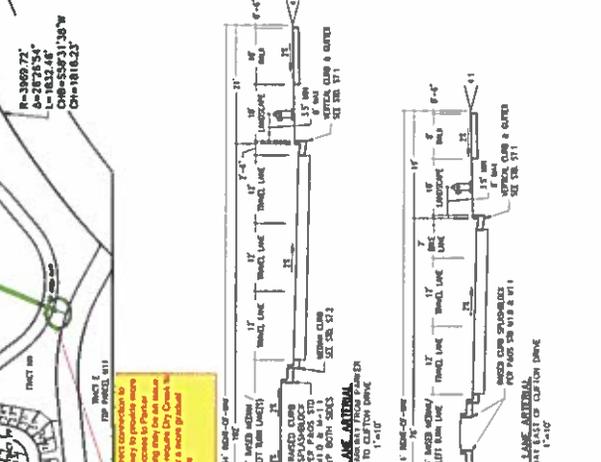
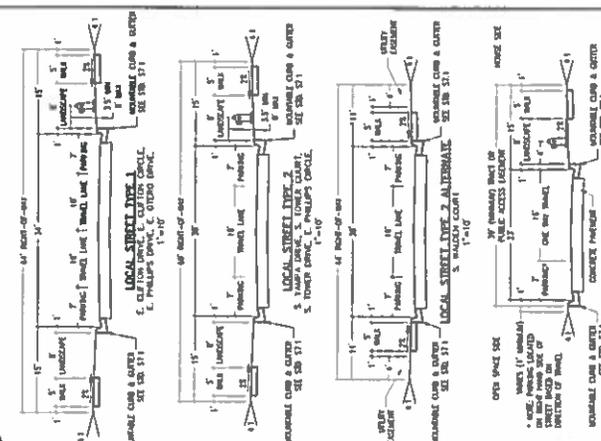
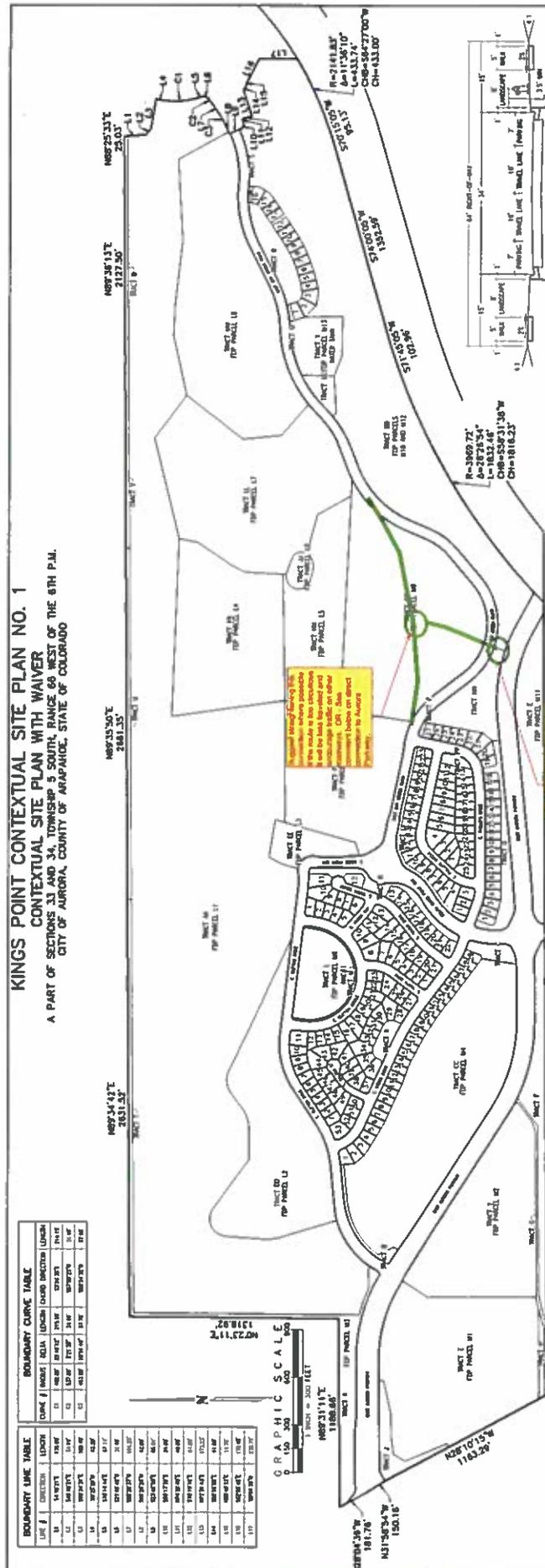
**Cc: Mayor Cathy Noon, City of Centennial  
Councilmember Mark Gotto (District 3), City of Centennial  
Councilmember Ken Lucas (District 3), City of Centennial  
Elisha Thomas, Interim City Manager, City of Centennial  
Andy Firestine, AICP, Assistant City Manager, City of Centennial  
Robert C. Widner,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

