



CITY OF LONE TREE

STAFF REPORT

TO: City of Lone Tree Planning Commission

FROM: Kelly First, Community Development Director
Hans Friedel, Planner II

DATE: July 6, 2015

FOR: July 14, 2015 Planning Commission Meeting

SUBJECT: RidgeGate Section 15, Filing No. 17, Lot 5
Site Improvement Plan Charles Schwab Trainstation Circle Building
Project SP15-32R

Owner
Charles Schwab Co., Inc.
211 Main Street
San Francisco, CA 94105

Representative
Anthony Nemeč
9800 Schwab Circle
Lone Tree, CO 80124

Planning Commission Meeting Date:
City Council Meeting Date:

July 14, 2015
July 21, 2015

A. REQUEST:

The Site Improvement Plan (SIP) is for the proposed development of a single-story, 5,000-square-foot office building near the existing Charles Schwab I-25 highway sign.

B. LOCATION:

The site is located within the RidgeGate Planned Development District, east of the easternmost intersection of Sky Ridge Avenue and Trainstation Circle – abutting the I-25 right of way. It is within the Sky Ridge Station Transit Oriented Development Subarea Plan. Douglas County has issued it the address of 10160 Trainstation Circle.

Area Characteristics

| Direction | Zoning | Land Use |
|------------------|-----------------------------------|---|
| North | RidgeGate PD | Undeveloped, hotel, future Sky Ridge RTD light rail station |
| South | RidgeGate PD | Hospital, structured parking |
| East | I-25 and RidgeGate PD to the east | I-25 |
| West | RidgeGate PD | Future Sky Ridge RTD light rail station |

C. SITE CHARACTERISTICS:

The site is on relatively flat terrain with a slight downward slope from west to east toward I-25. It is undeveloped and generally free of vegetation as it is currently used as a staging area for construction at Sky Ridge Medical Center. The most prominent feature on the site is a 50-foot pylon sign for the Schwab campus located on the northeast corner of the site along the I-25 frontage.

D. SERVICE PROVIDERS:

Water: Southgate Water District
 Sanitation: Southgate Sanitation District
 Police: Lone Tree Police
 Fire: South Metro Fire Rescue Authority
 Metro District: Rampart Range Metropolitan District

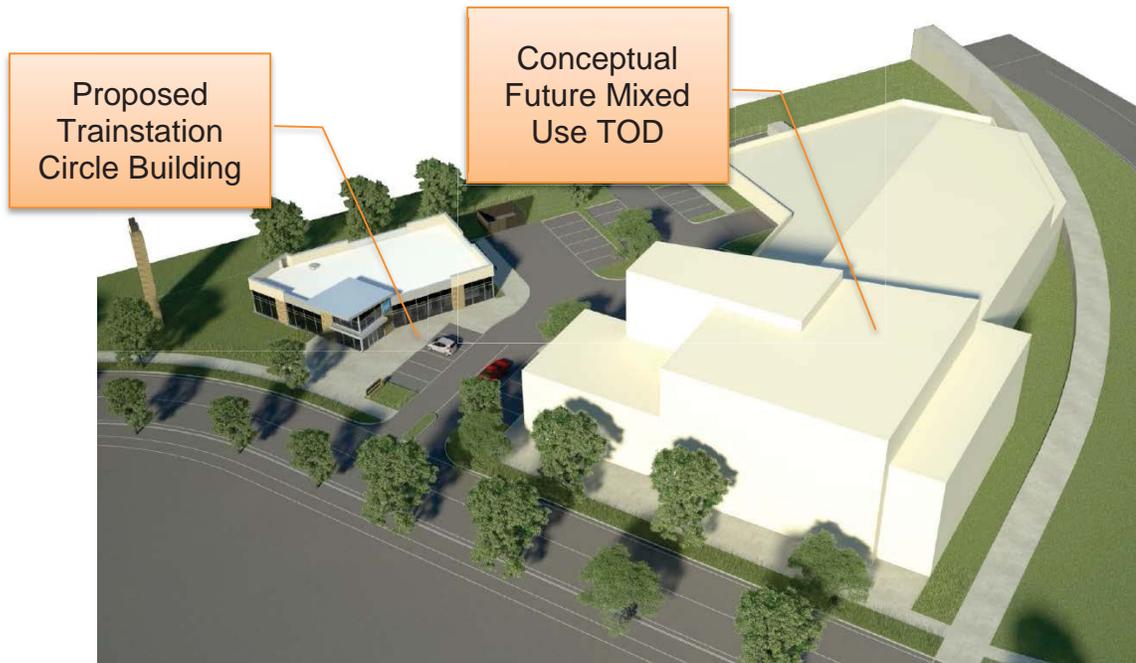
E. BACKGROUND:

Colorado Department of Transportation (CDOT) regulations do not allow off-premise signs along highways; therefore, the applicant is faced with either removing the 50-foot tall Charles Schwab pylon sign related to its main campus to the west, or rendering it an on-premise sign. In order for the sign to be considered on premise for CDOT’s purposes, there must be a building located within 50 feet of the sign, which in turn must be occupied between 50% and 75% by the entity advertised on the sign. The

applicant intends to occupy this building with a financial advisory services center housing approximately 20 employees.

The area in which this property is located is envisioned as having compact, pedestrian-oriented, mixed-use development anchored by the future Regional Transportation District (RTD) Sky Ridge light rail station. The proposed office building is positioned near the street, with pedestrian access to surrounding sidewalks and on-site bike racks. This office, though low-density itself, is intended to work with future, higher-density development and structured parking in the area. As this office building represents only a portion of the parcel owned by the applicant, staff requested that the applicant evaluate the balance of the property to see how transit-oriented development could be achieved, along with structured parking. A conceptual, development massing plan is included for informational purposes.

Conceptual Development Massing Plan



F. DESCRIPTION:

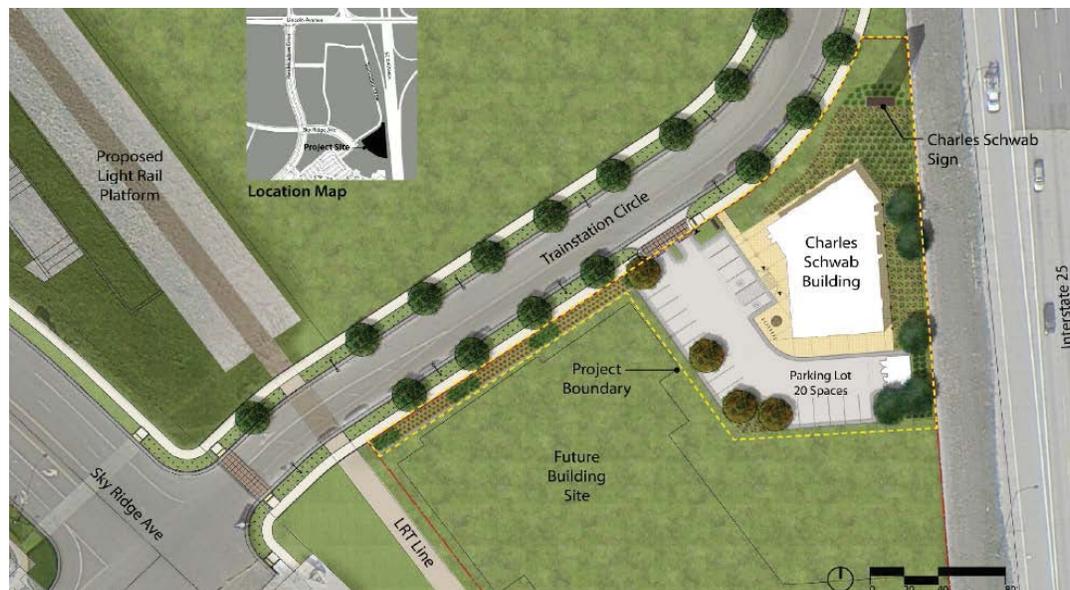
Zoning. The site is zoned Planned Development (PD) under the RidgeGate Planned Development 4th Amendment. The proposed commercial office use is in conformance with the zoning as prescribed in the PD, as it is located within Planning Areas C/M-U #2.

Access. Access will be provided via Trainstation Circle. Future improvements from the Rampart Range Metro District including sidewalks and demarked crosswalks will provide pedestrian access to the site as well as create linkages between uses in the TOD area. Specifically, a future sidewalk is shown running along both sides of Trainstation Circle. Bicycle parking is provided along the west side of the building.

Parking. The amount of parking proposed is compliant with the city's minimum requirements for office uses.

Site Design. The site is located within the Sky Ridge Station Transit-Oriented Development (TOD) Subarea Plan. The future RTD Sky Ridge Transit Station is proposed to be constructed across Trainstation Circle just northwest of the site and well within walking distance. This plan designates Trainstation Circle as an internal loop providing access to all sites within the TOD area. There will be an at-grade, light rail crossing of Trainstation Circle just west of the building site. The light rail line will then wrap around the south and west of the future building site as it curves east to cross I-25 above-grade towards the future city center (see below):

Site Plan with Future RTD Light Rail Transit Line



Building Design. The building design is in conformance with the overall intent of the City of Lone Tree Design Guidelines. Its architectural concept features a prominent columnar entrance element, extensive transparency, and a mix of materials to match the existing Schwab campus including sandstone, beige stucco, and metal panels and mullions. These more

vertical elements help break up the dominant window glazing that wraps horizontally around all four building elevations as well as add visual interest to the overall building form. The building is designed to complement other structures in the Schwab, Lone Tree campus. In line with Lone Tree's Design Guidelines, "360 degree" architectural treatment has been applied to this building design, with building materials and colors wrapping the building.

Building Orientation. Though the covered entryway faces Trainstation Circle, the "back" of the building faces I-25. It is designed to portray a finished face to cars that pass on the highway.

Service Areas and Enclosures. All service areas, trash receptacles, and generators are screened from public view. A parapet wall around the roof is intended to screen any roof-mounted mechanical equipment from public view. The trash enclosure is finished in stucco with a CMU backup and a cast stone coping with a metal swing gate, powder coated to match the existing monument sign.

Landscaping. The applicant has provided a palette of trees and shrubs to help screen the parking and enhance the building and site design. The proposed landscaping plan is in conformance with the City of Lone Tree Landscaping and Irrigation Requirements from the Zoning Code. Additional landscaping will be used to tie the building to the existing I-25 pylon sign.

Lighting. The location of parking lot lighting and associated specifications are included on the SIP. Lighting is compliant with city requirements.

G. REFERRALS:

The Lone Tree Public Works Department's technical comments will be addressed prior to final approval, as is standard practice, and tracked as a condition of SIP approval.

Staff received referral comments of a technical nature from fire safety, utility providers, and Douglas County; their comments will be addressed during the review process and prior to issuance of a Certificate of Occupancy as is standard practice.

The RidgeGate Design Review Committee reviewed the project (minutes are enclosed), and have approved the plans with suggestions (letter attached).