# KINGS POINT CONTEXTUAL SITE PLAN NO. 1

CONTEXTUAL SITE PLAN WITH WAIVER  
A PART OF SECTIONS 33 AND 34, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE 6TH P.M.  
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

LINE #	DIRECTION	LENGTH	BEARING	CURVE DATA	LENGTH
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2	E 89° 59' 59" S	100.00			100.00
3	S 0° 00' 00" W	100.00			100.00
4	N 89° 59' 59" E	100.00			100.00
5	E 0° 00' 00" W	100.00			100.00
6	N 89° 59' 59" E	100.00			100.00
7	E 89° 59' 59" S	100.00			100.00
8	S 0° 00' 00" W	100.00			100.00
9	N 10° 00' 00" W	100.00			100.00

GRAPHIC SCALE  
0 100 200 300 FEET  
1" = 100'



**DEVELOPER**  
KINGS POINT DEVELOPMENT COMPANY  
3031 E FIRST AVENUE, SUITE 300  
AURORA, CO 80012-2019  
CONTACT: BRUCE STOKES

**DESIGNER**  
EMK CONSULTANTS, INC.  
ENGINEERING/SURVEYING  
LAND DEVELOPMENT  
SERVICES AND SOLUTIONS  
1500 W. 10TH AVENUE, SUITE 100  
CENTRAL COLORADO 80112-2019  
CONTACT: BRUCE STOKES

**DEVELOPER**  
KINGS POINT DEVELOPMENT COMPANY  
3031 E FIRST AVENUE, SUITE 300  
AURORA, CO 80012-2019  
CONTACT: BRUCE STOKES

**DESIGNER**  
EMK CONSULTANTS, INC.  
ENGINEERING/SURVEYING  
LAND DEVELOPMENT  
SERVICES AND SOLUTIONS  
1500 W. 10TH AVENUE, SUITE 100  
CENTRAL COLORADO 80112-2019  
CONTACT: BRUCE STOKES

**DEVELOPER**  
KINGS POINT DEVELOPMENT COMPANY  
3031 E FIRST AVENUE, SUITE 300  
AURORA, CO 80012-2019  
CONTACT: BRUCE STOKES

**DESIGNER**  
EMK CONSULTANTS, INC.  
ENGINEERING/SURVEYING  
LAND DEVELOPMENT  
SERVICES AND SOLUTIONS  
1500 W. 10TH AVENUE, SUITE 100  
CENTRAL COLORADO 80112-2019  
CONTACT: BRUCE STOKES





September 11, 2015

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

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

Dear Ms. Tart-Schoenfelder,

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

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

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

General Comments:

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

CSP No. 1:

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

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

CSP No. 2:

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

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

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

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

Regards,



Derek M. Holcomb, AICP  
Principal Planner  
City of Centennial

Enclosure:  
As stated

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



## **MEMORANDUM OF FINDINGS**

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

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

**Date:** October 14, 2016

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

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

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

## Memorandum

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

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

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

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

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

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



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

Re: **Kings Point South – Collector Road**

Dear Mr. Niederman:

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

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

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

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

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

Sincerely,

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

Tom Williams, P.E.  
Engineering and Stormwater Manager

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



**COLORADO**

Department of Transportation

Region 1

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

## MEMORANDUM

TO: Libby Tart, Planning Project Manager

FROM: Rick Solomon, Permit Unit Supervisor

DATE: October 21, 2016

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

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

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

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

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

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

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

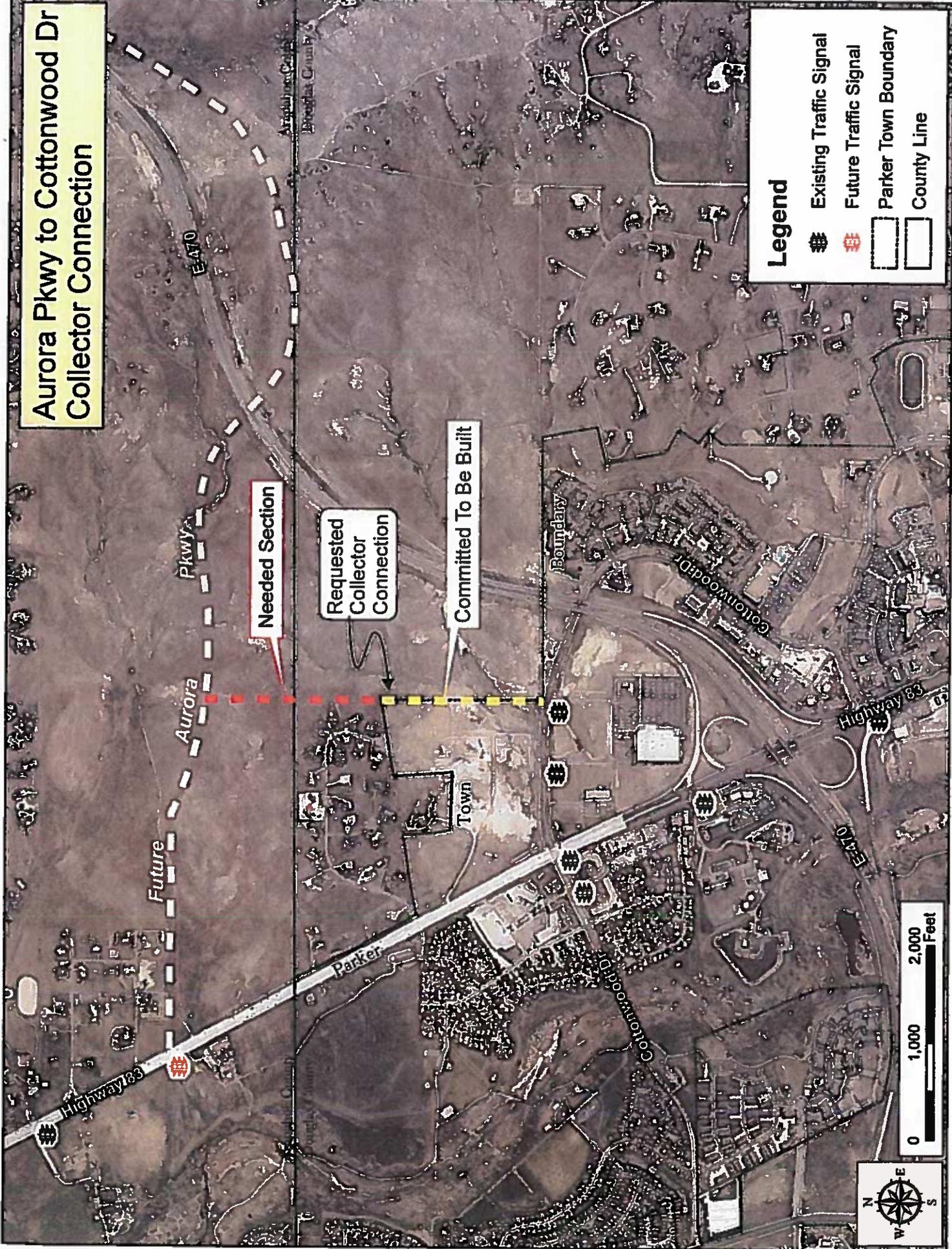
On another follow-up matter, CDOT held discussions with the Kings Point developer and City staff regarding the need to realign the E-470 trail through Kings Point on a more direct route of connection to the Cherry Creek Regional Trail. This discussion occurred in February of 2015. CDOT was neutral to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

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

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

Attachments

# Aurora Pkwy to Cottonwood Dr Collector Connection



Needed Section

Requested  
Collector  
Connection

Committed To Be Built

## Legend

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



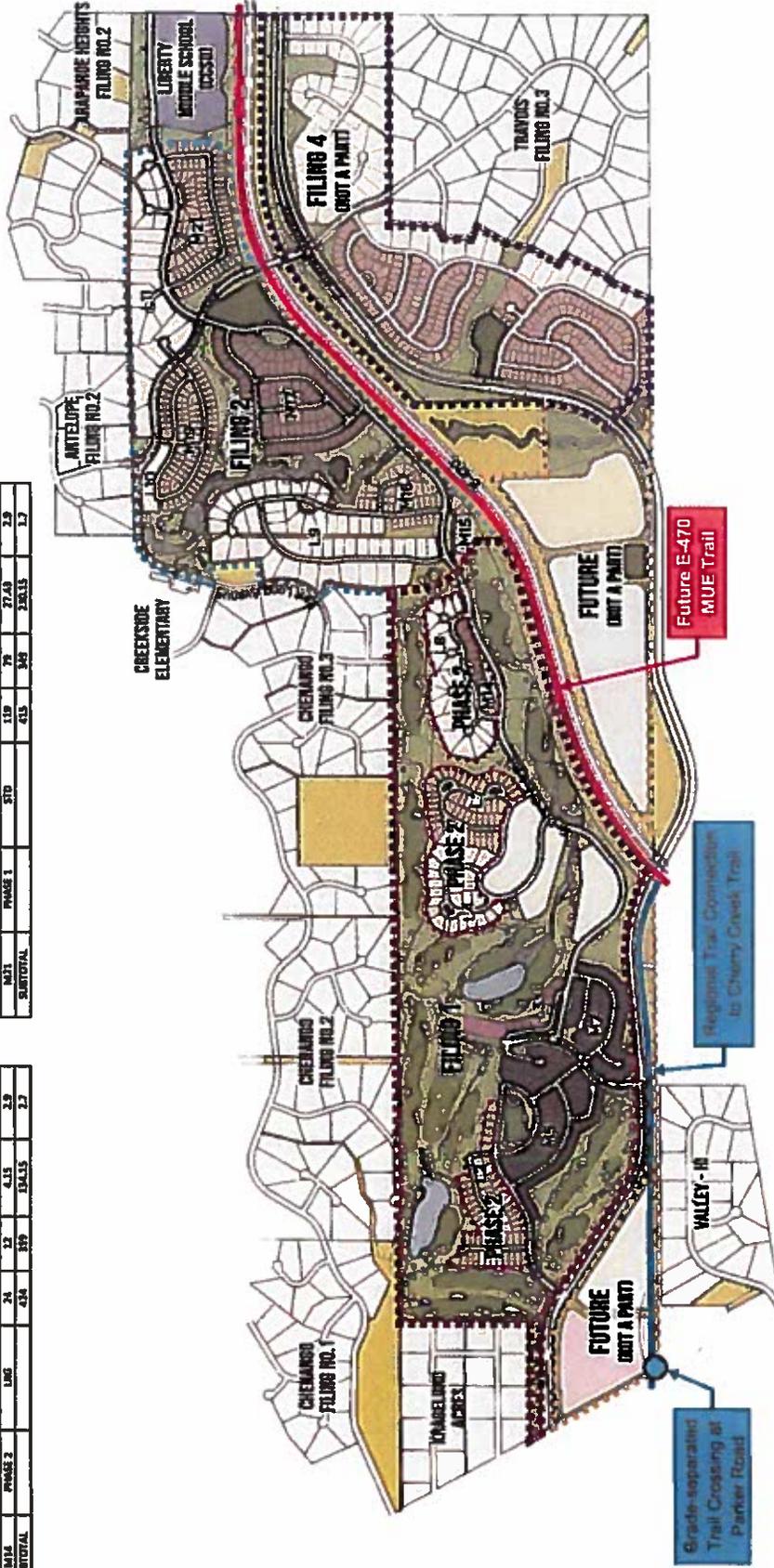
Proposed Trail Realignment  
By COA + KINGS POINT  
02-2015