The Colorado Department of Transportation, in their referral response, indicated that the proposed building would bring the existing, free-standing sign oriented toward I-25 into compliance with their rules for outdoor advertising.

H. STAFF FINDINGS AND RECOMMENDATION:

Staff finds that the application is in conformance with the SIP requirements of the Lone Tree Zoning Code, Comprehensive Plan, RidgeGate PDD, and Sky Ridge TOD Subarea Plan.

Staff recommends the Planning Commission recommend conditional approval of the SIP to City Council, subject to the following conditions:

1. Final approval of the Site Improvement Plan is subject to City of Lone Tree Public Works approval.

I. ATTACHMENTS:

1. Development Application.
2. Narrative.
3. Statement of Design Intent.
4. DRC Approval.
5. DRC Minutes.
6. Referral Responses.
7. SIP.
8. Renderings.

END

City of Lone Tree

Department of Community Development
9220 Kimmer Drive Suite 100
Lone Tree, CO 80124
Ph: 303-708-1818 Fax 303-225-4949

DEVELOPMENT APPLICATION FORM

▲ OFFICE USE ONLY ◆

PROJECT NAME: Schwab Trainstation Circle

PROJECT FILE # SP15-32R

REQUEST: SIP Review

SITE LOCATION: SkyRidge and Trainstation Circle

(Nearest Intersections)

OWNER:

Name: Charles Schwab Co., Inc.
Address: 211 Main Street
San Francisco, CA 94105

Phone: 415-667-4703 FAX:

AUTHORIZED REPRESENTATIVE:

Name: Anthony Nemeč Fax:
Address: 9800 Schwab Circle Email: anthony.nemec@schwab.com
Lone Tree, CO 80124
Phone: 720-920-4457 Business/Project Name: Schwab Trainstation Circle

LEGAL DESCRIPTION (site address): 10160 Trainstation Circle, Lone Tree, CO 80124

PROJECT INFORMATION:

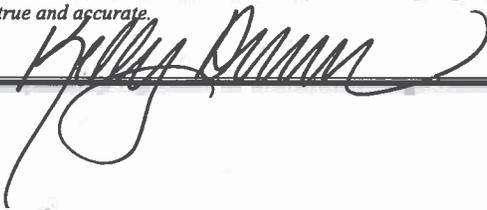
| | | | |
|---|-----------------------------------|---------------------------|----------|
| Subdivision Name: RidgeGate | Filing #: 17 | Lot # (if 5 appropriate): | Block #: |
| Planning Area # (if PD) RidgeGate Planned Development | | | |
| PRESENT ZONING: C/M - U #2 | (When rezoning) - PROPOSED ZONING | Same | |
| GROSS ACREAGE: 2.248 acres | # of units (residential) | None | |
| | Unit type: | | |
| FIRE DISTRICT: South Metro | METRO DIST: Rampart Range | | |
| WATER: SouthGate | ELEC: Xcel | | |
| SEWER: SouthGate | GAS: Xcel | | |

DATE SUBMITTED: 27 April 2015

FEES: \$3,200

(Engineering fees are not included)

Further submissions pursuant to this application may include any and all development proposals, submissions, applications and procedures that may be made or initiated under the City of Lone Tree Charter, ordinances, rules, regulations, guidelines or policies including, without limitation, those for any of the following: (i) annexation; (ii) zoning or re-zoning, including any development plan for zoning within the Planned Development (PD) District; (iii) preliminary PD or PUD site plan, or related design guidelines or development standards; (iv) final PD or PUD site plan; (v) Site Improvement Plan; (vi) any master or general development plan, sub-area plan, site plan or similar development plan, however denominated, which may be provided for under any PD development plan or any other zoning; (vii) Sketch Plan, Preliminary Plat or Final Plat; or (viii) any amendment made to any of the foregoing, as applied for or as approved. *To the best of my knowledge, the information contained on this application is true and accurate.*

APPLICANT SIGNATURE: 

Date: 27 April 2015

Project Narrative: Charles Schwab Trainstation Circle

Trainstation Circle, Lone Tree, Colorado
Fentress Architects | 5 May 2015

Charles Schwab Co., Inc. sees great potential for business in the Colorado market, and as such, Schwab has selected a RidgeGate site, located at the corner of Lincoln Avenue and Park Meadows Boulevard for their new campus. Through an agreement with the RidgeGate developer, Coventry Development, Schwab has located a fifty-foot pylon sign on the I-25 frontage, to ensure clients are aware of their new Lone Tree location.

Although the pylon sign is located on private property, and is ten feet from the Colorado Department of Transportation (CDOT) right-of-way, CDOT has taken issue with the pylon sign, and directed Schwab to remove the sign or to building a Schwab-occupied facility within fifty feet of the sign. Although Schwab's needs are satisfied in the new campus at Lincoln and Park Meadows, they have agreed to locate a new facility on this site, and they have purchased 2.248 acres of property on which to build. As CDOT has indicated that Schwab must occupy 50% to 75% of the building, Schwab has elected to build a 5,000 square foot building to house their Investment Advisors Division. This Site Improvement Plan is for the 5,000 square foot building on the Trainstation Circle Site adjacent to the sign.

General Information

The new campus with the Trainstation Circle Building is being developed by Charles Schwab Co., Inc. out of their headquarters at 211 Main Street, San Francisco, California. The following team has been selected to design and document this building for Schwab:

- Architect: Fentress Architects, 421 Broadway, Denver, Colorado 80203
- Landscape Architect: Dunn and Kiley, 421 Broadway, Denver, Colorado 80203
- Civil Engineer: Martin/Martin, 12,499 W Colfax Avenue, Lakewood, CO 80215

Legal Description

Lot 5, RidgeGate-Section 15 Filing No. 17, located in the north half of Section 15, Township 6 South, Range 67 West of the 6th Principal Meridian, City of Lone Tree, County of Douglas, State of Colorado.

Zoning

The site that Schwab has selected for the building is located within the RidgeGate Planned Development District, and subsequently, under the Sub-Area Plan, presented by Coventry Development and approved by the City of Lone Tree. To the north of the site are "Amlı" residences and one hotel, with a future planned hotel. To the south of the site is SkyRidge Hospital, and immediately adjacent to the site to the south is the SkyRidge parking garage. The site to the west of the building is planned for high-density development, with the future SkyRidge light rail station on the south edge of the site. The rail line will rise as it passes to the south of the proposed building and will cross I-25 on an elevated bridge.

Development Impacts

The Schwab Trainstation Circle Building will be integrated into the RidgeGate Planned Development District. Although the planned development for the area envisions very high density, the Colorado Department of Transportation has mandated that Schwab occupy 50-75% of the building. As Schwab does not have the need for the additional space, they have chosen to develop a one-story, 5,000 square foot building and to occupy the entire space. They have, however, studied the potential of the remainder of the site and determined that a very high density development that includes retail, office, and structured parking might be developed that brings the full site into compliance with the planned development. This potential development is shown in the supplemental SIP package provided to the City of Lone Tree.

Compliance with Intent and Approved Standards

The Schwab Trainstation Circle Building complies with the RidgeGate Design Standards and Guidelines. The site location at the North end of the 2.248 acre site allows the use of a central driveway entry into the site, and it allows the main entry walk to receive morning sun for safety. Parking is located to the west and south of the building, where it is screened by the use of berms and plant material. The building establishes a base-middle-top in the body of the office area, using glass and Colorado sandstone. The sandstone has been selected to match the color of the precast on the campus office buildings, tying the building to the main campus. Expressed horizontal mullions and butt-glazed verticals break down the scale of the building. Anchoring the building, the lobby provides a focal point with a sloped roof and a full-height glass wall.

Project Scope

The Trainstation Circle Building will be located on the north end of the site, close to Interstate 25. A 360 degree building, the entry faces Trainstation Circle, however, the "back" of the building that faces I-25 is designed to be attractive and portray a finished face to cars that pass on the highway. The building will be an attractive and unique focal point, but conservative, demonstrating Schwab's careful use of their customer's funds. The building is designed of Colorado Buff sandstone and storefront. The entry and lobby are envisioned to be similar to the Branch "lantern", with a sloped roof, glass walls and thoughtful lighting. Approximately 15 Schwab employees will be housed in this building. The Trainstation Circle building will function independently from the rest of the campus and will welcome Schwab customers with Investment Advisors to assist businesses with their investments.

Development Phasing

Construction on the Trainstation Circle building is scheduled to begin in late summer 2015. The pace of the construction will be rapid, as Schwab plans to occupy the building in first quarter 2016. Future development of the site is not known at this time, however, Schwab has carefully reviewed further development opportunities and determined that a high-density building that includes structured parking, retail on the street frontage, and office on upper levels might be developed.

Sustainability

Schwab is acutely aware of their responsibility to the community and to their employees to create sustainably designed buildings, and they are targeting LEED certification for the Trainstation Circle building. Among the ways that Schwab is implementing sustainability in the Branch are:

- Schwab will encourage the use of public transportation with a coupon incentive system for employee use of the light rail. Until the SkyRidge rail station opens, they will provide a shuttle service to the Lincoln rail station.
- Schwab will support the use of electric vehicles and ride-sharing by providing preferred parking.
- Schwab will provide secure bicycle storage, locker rooms, and showers for employees to support the use of the regional bicycle path network.
- The Schwab building will be designed with a significant area of native plant materials in order to reduce usage of irrigation water.
- Water-saving plumbing fixtures will be used in the building.
- Lighting throughout the building will use LED lighting to save energy and allow controllability. A lighting control system and occupant sensors will ensure that lights are turned off when daylighting provides adequate lighting levels or when spaces are unoccupied.

Variations

No variations are being requested as a part of the SIP Amendment for the building.

Statement of Design Intent

Charles Schwab Trainstation Circle

Trainstation Circle, Lone Tree, Colorado
Fentress Architects | 13 May 2015 | revised 20 May 2015

Charles Schwab Co., Inc. sees great potential for business in the Colorado market, and as such, Schwab has selected a RidgeGate site, located at the corner of Lincoln Avenue and Park Meadows Boulevard, for their new campus. Through an agreement with the RidgeGate developer, Coventry Development, Schwab has located a fifty-foot pylon sign on the I-25 frontage, to ensure clients are aware of their new Lone Tree location.

1. Overall Design Concept: *Briefly describe the use and overall concept for the project as a whole.*

Although the pylon sign is located on private property, and is ten feet from the Colorado Department of Transportation (CDOT) right-of-way, CDOT has taken issue with the pylon sign, and has directed Schwab to remove the sign or building a Schwab-occupied facility within fifty-feet of the sign. Although Schwab's needs are satisfied in the new campus at Lincoln and Park Meadows, they have agreed to locate a new facility on this site, and they have purchased 2.248 acres of property on which to build. As CDOT has indicated that Schwab must occupy 50% to 75% of the building, Schwab has elected to build a 5,000 square-foot building to house their Investment Advisors Division. This Site Improvement Plan is for the 5,000 square-foot building on the Trainstation Circle Site adjacent to the sign.