CSP NO. 1 PARCEL SUMMARY

CONTEXTUAL SITE PLAN NO. 1 PARCEL SUMMARY			
PARCEL	PHASE	LOT SIZE CATEGORY	ACRES GROSS
SINGLE FAMILY DETACHED RESIDENTIAL			
U1	PHASE 1	UD	17.25
U2	PHASE 1	UD	2.71
U3	PHASE 1	UD	16.45
U4	PHASE 1	UD	21.51
U5	PHASE 1	UD	25.07
U6	PHASE 1	UD	20.33
U7	PHASE 1	UD	12.48
U8	PHASE 1	UD	4.15
SUBTOTAL			134.15

CSP NO. 2 PARCEL SUMMARY

CONTEXTUAL SITE PLAN NO. 2 PARCEL SUMMARY			
PARCEL	PHASE	LOT SIZE CATEGORY	ACRES GROSS
SINGLE FAMILY DETACHED RESIDENTIAL			
L9	PHASE 1	ES1	50.23
L10	PHASE 1	ES1	31.45
L11	PHASE 1	ES1	24.72
L12	PHASE 1	ES1	3.47
L13	PHASE 1	ES1	11.83
L14	PHASE 1	ES1	44.37
L15	PHASE 1	ES1	22.24
L16	PHASE 1	ES1	27.43
SUBTOTAL			208.15



PROPOSED DEVELOPMENT PHASES

Kings Point - February 23, 2015

CONCEPTUAL REGIONAL TRAIL CONNECTIVITY THROUGH KINGS POINT



Email written to Mayor Hogan from a resident of Antelope:

**From:** Linda and Mark Lehrer [<mailto:lehrer@q.com>]

**Sent:** Saturday, November 12, 2016 9:51 AM

**To:** Hogan, Steve <[shogan@auroragov.org](mailto:shogan@auroragov.org)>; Mounier, Sally <[smounier@auroragov.org](mailto:smounier@auroragov.org)>; Peterson, Renie <[rrpeters@auroragov.org](mailto:rrpeters@auroragov.org)>; Berzins, Marsha <[mberzins@auroragov.org](mailto:mberzins@auroragov.org)>; Richardson, Charles "Charlie" <[crichard@auroragov.org](mailto:crichard@auroragov.org)>; Roth, Bob <[broth@auroragov.org](mailto:broth@auroragov.org)>; Bergan, Francoise <[fbergan@auroragov.org](mailto:fbergan@auroragov.org)>; Cleland, Barbara <[bcleland@auroragov.org](mailto:bcleland@auroragov.org)>; Lawson, Angela <[alawson@auroragov.org](mailto:alawson@auroragov.org)>; LeGare, Bob <[blegare@auroragov.org](mailto:blegare@auroragov.org)>; Pierce, Brad <[bpierce@auroragov.org](mailto:bpierce@auroragov.org)>