The Schwab Trainstation Circle Building will accommodate Schwab's Investor Relations Division. The building is located at the north end of the site, and uses a central driveway entry into the site, which might be shared by buildings developed on the remainder of the site. Parking is located to the west and south of the building, where it is screened by the use of berms and plant material. The building materials have been selected to correspond to the main campus office buildings, tying the building to the main campus. As the area is planned for Transit Oriented Development, it envisions very high-density occupancy of the site. Fentress Architects has studied the site for future development opportunities, and the color package that accompanies the SIP shows a potential high-density development with structured parking, retail at the street level, and office area of approximately 60,000 square feet on the south side of the site. Schwab does not intend to develop this building at this time.

2. Context and Site: *Describe how the project relates functionally and visually to the context of the surrounding area (consider issues of form and character; the natural environment; vehicular and pedestrian access and circulation systems, etc.)*

The Schwab Trainstation Circle Building is the first building in the area of the future light rail station, and the height of the building will roughly correspond to the height of the shelters at the rail station. Fentress Architects has studied the potential development of the remainder of the site, and it is envisioned to be a building of greater density that gently steps down in the direction of the Schwab building, and as such, ties the two buildings together.

The building can be reached via SkyRidge Avenue and Trainstation Circle. Parking for those who choose to drive to the site is located to the south and west of the building. People might travel to the building by rail in the future, with a simple road crossing that allows them to cross from the rail station platform. Convenient bicycle parking is provided along the side of the building, as the green belt with a bicycle path is only a short distance away. Pedestrians can approach the building by walking along the streetscape developed by the Rampart Range Metro District, and the compatible plant materials for the streetscape and site make the transition between the two seamless. An inviting, appropriately scaled, plaza greets visitors to the building and leads them to a covered entrance.

The Trainstation Circle Building will be located close to Interstate 25. A 360-degree building, the entry faces Trainstation Circle, however, the “back” of the building that faces I-25 is designed to be attractive and portray a finished face to cars that pass on the highway.

3. Public Realm: *Describe how the project contributes to an inviting, safe and functional public realm (consider public spaces, street/sidewalk – level experience, lighting, landscaping and signage).*

The public will find the Schwab Trainstation Building and the site development to be inviting and safe. The pedestrian driveway crossing is designed in scored concrete, to call it to a driver’s attention and ensuring that pedestrians can cross safely. The entry plaza connects to the streetscape sidewalk, providing continuous access for those that arrive on foot. The building’s transparency on all sides allows the public to see into the building, and adds a sense of security with the knowledge that building occupants can see them. This small public area will tie across the driveway to the dining terraces and retail establishments that might be developed at the ground level of the future building to the south of the Schwab office.

The signage duplicates the main campus signage, yet is scaled to the size of this smaller building, and ties to the building in materials and design. Like the building, the primary sign material is sandstone. The site lighting consists of pedestrian poles, bollards, and wall sconces that have been selected to recall the campus lighting and to distribute light to the site, to maintain a safe and secure environment, and to meet code requirements of egress lighting. All of the lighting is focused downward, in a gesture of sensitivity to the night sky. Signage and site lighting will be on a lighting control system so that any time the environment is dark, the lights will illuminate.

4. Architectural Design: *Describe how the architectural design contributes to the unique qualities of the area and how design concepts result in a unified, functional, and high quality design (consider building form and composition, façade composition and articulation, materials and colors, and lighting).*

The building will be an attractive and unique focal point, but conservative, demonstrating Schwab’s careful use of their customer’s funds. The building is designed of Colorado buff sandstone and storefront. Similar to the main campus, the buff sandstone was selected to recall the color and texture of the native grasses in the Colorado landscape. The entry and lobby are envisioned to be similar to the Branch “lantern”, with a sloped roof, glass walls and thoughtful lighting. Approximately 15 Schwab employees will be housed in this building. The Trainstation Circle building will function independently from the rest of the campus and will welcome Schwab customers with Investment Advisors to assist businesses with their investments.

Parking, located to the west and south of the building, is screened by the use of berms and plant material. The building establishes a base-middle-top in the body of the office area, using glass and Colorado sandstone. The sandstone has been selected to match the color of the precast on the campus office buildings, tying the building to the main campus. The building is design emphasizes wrapped corners, which have sandstone pilasters and a stucco fascia and parapet, with large expanses of glass between the pilasters. The infill between these wrapped corners has metal panel fascia and parapets, and the infill continues the large expanse of glass below the fascia. These elements break down the scale of the building, as do the expressed horizontal mullions and butt-glazed verticals. Anchoring the building, the lobby provides a focal point with a sloped roof and a full-height glass wall.



April 20, 2015

Kelly Dunn
Associate Principal
Fentress Architects
421 Broadway
Denver, CO 80203

RE: RidgeGate Design Review Committee – Schwab Trainstation Circle Building

Dear Kelly:

The RidgeGate Commercial Design Review Committee (DRC) has reviewed the submittal materials for the proposed Charles Schwab office building on Trainstation Circle. The DRC supports the project and supports the project being submitted to the City of Lone Tree for review subject to consideration of the attached comments provided by both the DRC and city staff on April 16, 2015.

This correspondence serves as formal approval of the project by the RidgeGate Commercial Design Review Committee.

Should you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Darryl Jones,
DRC Administrator

cc: Kelly First, City of Lone Tree
File
attachments

CITY COMMENTS

1. **Stone Base:** We recommend the building have a base of stone or masonry below the glass windows, at least outside of the columnar entrance feature – just as on the current Schwab retail building. [Lone Tree Design Guidelines](#) (p. 64) call for applying a base, middle, top compositional strategy. See image of Schwab retail building below:



SOUTH ENTRY VIEW

2. **Dumpster Enclosure:** The dumpster enclosure should be setback to match the plane of the building's east elevation. This will provide a more cohesive design. The Design Guidelines call for screening "ground-mounted equipment and utilitarian building components. Such features should be incorporated into the design of the building, located away from public areas or screened from public view with landscaping and/or screen walls. Furthermore, it should be "located to minimize visibility and/or should be screened with masonry walls and/or landscaping that is compatible with the design of the project." The enclosure needs to be masonry or stone and match the building.
3. **Landscaping:** We recommend not locating trees in such a manner as to block the prominent Schwab signage – there are three trees depicted along the East side of the building.

DRC COMMENTS

Shorten vertical mullion spacing, the scale is too large for this small building. (see attached)
Confirm east elevation is also all stone and glass

Reviewed
4/24/2015



STOPPED VERTICAL
MULDED SPACINGS SAVE TO US. FOR
NOT NEEDED FOR INTERIORS
ARTHOOT.
the synth. 1504.

Charles Schwab Trainstation Circle Building

Dunn + Kiley

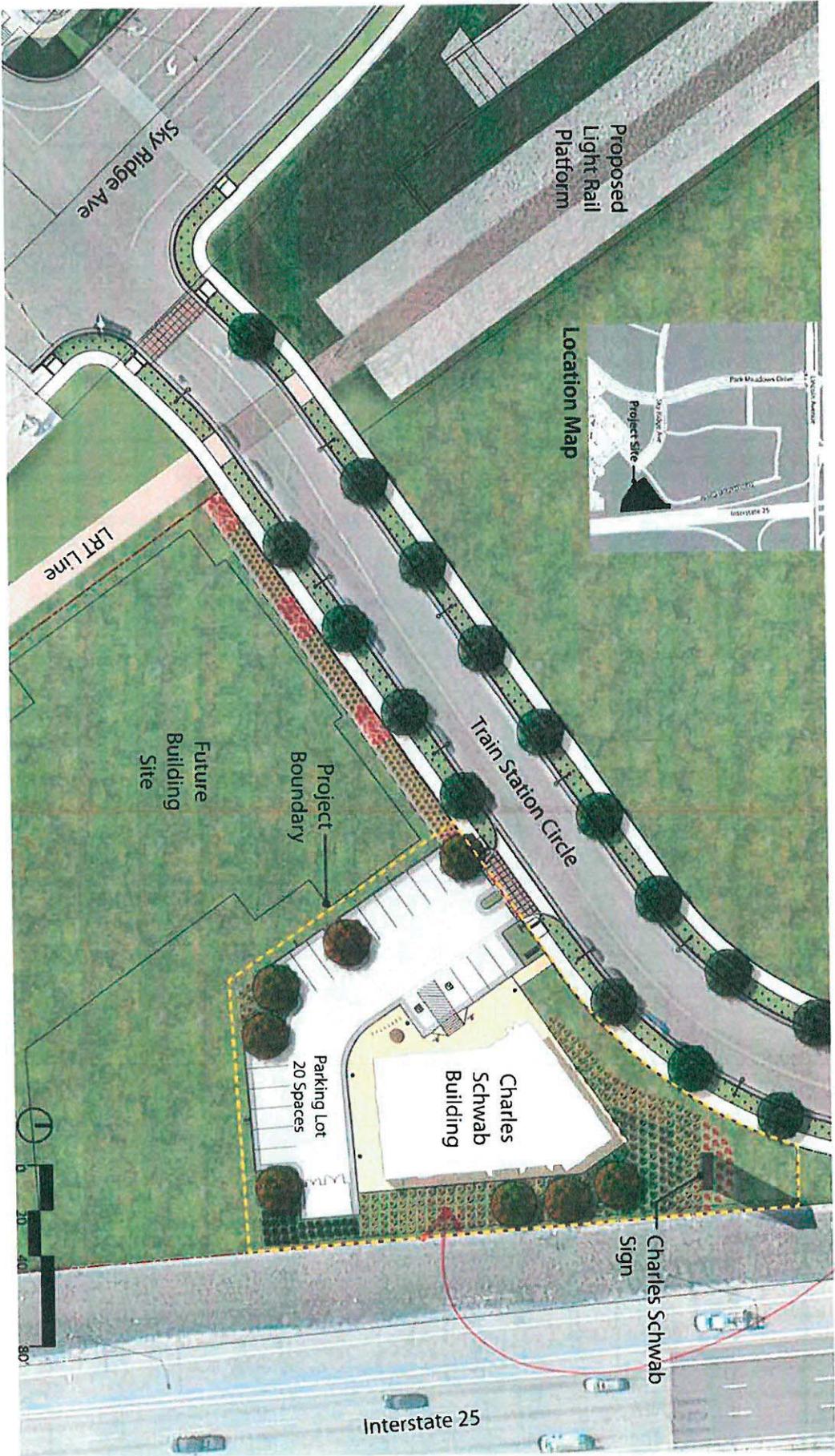
-ENTRESS

D+K

1.