**Cc:** Bill Jacobs <[jacobsb474@aol.com](mailto:jacobsb474@aol.com)>; Bob Brodkorb <[rd.brodkorb@gmail.com](mailto:rd.brodkorb@gmail.com)>; Mike Smith <[rmsmith@ext.newfields.com](mailto:rmsmith@ext.newfields.com)>; Sandy Ricard <[golfsand@aol.com](mailto:golfsand@aol.com)>; Bridget Duggan <[duggan256@msn.com](mailto:duggan256@msn.com)>; Cathy Schulze <[cathyschulze@me.com](mailto:cathyschulze@me.com)>; Tom Mackenzie <[wtmackenzie@gmail.com](mailto:wtmackenzie@gmail.com)>; Dennis Graves <[dennisrgraves@yahoo.com](mailto:dennisrgraves@yahoo.com)>; DONALD L MCCRACKEN Owner <[dndmcc@q.com](mailto:dndmcc@q.com)>; Ann Grosvenor <[asbovard@gmail.com](mailto:asbovard@gmail.com)>; Ben Molk <[ben@molkfamily.com](mailto:ben@molkfamily.com)>; Ken Lucas <[klucas@centennialco.gov](mailto:klucas@centennialco.gov)>; Mark Gotto <[mgotto@centennialco.gov](mailto:mgotto@centennialco.gov)>; cnoon@centennialco.gov; Derek Holcomb <[dholcomb@centennialco.gov](mailto:dholcomb@centennialco.gov)>; Amy & Henry Galan <[galantelope@comcast.net](mailto:galantelope@comcast.net)>

**Subject:** Kings Point Development

Honorable Mayor Hogan and Aurora Council Members:

Kings Point is a large proposed development located on the southern edge of Aurora along the E-470 corridor between S. Parker and S. Gartrell Roads. The land was first platted in 1988, but the proposed subdivision has experienced many setbacks and is currently in final administrative review by Aurora Planning and Development Services. The development is surrounded on all sides by large-lot, rural neighborhoods.

When the land was in its initial planning stages, the developers promised that they would put in the infrastructure necessary to internally contain the negative effects of their much higher-density urban development from the surrounding rural neighborhoods. The original owners proposed that Kings Point traffic not be allowed to travel through surrounding neighborhoods, but instead be directed internally to Kings Point down to major collectors. Subsequent Kings Point owners promised that phasing of the project would be such that these internal collectors would be built in an order so that all traffic infrastructure would be completed before the next phase started, i.e. Phase I would be completed before Phase II. As Kings Point has yet to be built, the termination of the roads surrounding the proposed development has not been completed, although Kings Point made private legal agreements with surrounding neighborhoods to support the closure of these connecting roads in 2001.

Antelope subdivision is a rural, horse-property, large-lot subdivision located on the northern edge of the Kings Point development. The majority of our homes are located along a small, two-lane road (S. Ireland Way and S. Himalaya Way) between Kings Point and Arapahoe Road. Ireland and Himalaya are winding and narrow, with no sidewalks, curbs, gutters, shoulders, or street lights. At night, these roads blend

into the dark. They were dirt until the mid-1980's when the homeowners got together and paid to have asphalt laid. Kids commonly play and skateboard in the street or walk to school. Groups of adults catch up with neighbors and friends as they walk with their dogs. Horse-back-riders and wildlife crisscross the road. Mailboxes hug the road edges. Any additional traffic on these roads would exacerbate an already unsafe reality.

Despite their written commitment to protect our neighborhood, Kings Point Development Company has ignored their promises in their latest Contextual Site Plan. They have retained the roadway connection with Antelope and surrounding rural neighborhoods. They have abandoned the Phasing Plan and plan to start with Phase 2 instead of the promised Phase 1. They have not provided access to the only elementary school in the area, instead relying on an already-dangerous rural road. They have added direct traffic pathways between high-density neighborhoods and the entrance to our subdivision. Recently-completed traffic studies show "road failure" in the surrounding neighborhoods once Kings Point is complete.

We ask you to work with the City of Centennial to craft mitigation measures to prevent directing high-density development through our low-density neighborhoods. A solution needs to be finalized before the approval of the Kings Point Contextual Site Plan so that the developer has the time and motivation to plan for the necessary changes. It would be unfair to future unsuspecting Aurora residents who purchase homes in Kings Point to find that they can't easily exit their neighborhood or drop their children off to school using the internal traffic infrastructure. Waiting to effect a traffic pattern change until after the development is in place will make it much more difficult to put a long-term, viable solution together in the future rather than simply forcing the issue right now.

### **Proposed Solution**

We ask you to work with the City of Centennial to:

1. Close S. Ireland Way at the intersection of E. Longs Ave and S. Ireland Way, while maintaining emergency vehicle access to these roads. Aurora, South Metro and Cunningham Fire Departments have all successfully addressed access to gated communities and areas of sensitive accessibility with electronic monitoring and opening devices.
2. Require that the developer put a student drop-off/parking/bus area and dedicated walkway constructed within the Kings Point development on the east side of Creekside Elementary immediately adjacent to the school.
3. Require that Phase 1 be completed before Phase 2 and construct E. Dry Creek road from S. Gartrell to S. Parker Road before the sale of any homes within Kings Point.
4. Work with Kings Point to engineer E. Dry Creek Road such that resulting sound and light pollution is directed towards E-470 and away from Antelope.

The following objectives are accomplished with these straight-forward changes:

- A. Ensures that high-volume traffic from Kings Point will not be directed through E. Longs Avenue or S. Ireland Way, thereby preserving the intent of the surrounding low density developments.
- B. Maintains connectivity to Creekside Elementary for all homeowners, including Kings Point and Travois, while drastically improving safety for our children.