Site Improvement Plan
04/08/15

Charles
Schwab

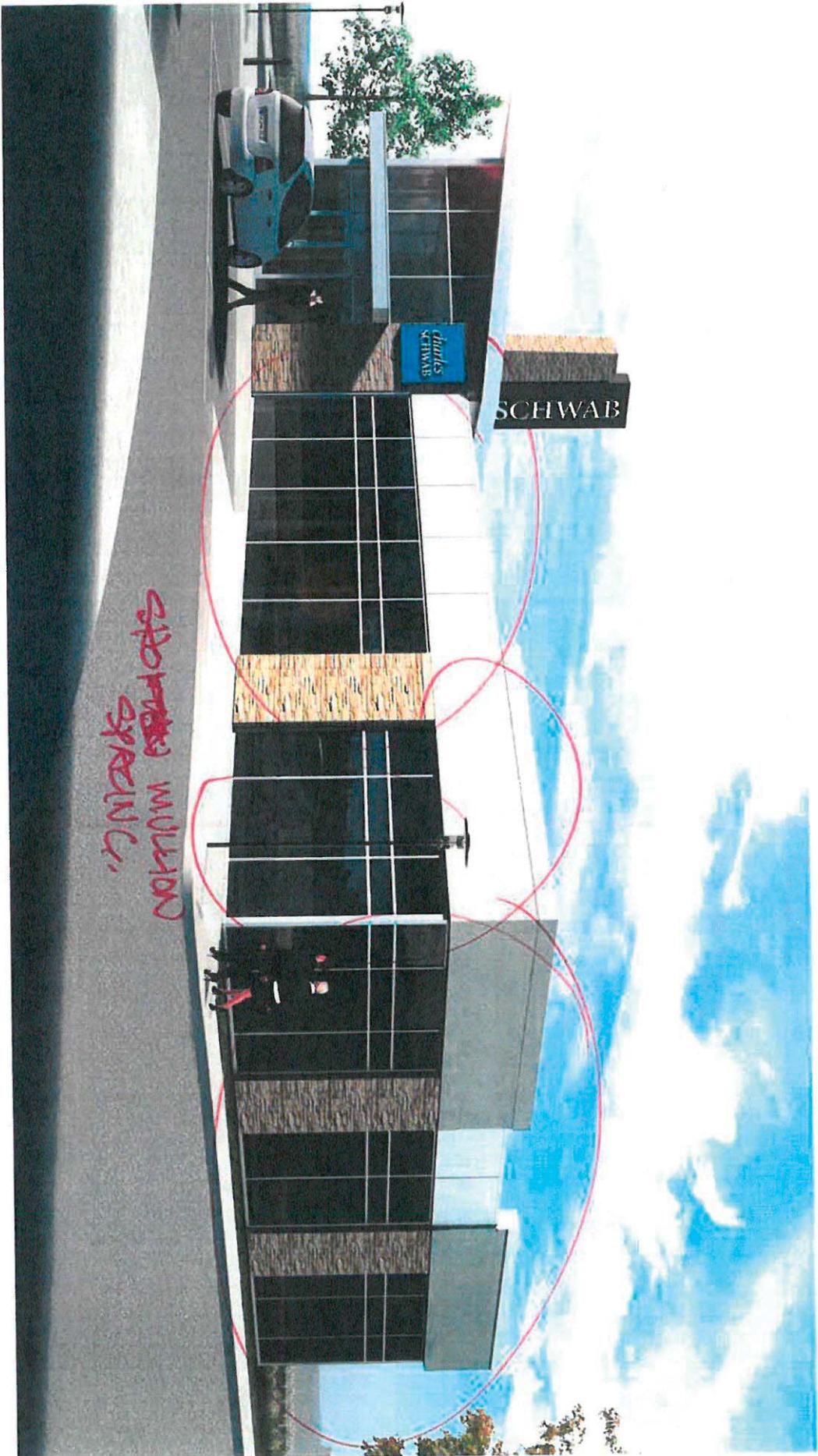


IMPROVED EAST SEEVANON

Charles Schwab Trainstation Circle Building

Site and Context Plan

2



FENTRESS

D+K

Dunn + Kiley

Charles Schwab Trainstation Circle Building

View looking Northeast

Site Improvement Plan
04/08/15





Charles Schwab Trainstation Circle Building

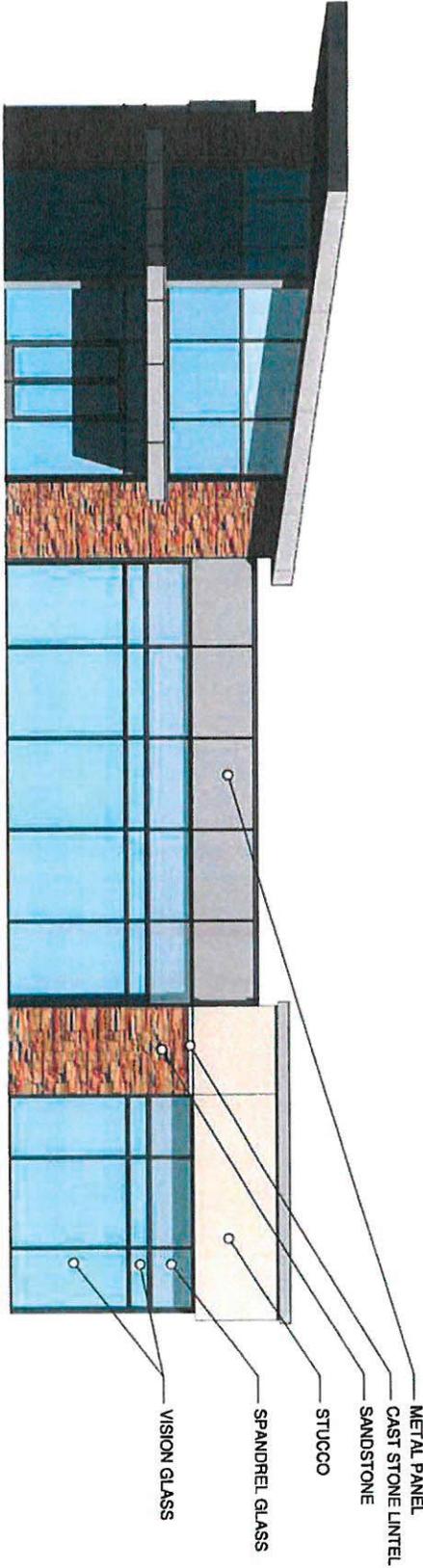
North Elevation

Charles Schwab Trainstation Circle Building

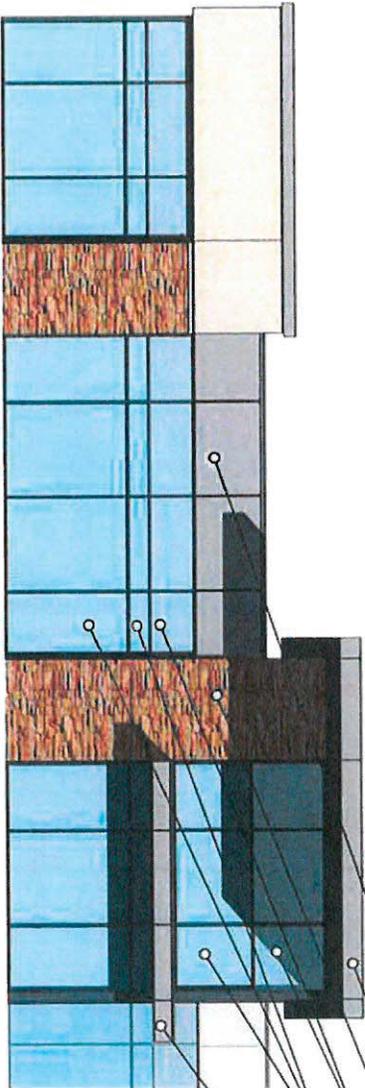
Materials

Site Improvement Plan
04/08/15

*COMPLETE ELEVATION TO
FOR ALL STONE + GLASS!*



WEST ELEVATION



NORTH ELEVATION

- METAL PANEL
- CAST STONE LINTEL
- SANDSTONE
- STUCCO
- SPANDREL GLASS
- VISION GLASS
- METAL PANEL FASCIA
- SANDSTONE
- SPANDREL GLASS
- VISION GLASS
- METAL PANEL FASCIA

5.

**RidgeGate
Commercial Design Review Committee
Tract J5
Schematic Design
March 30, 2015**

In attendance for the Design Review Committee:

Marc Applebaum, Applebaum Architects
Craig Karn, Consilium Design
Al Colussy, gkk Works
Dick Marshall, landscape architect
Keith Simon, Coventry Development

In attendance for the City of Lone Tree:

Kelly First
Hans Friedel

In attendance for Charles Schwab:

Glenn Cooper, Charles Schwab
Terry Smith, Charles Schwab
Anthony Nemecek, Charles Schwab
Kelly Dunn, Fentress Architects
Jeremy Phillips, Fentress Architects
Kevin Copeland, Mortenson

Applicant Overview:

The applicant gave a brief overview of the purpose of the building, current site plan and architecture. The building is located on the north end of the parcel of land bounded by Sky Ridge Avenue to the South, I-25 to the East and Train Station Circle to the west. The current use planned for the building is to locate 20 Charles Schwab independent advisors. The building will be about 5,000 square feet (minimum size required by CDOT), single story with 21 parking spaces. Landscape and building materials will be the same as the main campus. Building materials include sandstone, stucco and metal paneling. Use of glazing and slanted entry element is similar to the Branch building. The building layout is dictated by its position on the site so it is as close as possible to the Charles Schwab highway sign. Building sits about 20 feet from the CDOT right of way. The trash and transformer service enclosure is located on the east side of the building along I-25 and is constructed of a louvered metal fencing.

DRC Comments:

Site Plan/Landscape Plan

1. Clarify on the plans the lot line and property lines to avoid confusion with the light rail line.
2. Provide a cross section of the site as viewed from the highway.
3. Consider an alternative location (further south on the site) for the trash enclosure and consider depressing the transformer and planting around it to screen from building and highway.
4. Create consistency between the sign landscape and the site landscape. Connecting the landscaping around sign to the building by continuing it along Train Station and in front of the building.

5. Consider alternatives to grass to decrease maintenance.
6. Consider a larger radius in parking lot to smooth circulation flow and parking layout (see attached sketch).
7. Provide detailed landscape plans.

Architecture

1. Enhance the architecture of the east side of the building that faces I-25. Consider adding spandrel glass or use of stone. Consider adding a corner element detail at the northeast corner of building to play off sign architecture (see attached sketch).
2. Scale mullions to be more proportional with the size of the building.
3. Provide materials board.

Next Submittal:

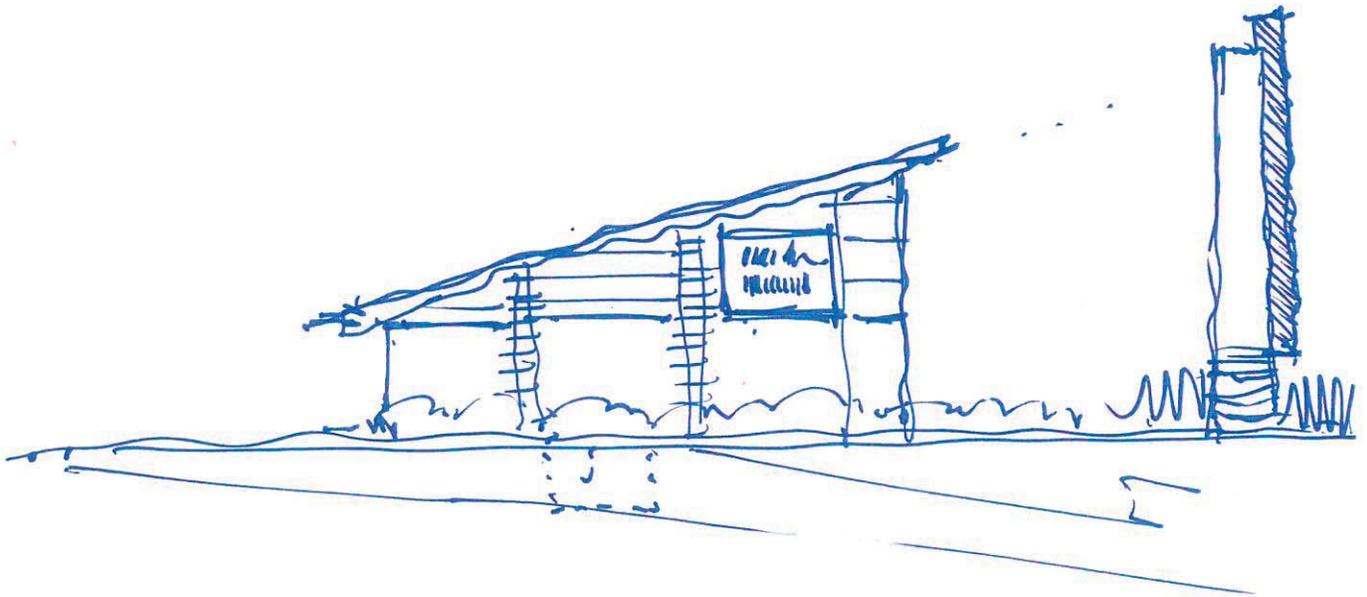
1. **Revise submittal package per comments above for administrative review.**

The meeting ended at 4:30pm. The applicant was approved to submit to the Design Development phase of the Design Review process.

NOTES

Site ..

- bldg placement.



From: Hans Friedel
To: "AT & T-Van DeCastro"; "Centennial Airport - (McLain, Chris)"; "AT & T-Thomas Jakse (tjakse@clearwaterconsulting.net)"; "Comcast-Scott Moore"; "Douglas County (Boyd, Chris)"; "DC Assessors - Marianne Woodward"; "Park Meadows Metro District (bob.blodgett@cliftoncpa.com)"; "Qwest- Charles Place (Charles.Place@qwest.com)"; "Rampart Range Metro District- Denise Denslow (denise.denslow@cliftoncpa.com)"; "RTD - Chris Quinn"; "South Metro Fire Protection District- Criss Dickhausen"; "South Suburban Parks and Rec - Brett Collins"; "Southeast Public Improvement District- Bob Brooks (Bob.Brooks@CliftonCPA.com)"; "Southgate Water and San - Dave Irish"; "U. S. Post Office - Brent Todd (brent.o.todd@usps.gov)"; "Xcel Energy - Donna George"; Jeff Streeter; Ron Pinson; Julius Zsako; Matt Archer
Subject: Lone Tree eReferral (SP15-32R) Is Ready For Review
Date: Thursday, May 28, 2015 2:03:00 PM
Attachments: [referral response form.doc](#)

Greetings,

There is an eReferral for your review. Please click on the link below to review this referral:

<http://www.cityoflonetree.com/DocumentCenter/View/6431>

| | |
|-------------------------|--|
| Project Name: | RIDGEGATE SECTION 15, FILING NO.17, LOT 5, Charles Schwab Trainstation Circle Building |
| Project File #: | SP15-32R |
| Project Summary: | Site Improvement plan application for 5,000 square foot office building to be located at 10160 Trainstation Circle, Lone Tree, CO 80124 (immediately southwest of the existing Schwab I-25 sign) |

Please forward any comments to me by **Thursday, June 18** via email, fax or postal mail at the addresses below. You may use the Referral Request form attached if you prefer. If you would like a hard copy of the review materials or if you would like to request additional review time, please contact me.

Thank you for your time and please feel free to contact me with any questions.

Regards,

Hans G. Friedel

Planner II

City of Lone Tree
9220 Kimmer Drive, Suite 100
Lone Tree, CO 80124
303.708.1818 ext 1271
hans.friedel@cityoflonetree.com
www.cityoflonetree.com

STATE OF COLORADO

Traffic & Safety

Region 1

2000 South Holly Street

Denver, Colorado 80222



COLORADO
Department of Transportation

Project Name: **Schwab Trainstation Circle SIP Referral request**

Print Date:

Highway:

Mile Marker:

Permits Comments:

We will want to review the drainage report to confirm that there is no negative impact from this development to the Interstate 25 Right-of-Way.

No work shall be done from the Interstate Right-of-Way without a permit from our office.

--SL

It would appear that the development and occupancy of the 5,000 s.f. facility by C. Schwab Co. would bring the existing free standing sign oriented to I-25 into compliance with the rules for Outdoor Advertising. Any additional signing on the property should adhere to the same rules.

- R Solomon



CITY OF LONE TREE
Community Development Department

REFERRAL REQUEST

Today's date: May 28, 2015

SP15-32R

Project Name and File Number: RIDGEGATE SECTION 15, FILING NO.17, LOT 5, Charles Schwab Trainstation Circle Building

Project Type: Site Improvement plan application for 5,000 square foot office building to be located at 10160 Trainstation Circle, Lone Tree, CO 80124 (immediately southwest of the existing Schwab I-25 sign)

Comments Due By: June 18, 2015

If you are unable to respond by the due date, please contact the project planner

Dear Referral Organization:

Information on the above referenced proposal in the City of Lone Tree is provided for your review and comment. Please submit your response no later than the due date to ensure adequate time to consider comments and enter them into the public record.

If you have difficulty viewing or understanding any of the information or have questions, please contact me at 303-708-1818. Printed materials and extra sets of materials are available upon request. Plans may also be viewed at the City offices from 8am-5pm.

We have no comments regarding this proposal

Please note the following concerns this organization has:

See attached letter for comments regarding this proposal

Organization Name: Public Works / ENGINEERING

Your name: GREGORY WEEKS

Your signature: [Signature] Date: 6-5-15

This project may be subject to public meetings. Please check the City's web site (www.cityoflonetree.com) for posted agendas or contact this office. Thank you for your consideration.

Hans Friedel

Planner II

PLEASE RETURN THIS PAGE AND ANY COMMENTS TO:

City of Lone Tree Community Development Dept.
9220 Kimmer Drive Suite 100
Lone Tree, CO 80124
Ph: 303-708-1818
Fx: 303-225-4949
hans.friedel@cityoflonetree.com

REC'D 5-28-15
061-415

9222 Teddy Lane
Lone Tree, Colorado 80124



Ph: 303-662-8112
Fax: 303-792-9489
www.cityoflonetree.com

CITY OF LONE TREE

Department of Public Works

June 5, 2015

City of Lone Tree
Hans Friedel
9220 Kimmer, Suite 100
Lone Tree, CO 80124

Re: SP15-32R (Schwab Train Station Circle Site)
RidgeGate Sec 15, Fil. 17, Lot 5
Project No. 061-415

Dear Hans:

I have reviewed the SIP referral for the above referenced Project.

The SIP package submitted and reviewed consists of the following documents:

- Site Improvement Plan (11 sheets), dated 5/18/15, by Fentress Architects.
- SIP Color Graphic Exhibit (17 sheets), dated 5/18/15, by Fentress Architects.
- Project Narrative (3 pages), dated 5/5/15, by Fentress Architects.
- Statement of Design Intent (3 pages), dated 5/20/15, by Fentress Architects.

As a separate action, concurrent with SIP consideration, the following engineering documents has been provided directly by the Project Engineer to our office:

- Civil Construction Documents (CD's) (8 sheets), dated 5/21/15, by Martin/Martin.
- Grading, Erosion & Sediment Control (GESC) Plans, (7 sheets), dated 5/21/15, by Martin/Martin.
- GESC Report, dated 5/21/15, by Martin/Martin.
- Phase III Drainage Report, dated 5/21/15, by Martin/Martin.

Review comments on the Engineering submittals are being coordinated directly through and with Martin/Martin. Our comments on the SIP submittal are provided below:

GENERAL COMMENTS

1. The Public Works/Engineering SIP Review fee for this Project, per the adopted standard review fee schedule (copy attached) is \$3,000.00, and has been paid. Review and comment on the SIP, GESC Plans, GESC Report and Drainage Report are covered under this review SIP base fee. A separate additional fee (\$1,000) will be required for the Civil CD's review. The additional CD's review fee (Check, made out to "The City Of Lone Tree") should be submitted to my attention at Public Works.
2. A Site Improvement Plan Improvements Agreement (SIPIA) will be needed for the proposed Project, with the associated surety addressing Project associated work proposed within the existing road ROW of Trainstation Circle.

3. A Grading, Erosion and Sedimentation Control (GESC) Permit will be required for this Project. The GESC Permit may not be obtained prior to final approvals of the GESC Plans / GESC Report and at least recommendation of SIP approval by the City Planning Commission. No site work may begin prior to issuance of the GESC Permit.
4. Per the submitted GESC & Drainage Reports, approximately 0.8 acres of the Total Lot #5 (2.25 acres) will be disturbed by the Project. Per Colorado Department of Public Health and Environment (CDPHE) rules, a State Stormwater Construction Permit from CDPHE is required for any construction site that disturbs at least 1 acre of land (or is part of a larger common plan of development that will disturb at least 1 acre). Accordingly, it appears a CDPHE Permit may be required for this site. The Developer/General Contractor should confirm with CDPHE, and if applicable, obtain the CDPHE Permit coverage prior to initiating any site work.
5. Only those sheets within the documents for which we have specifically identified comments are listed below. Comments provided also may apply to other sheets/locations in the Project documents. The applicant's professional(s) should verify that the item(s) are addressed throughout the related Project documents consistently, as applicable.

SPECIFIC COMMENTS

Site Improvement Plan

Sheet 2 – Site Plan:

1. Sidewalk connection from the Schwab site to the existing sidewalk at Sky Ridge Avenue should be provided (see Sheet 3 – Layout Plan). Unless confirmed that Rampart Range Metro District plans to install the necessary sidewalk connection by, or shortly after, opening of the Schwab building, the City may wish to request/require that the Schwab development install the appropriate sidewalk. The walk should be indicated on the Site Plan (and also in the Civil Construction Plans), with appropriate note(s) regarding who will be installing, and when.
2. A raised median is proposed in the access drive connection to Train Station Circle, with (from scaling) only 12-feet (curb to curb) width on the drive opening on either side of the median. This may be too narrow an opening for adequate fire department access (as well as possibly for delivery trucks and/or some public vehicle access). Subject to South Metro Fire Department comments, we recommend consideration for elimination of the proposed raised median island.