- C. Produces easy connectivity for Travois and Kings Point residents to E. Arapahoe Road and S. Parker Road.
- D. Provides reliable access and quick response times for emergency services either by the emergency access gates or major collectors within Kings Point.
- E. Provides the necessary access for construction equipment to develop Kings Point instead of using residential streets through low density neighborhoods for construction equipment access.

Because the neighborhoods adjacent and surrounding Kings Point are likely to need to get up-to-speed and comment on these proposed changes and address any concerns, **we are asking that a public hearing be held on this matter before administratively approving the Kings Point Contextual Site Plan.**

I plan to address you at your November 14<sup>th</sup> meeting to further discuss these concerns and to answer any questions you may have.

Thank you for your time and consideration. I know that by working together we can attend to the needs of all of our citizens.

Linda Lehrer

Antelope Property Owners Association

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Linda and Mark Lehrer, 7452 S. Ireland Ct. Centennial, Colorado 80016, 720-320-5815, [lehrer@q.com](mailto:lehrer@q.com)



## *Initial Submission Review*

### **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.
- **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.
- **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.
- **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](mailto: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.

1B. Comment from: Sue Glenn, 7367 S Himalaya Way, Centennial, Colorado 80016

Phone: 303-668-0513, Email: [suziglenn3@gmail.com](mailto: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.

1C. Comment from: James Van Gelder, 7470 South Himalaya Way, Centennial, CO 80016, Phone: 303-693-4430, Email: [jvanredleg@yahoo.com](mailto: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!!

1D. Comment from: Jared Eccles, 6821 s Himalaya way, Centennial, Co 80016

Email: [Jaredceccles@gmail.com](mailto: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.

1E. Comment from: Jennifer Wiszowaty, 7461 South Ireland Circle, CENTENNIAL, Colorado 80016, Email:

[jenn.wiszowaty@gmail.com](mailto: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 make 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!

1F. Comment from: THOMAS STAUCH, 20258 E BRIARWOOD AVE, CENTENNIAL, CO 80016

Phone: 303 690-5663, Email: [staughtom@aol.com](mailto: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

1G. Comment from: Susan Harter, 7002 Himalaya Way, Centennial, CO 80016  
Phone: 720-308-7730, Email: [susiemharter@gmail.com](mailto: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.

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

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.

Best regards,  
Sarah Molk

II. Comment from: Kelly Morrow, 1445 Market St., Suite 350, Orten, Cavanagh & Holmes, LLC, Denver, CO 80202, Email: [kmorrow@ochhoalaw.com](mailto:kmorrow@ochhoalaw.com)

Via E-mail ([etart@auroragov.org](mailto: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/sl5ari9od7qkdy0/IMG_2219.m4v?dl=0)

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

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

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

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

In the letter of introduction from Norris Design dated September 16, 2016 for the Filing 1 Application, Kingspoint acknowledges that certain road improvements will be constructed as part of the public improvements phasing plan to provide direct connections between Gartrell Road and Parker Road. Sheet 24 of Kings Point CSP No. 1 includes the Kings Point Filing No. 1 Phasing Notes. The, “Phase 1 Improvements (Required Prior to First Lot Development)” indicates the following road improvements will be constructed in Phase 1:

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

(“Phase 1 Road Improvements”)

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

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.

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- Road improvements to Kings Point Way.
- Road improvements to Dry Creek from Kings Point Way to existing school site of Kings Point Filing No. 3.
- Clifton Drive from Aurora Parkway to Otero Drive.

(“Phase 1 Road Improvements”)

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

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

Sincerely,

Kelly G. Morrow

ORTEN CAVANAGH & HOLMES, LLC

KGM/sl

c: Board of Directors, Antelope Property Owners Association

1J. Comments by: Jill Jacobs, 7265 S. Himalaya Way, Centennial, CO 80016

Phone: 303-619-7686, Email: [Jiljacobs@aol.com](mailto: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

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

Phone: 720-312-8364, Email: [julieperry91@gmail.com](mailto: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

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

Phone: 303-249-0116, Email: [mjp1977@msn.com](mailto: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

1M. Comments by: Mark and Linda Lehrer, 7452 S. Ireland Ct., Centennial, CO 80016

Phone: 720-320-5815, Email: [lehrer@q.com](mailto:lehrer@q.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 be 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 in 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.

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

Email: [davidallencoop@yahoo.com](mailto: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

1O. Comments by: Robert Gesner, 7409 South Himalaya Way, Antelope Property Owner, Centennial, CO 80016,

Email: [bobgesner@aol.com](mailto: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!!!



1P. Comment by: Keely Downs, 1400 16th Street, Moye White LLP, Suite 600, Denver, CO 80202  
Phone: 303-292-2900, Email: [keely.downs@moyewhite.com](mailto:keely.downs@moyewhite.com)  
Please see enclosed letter on behalf of Chenango Homeowners Association.

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

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

1T. Comment by: Ashly Mutschelknauser, 7491 s. Ireland circle, Centennial, Co 80016

Email: [ashlywheeler@hotmail.com](mailto: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.