Sheets 4 – 6 (Landscape Related Sheets):

3. I do not review and respond to landscaping related issues, other than in a broad general sense or as pertains to potential conflict between the landscaping and other engineering related issues. There does not appear to be any such conflicts. Accordingly, I have no comments on the landscaping related sheets.

CONCLUSION

The general concept of the proposed Schwab Train Station Circle building/site presented in SIP SP15-32R appears acceptable to Engineering/Public Works, subject to the above comments. We have no objection to recommendation of SIP approval contingent upon appropriate resolution of the issues noted in the above comments and final Engineering/Public Works approval of the various engineering documents/plans.

SP15-32R (Schwab Train Station Circle Site)
RidgeGate Sec 15, Fil. 17, Lot 5
June 1, 2015
Page 3

Please feel free to call me with any questions or comments at 303-662-8112.

Sincerely,



Gregory A. Weeks, PE, LEED ® AP
City Engineer

cc: via email

Anthony Nemic, Schwab
Kelly Dunn, Fentress Architects
Scott Paling, Martin/Martin

Anthony.nemec@schwab.com
Dunn@fentressarchitects.com
SPALING@martinmartin.com



**CITY OF
LONE TREE**

Public Works Department

Project # 061-415
Project: Schwab Train Station Circle
Owner: Charles Schwab

ENGINEERING REVIEW FEE SCHEDULE

| <i>DESCRIPTION</i> | <i>ENGR FEE</i> | <i>QUANTITY</i> | <i>SUB-TOTAL</i> |
|---|-------------------|---------------------|------------------|
| ZONING APPLICATION - includes required plans and reports | \$6,500.00 | <5 acres | |
| | \$9,900.00 | ≥ 5 ac. and <25 ac. | |
| | \$13,300.00 | ≥ 25 acres | |
| SKETCH PLAN - includes required plans and reports | \$2,500.00 | <5 acres | |
| | \$5,000.00 | ≥ 5 ac. and <25 ac. | |
| | \$7,500.00 | ≥ 25 acres | |
| PRELIMINARY PLAN - includes required plans and reports | \$2,500.00 | <5 acres | |
| | \$5,000.00 | ≥ 5 ac. and <25 ac. | |
| | \$7,500.00 | ≥ 25 acres | |
| FINAL PLAT - includes required plans and reports | \$5,000.00 | <5 acres | |
| | \$5,800.00 | ≥ 5 ac. and <25 ac. | |
| | \$7,500.00 | ≥ 25 acres | |
| MINOR DEVELOPMENT PLAT - includes required plans and reports | \$5,000.00 | <5 acres | |
| | \$5,800.00 | ≥ 5 ac. and <25 ac. | |
| | \$7,500.00 | ≥ 25 acres | |
| REPLAT (Administrative Lot Line Adjustment or Vacation) + | \$500.00 | | |
| REPLAT (Non - Administrative Lot Line Adjustment or Vacation) + | \$1,000.00 | | |
| CONDOMINIUM MAP | \$500 + \$15/unit | | \$0.00 |
| SITE IMPROVEMENT PLAN (and Major Revisions to Site Improvement Plan) - includes required plans and reports | \$3,000.00 | <5 acres | \$3,000.00 |
| | \$5,500.00 | ≥ 5 ac. and <25 ac. | |
| | \$9,500.00 | ≥ 25 acres | |
| SITE IMPROVEMENT PLAN ++ "Pad Site" (Part of a Larger Approved SIP) | \$1,500.00 | | |
| SITE IMPROVEMENT PLAN - Minor Revision | \$400.00 | | |
| SITE IMPROVEMENT PLAN - Minor Modification | \$200.00 | | |
| USE BY SPECIAL REVIEW +++ - includes required plans and reports | \$3,000.00 | <5 acres | |
| | \$5,500.00 | ≥ 5 ac. and <25 ac. | |
| | \$9,500.00 | ≥ 25 acres | |
| PD Amendment (Major) | \$500.00 | | |
| SERVICE PLAN (Special District) | \$640.00 | | |
| RIGHT-OF-WAY (R.O.W.) DEDICATION (Public) | \$200.00 | | |
| R.O.W. VACATION | \$2,400.00 | | |
| MINOR ADJUSTMENT TO EXISTING R.O.W. | \$200.00 | | |
| DEDICATION OF DRAINAGE EASEMENT | \$200.00 | | |
| VACATION of Access or Drainage Easements | \$1,000.00 | | |
| VACATION of Other Easements (May be used for Access or Drainage Easements if part of a larger project) | \$400.00 | | |
| SB 35 EXEMPTION | \$1,200.00 | | |
| LOCATION & EXTENT | \$1,000.00 | | |
| PLANNED DEVELOPMENT (Zoning) Administrative Amendment | \$400.00 | | |
| CONSTRUCTION PLAN REVIEWS | | | |
| STREET / STORM PLANS | \$1,600.00 | <5 acres | |
| | \$2,000.00 | ≥ 5 ac. and <25 ac. | |
| | \$2,400.00 | ≥ 25 acres | |
| GRADING, EROSION & SEDIMENT CONTROL (GESC) PLANS (1) | \$250 + \$25(X) | | \$0.00 |
| LOW IMPACT GESC PLANS | \$250.00 | | |
| DISTRICT ROADWAY PLANS (2) | \$700 + \$60√Y | | \$0.00 |
| DISTRICT STORM SEWER PLANS (2) | \$700 + \$75√Y | | \$0.00 |
| REGIONAL DETENTION POND PLANS (1) | \$500 + \$40√X | | \$0.00 |
| REGIONAL WATER QUALITY FACILITY PLANS | \$400.00 | | |

ENGINEERING REVIEW FEE SCHEDULE

| DESCRIPTION | ENGR FEE | QUANTITY | SUB-TOTAL |
|---|-----------------|---------------------|-------------------|
| UTILITY PLANS Gas, Electric, Telephone, Cable TV (For submittals greater than 1000 LF) | \$450.00 | | |
| TRAFFIC SIGNAL PLANS (Per Intersection) | \$800.00 | | |
| SIGNAGE AND STRIPING PLANS (if not a part of an overall construction plan set) | \$200 per sheet | | \$0.00 |
| R.O.W. LANDSCAPE PLANS (2) | \$350 + \$60√Y | | \$0.00 |
| OTHER REVIEW SERVICES | | | |
| PHASE I DRAINAGE REPORT | \$336.00 | <5 acres | |
| | \$560.00 | ≥ 5 ac. and <25 ac. | |
| | \$672.00 | ≥ 25 acres | |
| PHASE II or PHASE III DRAINAGE REPORT | \$672.00 | <5 acres | |
| | \$1,120.00 | ≥ 5 ac. and <25 ac. | |
| | \$1,344.00 | ≥ 25 acres | |
| DRAINAGE CONFORMANCE LETTER | \$100.00 | | |
| FLOODPLAIN MODIFICATION STUDY - Minor | \$800.00 | | |
| FLOODPLAIN MODIFICATION STUDY - Major | \$1,600.00 | | |
| FLOODPLAIN DEVELOPMENT PERMIT | \$100.00 | | |
| PAVEMENT DESIGN REPORT | \$250.00 | | |
| ACCESS PERMIT | \$75.00 | | |
| TRAFFIC IMPACT STUDY FOR: | | | |
| Rezoning, Sketch Plan or Preliminary Plan | \$2,000.00 | | |
| Updated Report to Original for Sketch or Preliminary | \$1,000.00 | | |
| Final Plat / Minor Development Plat | \$500.00 | | |
| Site Improvement Plan | \$500.00 | | |
| Use by Special Review | \$1,500.00 | | |
| SIGNAL WARRANT STUDY (Per Intersection) | \$200.00 | | |
| VARIANCE REQUEST | \$200.00 | | |
| NOTICE OF CHANGE TO APPROVED PLAN - Minor Revision | \$200.00 | | |
| NOTICE OF CHANGE TO APPROVED PLAN - Major Revision | \$500.00 | | |
| ALTERNATE ROADWAY STANDARDS FOR PUBLIC ROADS | \$2,500.00 | | |
| Revision to Alternative Roadway Standards (Public Roads) | \$500.00 | | |
| ROADWAY STANDARDS FOR PRIVATE ROADS | \$2,500.00 | | |
| Revision to Private Roadway Standards | \$250.00 | | |
| LICENSE AGREEMENT | \$250.00 | | |
| INTERGOVERNMENTAL AGREEMENT (Special District) | \$1,000.00 | | |
| MODIFICATION to Standard Improvements Agreements | \$500.00 | | |
| MINIMUM ENGINEERING REVIEW FEE | \$300.00 | | |
| Other: | | | |
| | | TOTAL | \$3,000.00 |

Notes:

+ See Article VII, Section 17-7-30(b) for clarification / applicability.

++ A "Pad Site" is part of a larger approved Site Improvement Plan (SIP). The following items must exist (or be approved) to qualify as a "Pad Site": (1) Detention/water quality, access, parking (generally), grading (generally) and utilities all provided for through the larger SIP; (2) No revisions are required to the overall drainage patterns, detention, water quality, etc.; (3) The consulting engineer for the Project is required to submit a letter (minimum) certifying that the drainage and access for the "Pad Site" are in substantial compliance with the Larger SIP Drainage Report and Traffic Report (if applicable).

+++ The City of Lone Tree reserves the right to send referrals to outside agencies from which expert technical assistance may be requested. Fees may be assessed by referral agencies for their outside review, and those fees shall be assessed to and paid by the applicant.

1. X denotes area in acres
2. Y denotes longitudinal distance in hundreds of feet

The fees listed above are for the initial submittal. All third resubmittals are charged 50% of the initial submittal fee. Resubmittals following a "conditional approval" require no fee.

DATE PAID: **MAY 12 2015**
 CASH CHECK # **850462** *M. D. MORGANSON*



CITY OF LONE TREE
Community Development Department

REFERRAL REQUEST

Today's date: May 28, 2015

Project Name and File Number: RIDGEGATE SECTION 15, FILING NO.17, LOT 5, Charles Schwab Trainstation Circle Building

Project Type: Site Improvement plan application for 5,000 square foot office building to be located at 10160 Trainstation Circle, Lone Tree, CO 80124 (immediately southwest of the existing Schwab I-25 sign)

Comments Due By: June 18, 2015

If you are unable to respond by the due date, please contact the project planner

Dear Referral Organization:

Information on the above referenced proposal in the City of Lone Tree is provided for your review and comment. Please submit your response no later than the due date to ensure adequate time to consider comments and enter them into the public record.

If you have difficulty viewing or understanding any of the information or have questions, please contact me at 303-708-1818. Printed materials and extra sets of materials are available upon request. Plans may also be viewed at the City offices from 8am-5pm.

We have no comments regarding this proposal

Please note the following concerns this organization has:

See attached letter for comments regarding this proposal

Organization Name: Douglas County Community Development

Your name: Matt Jakubowski

Your signature: *Matthew A. Jakubowski* **Date:** 6-5-15

This project may be subject to public meetings. Please check the City's web site (www.cityoflonetree.com) for posted agendas or contact this office. Thank you for your consideration.

Hans Friedel

Planner II

PLEASE RETURN THIS PAGE AND ANY COMMENTS TO:

City of Lone Tree Community Development Dept.
9220 Kimmer Drive Suite 100
Lone Tree, CO 80124
Ph: 303-708-1818
Fx: 303-225-4949
hans.friedel@cityoflonetree.com

Project Name: Ridgeway Section 15, Filing No. 17, Lot 5, Charles Schwab

Project Number: SP15-32R

Jurisdiction: City of Lone Tree

Date Received: 2015-05-28 00:00:00

Due Date: 2015-06-18 00:00:00

Addressing Comments:

The reference for Sky Ridge Avenue is incorrectly shown on the exhibit as Sky Ridge Blvd on Sheets 2, 7 and 8 of 11. the reference for Trainstation Circle is incorrectly shown on the exhibit as Train Station Circle on Sheets 6, 7 and 8 of 11.

Engineering Comments:

No Comments

Planner Comments:

No Comments

From: [Matt Archer](#)
To: [Hans Friedel](#)
Subject: RE: Lone Tree eReferral (SP15-32R) Is Ready For Review
Date: Friday, May 29, 2015 7:11:34 AM

Hans,
Building has no comments
Thanks

Matt Archer
Chief Building Official
9220 Kimmer Dr, Suite 100
Lone Tree, CO 80124
office – 303.708.1818
www.cityoflonetree.com

From: Hans Friedel
Sent: Thursday, May 28, 2015 2:04 PM
To: AT & T-Van DeCastro; Centennial Airport - (McLain, Chris); AT & T-Thomas Jakse (tjakse@clearwaterconsulting.net); Comcast-Scott Moore; Douglas County (Boyd, Chris); DC Assessors - Marianne Woodward; Park Meadows Metro District (bob.blodgett@cliftoncpa.com); Qwest- Charles Place (Charles.Place@qwest.com); Rampart Range Metro District- Denise Denslow (denise.denslow@cliftoncpa.com); RTD - Chris Quinn; South Metro Fire Protection District- Criss Dickhausen; South Suburban Parks and Rec - Brett Collins; Southeast Public Improvement District- Bob Brooks (Bob.Brooks@CliftonCPA.com); Southgate Water and San - Dave Irish; U. S. Post Office - Brent Todd (brent.o.todd@usps.gov); Xcel Energy - Donna George; Jeff Streeter; Ron Pinson; Julius Zsako; Matt Archer
Subject: Lone Tree eReferral (SP15-32R) Is Ready For Review

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Thank you for your time and please feel free to contact me with any questions.

From: [Ron Pinson](#)
To: [Hans Friedel](#)
Cc: [AT & T-Van DeCastro](#); [Centennial Airport - \(McLain, Chris\)](#); [AT & T-Thomas Jakse \(tjakse@clearwaterconsulting.net\)](#); [Comcast-Scott Moore](#); [Douglas County \(Boyd, Chris\)](#); [DC Assessors - Marianne Woodward](#); [Park Meadows Metro District \(bob.blodgett@cliftoncpa.com\)](#); [Qwest- Charles Place \(Charles.Place@qwest.com\)](#); [Rampart Range Metro District- Denise Denslow \(denise.denslow@cliftoncpa.com\)](#); [RTD - Chris Quinn](#); [South Metro Fire Protection District- Criss Dickhausen](#); [South Suburban Parks and Rec - Brett Collins](#); [Southeast Public Improvement District- Bob Brooks \(Bob.Brooks@CliftonCPA.com\)](#); [Southgate Water and San - Dave Irish](#); [U. S. Post Office - Brent Todd \(brent.o.todd@usps.gov\)](#); [Xcel Energy - Donna George](#); [Jeff Streeter](#); [Julius Zsako](#); [Matt Archer](#)
Subject: Re: Lone Tree eReferral (SP15-32R) Is Ready For Review
Date: Thursday, May 28, 2015 2:45:52 PM

I see no issues associated with this plan. I am sure we are well aware of the traffic issues associated.

Sent from my Verizon Wireless 4G LTE DROID

Hans Friedel <Hans.Friedel@cityoflonetree.com> wrote:

Greetings,

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<http://www.cityoflonetree.com/DocumentCenter/View/6431>

| | |
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Regards,

Hans G. Friedel

Planner II

City of Lone Tree
9220 Kimmer Drive, Suite 100
Lone Tree, CO 80124
303.708.1818 ext 1271
hans.friedel@cityoflonetree.com

From: [Denslow, Denise](#)
To: [Hans Friedel](#)
Subject: RE: Lone Tree eReferral (SP15-32R) Is Ready For Review
Date: Thursday, May 28, 2015 2:37:44 PM

Rampart Range Metropolitan District supports this project.

Denise D. Denslow, Principal

Outsourcing, CliftonLarsonAllen LLP

Direct 303-265-7910, Mobile 303-903-9760

denise.denslow@CLAconnect.com

Main 303-779-5710, Fax 303-779-0348

8390 E Crescent Parkway, Suite 500, Greenwood Village, CO 80111

CLAconnect.com

The information (including any attachments) contained in this document is confidential and is for the use only of the intended recipient. If you are not the intended recipient, you should delete this message. Any distribution, disclosure, or copying of this message, or the taking of any action based on its contents is strictly prohibited.

CliftonLarsonAllen LLP

From: Hans Friedel [mailto:Hans.Friedel@cityoflonetree.com]

Sent: Thursday, May 28, 2015 3:04 PM

To: AT & T-Van DeCastro; Centennial Airport - (McLain, Chris); AT & T-Thomas Jakse (tjakse@clearwaterconsulting.net); Comcast-Scott Moore; Douglas County (Boyd, Chris); DC Assessors - Marianne Woodward; Blodgett, Bob; Qwest- Charles Place (Charles.Place@qwest.com); Denslow, Denise; RTD - Chris Quinn; South Metro Fire Protection District- Criss Dickhausen; South Suburban Parks and Rec - Brett Collins; Southeast Public Improvement District- Bob Brooks (Bob.Brooks@CliftonCPA.com); Southgate Water and San - Dave Irish; U. S. Post Office - Brent Todd (brent.o.todd@usps.gov); Xcel Energy - Donna George; Jeff Streeter; Ron Pinson; Julius Zsako; Matt Archer

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Regards,

Hans G. Friedel

Planner II

City of Lone Tree
9220 Kimmer Drive, Suite 100
Lone Tree, CO 80124
303.708.1818 ext 1271
hans.friedel@cityoflonetree.com
www.cityoflonetree.com

From: [Brett Collins](#)
To: [Hans Friedel](#)
Subject: RE: Lone Tree eReferral (SP15-32R) Is Ready For Review
Date: Friday, June 05, 2015 8:23:21 AM

Hans,
South Suburban Parks and Recreation has no comment on this proposed development.

Regards,

Brett Collins

Director of Planning and Development

South Suburban Parks and Recreation
www.ssprd.org | 303.483.7021 office

From: Hans Friedel [mailto:Hans.Friedel@cityoflonetree.com]
Sent: Thursday, May 28, 2015 2:04 PM
To: AT & T-Van DeCastro; Centennial Airport - (McLain, Chris); AT & T-Thomas Jakse (tjakse@clearwaterconsulting.net); Comcast-Scott Moore; Douglas County (Boyd, Chris); DC Assessors - Marianne Woodward; Park Meadows Metro District (bob.blodgett@cliftoncpa.com); Qwest- Charles Place (Charles.Place@qwest.com); Rampart Range Metro District- Denise Denslow (denise.denslow@cliftoncpa.com); RTD - Chris Quinn; South Metro Fire Protection District- Criss Dickhausen; Brett Collins; Southeast Public Improvement District- Bob Brooks (Bob.Brooks@CliftonCPA.com); Southgate Water and San - Dave Irish; U. S. Post Office - Brent Todd (brent.o.todd@usps.gov); Xcel Energy - Donna George; Jeff Streeter; Ron Pinson; Julius Zsako; Matt Archer
Subject: Lone Tree eReferral (SP15-32R) Is Ready For Review

Greetings,

There is an eReferral for your review. Please click on the link below to review this referral:

<http://www.cityoflonetree.com/DocumentCenter/View/6431>

| | |
|-------------------------|--|
| Project Name: | RIDGEGATE SECTION 15, FILING NO.17, LOT 5, Charles Schwab Trainstation Circle Building |
| Project File #: | SP15-32R |
| Project Summary: | Site Improvement plan application for 5,000 square foot office building to be located at 10160 Trainstation Circle, Lone Tree, CO 80124 (immediately southwest of the existing Schwab I-25 sign) |

Please forward any comments to me by **Thursday, June 18** via email, fax or postal mail at the addresses below. You may use the Referral Request form attached if you prefer. If you would like a hard copy of the review materials or if you would like to request additional review time, please contact me.

Thank you for your time and please feel free to contact me with any questions.

Regards,



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571.3284
donna.l.george@xcelenergy.com

June 18, 2015

City of Lone Tree Community Development Department
9220 Kimmer Drive, #100
Lone Tree, CO 80124

Attn: Hans Friedel

Re: RidgeGate Section 15, Filing No. 17, Lot 5, Charles Schwab Trainstation Circle Building, Case # SP15-32R

Public Service Company of Colorado (PSCo) has reviewed the plans for the above captioned project. The property owner/developer/contractor must continue working with **Mike Martinez (Designer, 303-716-2033)** for approval of design details, and **Robyn Larm (Right-of-Way Agent, 303-716-2043)** for any easement issues. Additional easements may need to be acquired by separate document for new facilities.

As a safety precaution, PSCo would like to remind the developer to call the **Utility Notification Center, at 1-800-922-1987** to have all utilities located prior to any construction.

Should you have any questions with this referral response, please contact me at 303-571-3306.