1U. Comment by: David Colson, 7182 S. Ireland Way, Centennial, CO 80016

Email: [david.colson48@gmail.com](mailto: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.



1V. Comments by: Jeanne Bane, 6878 S Chapparral Cir E, Centennial, CO 80016

Email: [rjbane@gmail.com](mailto: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.

1W. Comments by: Carolyn Brodkorb, 7466 S.Ireland Way, Centennial, CO 80016

Email: [cabro920@comcast.net](mailto: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.

1X. Comments by: Jennifer Davis, 7265 S. Ireland Circle, Centennial, CO 80016

Phone: 303-550-3790, Email: [jenniferdavis316@gmail.com](mailto: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.

Kindly,  
Jennifer Davis

1Y. Comments by: Rita Scheel, Email: [ritascheel@yahoo.com](mailto: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.

1Z. Comments by: Mark Ricard, 7357 S Ireland Way, Centennial, CO 80016

Email: [msrafd@aol.com](mailto: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.

1AA. Comments by: John Swanson, Email: [johnswansonthe@msn.com](mailto: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?

1BB. Comments by Perry Murata, 7215 S. Himalaya Way, Centennial, CO 80016

Phone: 303-680-7425, Email: [plmurata@comcast.net](mailto: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



1CC. Comments by: Robert Brodkorb, Email: [rdbrol@comcast.net](mailto:rdbrol@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.

Thanks you,  
Bob Brodkorb  
7466 S. Ireland Way  
720-434-6660

1DD. Comments by: Debra Hogan, 7280 s ireland way, Centennial, CO 80016  
Email: [dhogan800@msn.com](mailto: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.

1EE. Comments by: Bob Bjorklund, 7225 S. Ireland Circle, Centennial, Co 80016  
Phone: 303-693-8517, Email: [bbjorklund7@msn.com](mailto: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 that 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.



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

Email: [Philbucher@centurylink.net](mailto: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!

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

Phone: 303-394-0066, Email: [wallaceenergy@msn.com](mailto: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.

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

[jwdebrosse@hotmail.com](mailto: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?

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

[williemullin@gmail.com](mailto: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.

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

Email: [snevl@msn.com](mailto: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?



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

Email: [bob.estus@sbcglobal.net](mailto: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

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

Phone: 303-263-6408, Email: [slasplund@hotmail.com](mailto: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.

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

Phone: 303-888-9273, Email: [bridgetduggan7977@comcast.net](mailto: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.

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

Phone: 303-888-9273, Email: [bridgetduggan7977@comcast.net](mailto: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.

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

Email: [ryanmooch@hotmail.com](mailto: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



1PP. Comments by: Amy Galan, 7144 South Himalaya Way, Centennial, CO 80016  
Phone: 303-400-9804, Email: [galantelope@comcast.net](mailto: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

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

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

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



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

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

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

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



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

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

1AAA. Comments by: Karen Reddick, 7431 S Ireland Circle, Centennial, CO 80016  
Email: [karen.reddick@gmail.com](mailto: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.

1BBB. Comments by: Raymond Huck, 20266 E. Davies Ave, Centennial, CO 80016  
Phone: 303-680-6132, Email: [rsmrjh@gmail.com](mailto: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.

1CCC. Comments by: Julian Hutchison, 7327 S. Ireland Circle, Centennial, CO 80016, Phone: 303.690.3082, Email: [LEN.HUTCHISON@ATT.NET](mailto: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.



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

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

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

1GGG. Comments by: Thurman Mattingly, 7289 S. Ireland way, Centennial, CO 80016  
Email: [joejill\\_mattingly@msn.com](mailto: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!

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

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



1III. Comments by: Dennis Graves, 6785 S Gibraltar st, Centennial, CO 80016

Phone: 303-470-7506, Email: [dennisrgraves@yahoo.com](mailto:dennisrgraves@yahoo.com)

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

## **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.

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.

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

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.

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

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

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

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

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.

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

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.

## **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:

1. The common area surrounded by the loop lane shall be at least 60 feet wide.

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.

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.

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.

## **4. Transportation Planning Issues**

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



## **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.

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

## **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?

## **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?

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.

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.

## **8. Landscape Design Issues**

Comments by Debbie Bickmire / [dbickmir@auroragov.org](mailto: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.

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.

8C. Shrubs are not permitted as tree equivalents for required street trees.

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.

8E. Please do not use Catalpa or Kentucky Coffee trees as street trees.

8F. Delineate 100 year flood zone in all tracts

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.

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.

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)).

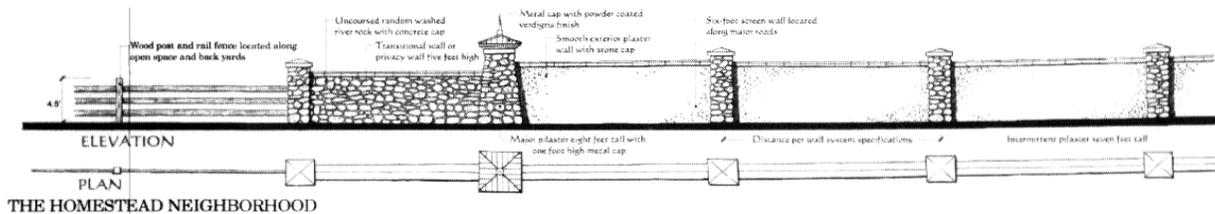
8J. Numerous areas/tracts are labeled “Existing to remain, no requirement” indicating that open space landscape will not be provided in these areas. Identify the limits of construction and describe the methods that will be used to prevent these areas from being impacted. If these areas are disturbed the open space landscape of 1 tree and ten shrubs per 4,000 square feet will be required.

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.

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.



- 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..
- 8N. Please enlarge the Tract Landscape Key to make the patterns more readable.
- 8O. Revise the Tables on Sheet L1.03 as noted on redlines, as well as correct typos.
- 8P. Remove the Landscape Requirements Totals table on Sheet L1.04 and delete columns on all tables referencing tree equivalents and transfers.
- 8Q. Show dimensions for the length of the perimeter buffers on each landscape plan sheet.
- 8R. Because sidewalk widths vary, please make sure all sidewalks are dimensioned.
- 8S. Clearly distinguish Tract boundaries. Please add labels for adjacent tracts.
- 8T. Please make sure all streets are labeled on all sheets.
- 8U. For all landscape walls, please add top and bottom of wall elevations.
- 8V. Make sure detail references have been noted with all proposed walls, fences 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.
- 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.
- 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?
- 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.
- 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).
- 8BB. The area shown as Tract F on the Tract Landscape Key is not consistent with 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.
- 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.
- 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.
- 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.
- 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.
- 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.



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.

### **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.

### **11. Other Site Planning and Technical Issues**

11A. Addressing. Comments by Cathy Day, [cday@auroragov.org](mailto: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.

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

### **12. Arapahoe County**

Planning.

12A. Comments by Julio Iturreria, Email: [jiturreria@arapahoegov.com](mailto: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.

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.
2. ESD does not support the closure of S. Ireland Way at Long Ave. now or at any time in the future.

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

Sincerely,

**Cathleen Valencia, P.E.**

**Engineering Services Division**

**Arapahoe County Public Works & Development**

6924 South Lima Street

Centennial, CO 80112 (720) 874-6500

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

### **13. Civil Engineering**

13A. As of November 21, Civil Engineering has not provided comment other than traffic engineering comments.

Craig Perl, the reviewer, will be in attendance at the Tuesday, November 22<sup>nd</sup> review meeting – [cperl@auroragov.org](mailto:cperl@auroragov.org) or 303-739-7532.



#### **14. 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.

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

#### **15. 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](mailto:donna.l.george@xcelenergy.com)

**Re: Kings Point Subdivision Filing No. 2 and CSP No. 2, Case # DA-1609-17**

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.

**16. Life Safety**

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

**17. Parks Department**

Forestry Comments by Jacque Chomiak / [jchomiak@auroragov.org](mailto: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.
- There is no 50' buffer shown on the plan.
- No tree protection is shown.
- There are no details for the Tree Protection found on the plan which can be found in the Parks Manual.

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](mailto:CRicciar@auroragov.org).

**18. 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](mailto: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.

**19. Real Property**

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



## **20. 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.

## **21. CDOT**

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

### ***Rick Solomon***

**Region One Permit Unit Supervisor**

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

**2000 South Holly Street**

**Denver, CO 80222**

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

## **22. Traffic Engineering**

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

## **23. Aurora Water**

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

Utility Comments:

### **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.
2. Provide horizontal control dimensions for all storm, sanitary, and water infrastructure.
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.
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.
5. Label all private maintained utilities (service lines, under drains and cleanouts).
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.
7. Call out pipe size, length, and slope of service laterals or include note and reference City detail
8. Provide resistivity testing for pipe selection.
9. Indicate and label wet tap sizes according to phasing (need to account for live mains throughout construction phasing).
10. Label all fire line as "Private" and label length, size, and type of pipe and label finished grade at base of fire hydrant (flange elevation).
11. Show water service meter locations in landscape areas or reference and show on site plan.



12. Label all water fittings including bends, tees, valves, air reliefs, and blow-offs.
13. Label all sanitary tees on main, wyes on stub outs at cul-de-sacs/future expansion points.
14. Include appropriate details for utility crossings that require separation concrete encasement.
15. Include on this sheet or reference easements shown on site plan as needed to ensure all public maintained utilities have an easement and access for maintenance.
16. Reference thrust blocks and restraints per City details/standards.
17. Detail out thrust restraints required on water lines larger than 16".

### **General Drainage Comments**

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.
  1. Include note for detention pond outlet signage per S6.36 of City's DCM.
  2. Submit I&M Plans for each of the three (3) detention basins.
  3. Provide adequate overflow weir and spillway protection.
  4. Provide overflow calculations and demonstrate spillway and weir are sized to convey 100-yr inflow.
  5. Include forebay, micropool and outlet structure details in final design.
  6. 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.