Donna George
Contract Right of Way Referral Processor
Public Service Company of Colorado

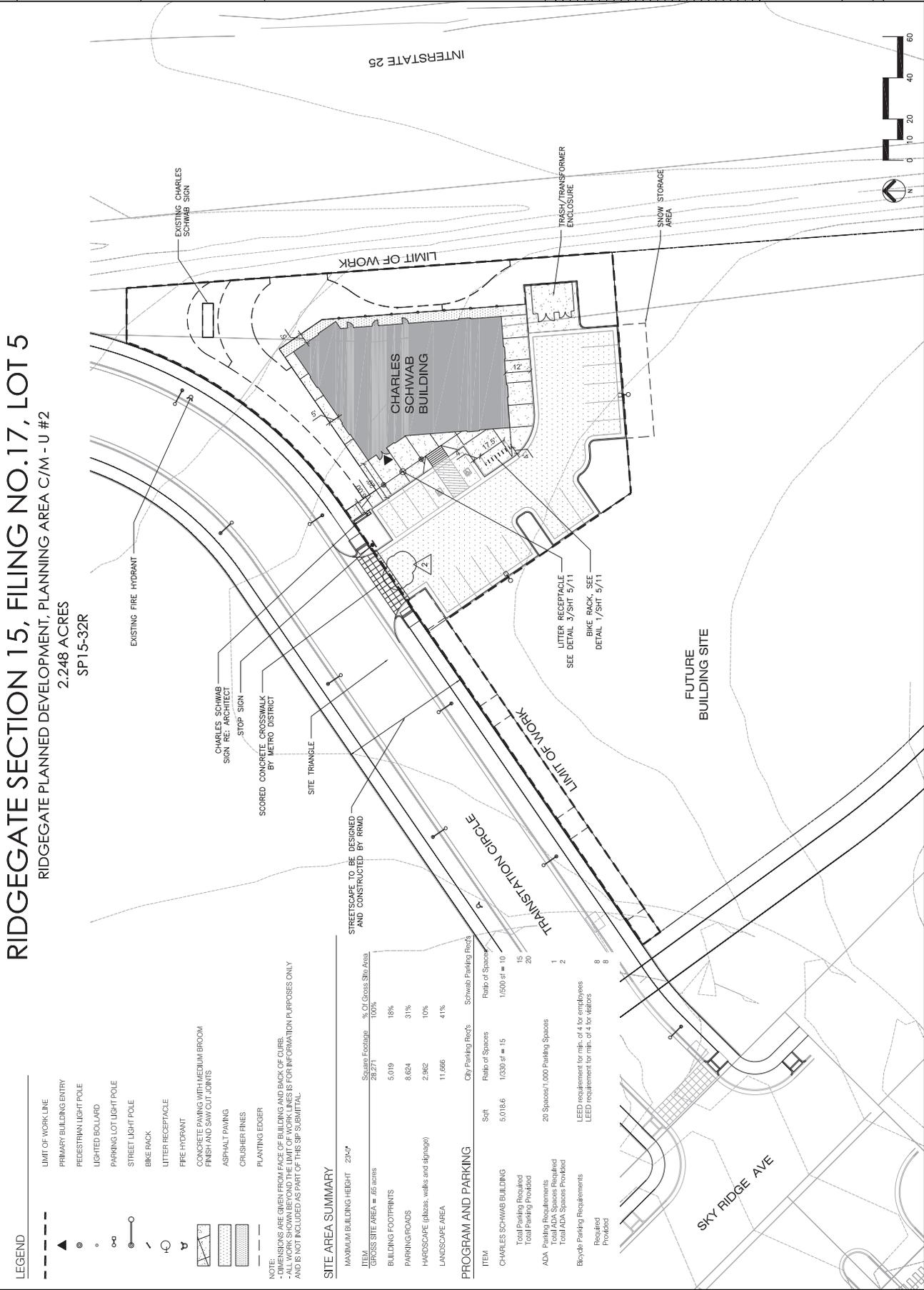
RIDGEGATE SECTION 15, FILING NO.17, LOT 5

RIDGEGATE PLANNED DEVELOPMENT, PLANNING AREA C/M - U #2

2.248 ACRES
SP15-32R



| NO. | ISSUED FOR | DATE |
|-----|-------------|-----------|
| 1 | PREP. | 12/20/11 |
| 2 | REV. PER #1 | 1/15/2012 |
| 3 | REV. PER #2 | 1/20/2012 |



- LEGEND**
- LIMIT OF WORK LINE
 - ▲ PRIMARY BUILDING ENTRY
 - PEDESTRIAN LIGHT POLE
 - LIGHTED BOLLARD
 - PARKING LOT LIGHT POLE
 - STREET LIGHT POLE
 - BIKE RACK
 - LITTER RECEPTACLE
 - FIRE HYDRANT
 - CONCRETE PAVING WITH MEDIUM GROOM FINISH AND SAW CUT JOINTS
 - ASPHALT PAVING
 - CRUSHER FINES
 - PLANTING EDGER

NOTE: DIMENSIONS ARE GIVEN FROM FACE OF BUILDING AND BACK OF CURB.
- DIMENSIONS SHOWN BEYOND THE LIMIT OF WORK LINES IS FOR INFORMATION PURPOSES ONLY AND IS NOT INCLUDED AS PART OF THIS SIP SUBMITTAL.

SITE AREA SUMMARY

| ITEM | MAXIMUM BUILDING HEIGHT | % OF Gross Site Area |
|---------------------------------------|-------------------------|----------------------|
| GROSS SITE AREA | 28,271 | 100% |
| BUILDING FOOTPRINTS | 5,019 | 18% |
| PARKING/ROADS | 8,624 | 31% |
| HARDSCAPE (plazas, walks and signage) | 2,982 | 10% |
| LANDSCAPE AREA | 11,666 | 41% |

PROGRAM AND PARKING

| ITEM | City Parking Req's | Schwab Parking Req's |
|-------------------------|--------------------|----------------------|
| CHARLES SCHWAB BUILDING | 5,019.6 | Ratio of Spaces |
| | 10330 sf = 15 | Ratio of Spaces |
| | | Ratio of Spaces |
| | | 1500 sf = 10 |
| | | 15 |
| | | 20 |

20 Spaces/1,000 Parking Spaces
LEED requirement for min. of 4 for employees
LEED requirement for min. of 4 for visitors
Required Provided



Warning: It is a violation of the law for any person, unless acting under the direction of a licensed architect, to alter an item in any way. If an item in this document is altered, the altering architect, if other than the architect of record, shall affix to the item his seal and the notation, "altered by" followed by his signature and the date of such alteration, and the specific description of the alteration.

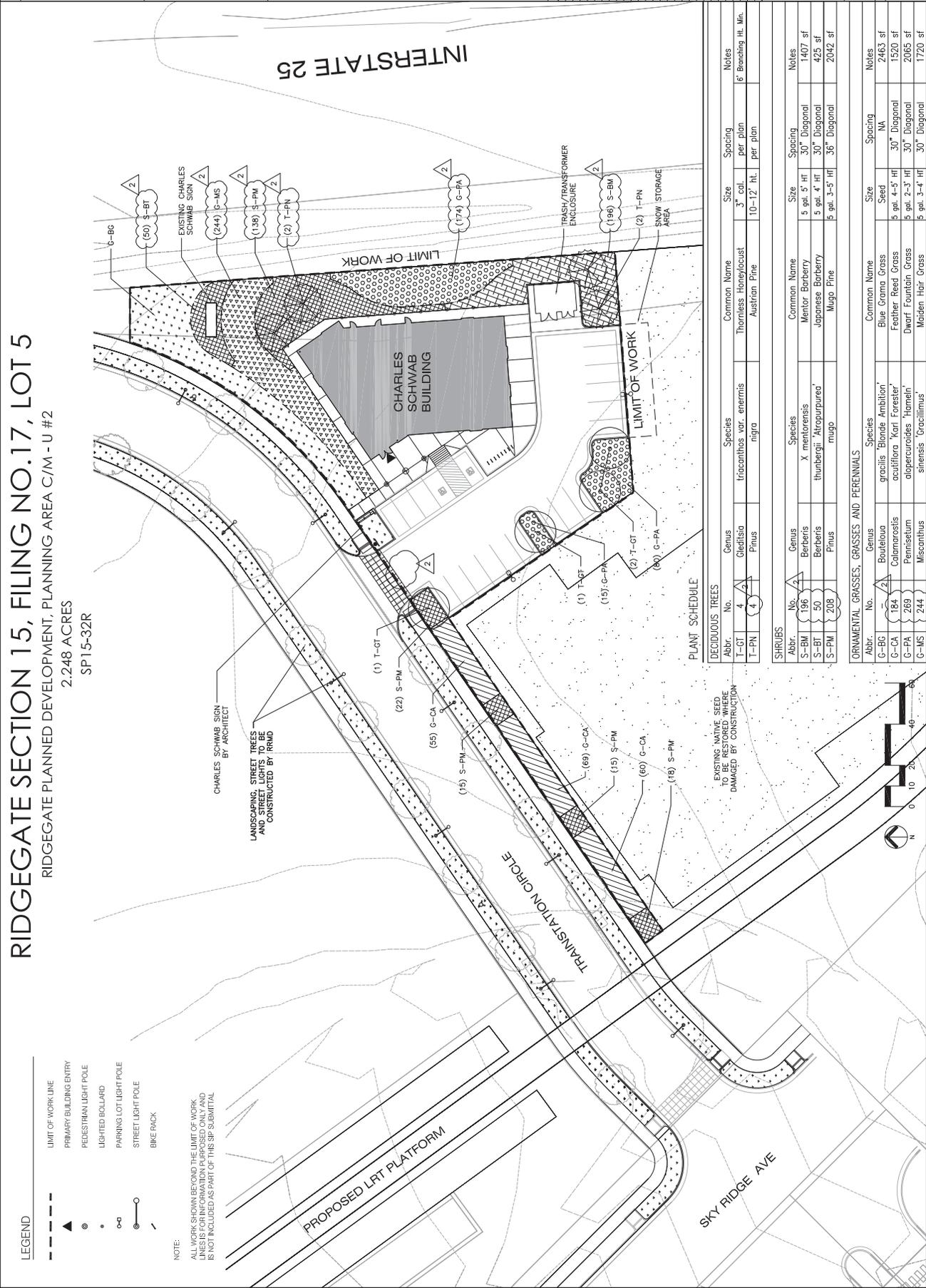
RIDGEGATE SECTION 15, FILING NO.17, LOT 5

RIDGEGATE PLANNED DEVELOPMENT, PLANNING AREA C/M - U #2

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SP15-32R

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| NO. | ISSUED FOR | DATE |
| 1 | PREP | 4/24/2013 |
| 2 | REVISED | 5/15/2013 |
| 3 | REVISED | 5/15/2013 |
| 4 | REVISED | 5/15/2013 |



LEGEND

| | |
|-----|------------------------|
| --- | LIMIT OF WORK LINE |
| ▲ | PRIMARY BUILDING ENTRY |
| ● | PEDESTRIAN LIGHT POLE |
| ○ | LIGHTED BOLLARD |
| ⊕ | PARKING LOT LIGHT POLE |
| ⊙ | STREET LIGHT POLE |
| ⊖ | BIKE RACK |

NOTE:
ALL WORK SHOWN BEYOND THE LIMIT OF WORK IS THE RESPONSIBILITY OF THE CLIENT AND IS NOT INCLUDED AS PART OF THIS SIP SUBMITAL

PLANT SCHEDULE

| Abbrev. | No. | Genus | Species | Common Name | Size | Spacing | Notes |
|---|-----|---------------|----------------------------|-----------------------|----------------|--------------|-----------------------|
| T-GT | 4 | Gleditsia | tricanthos var. enermis | Thornless Honeylocust | 3" cal. | per plan | 6' Branching Ht. Min. |
| T-PN | 4 | Pinus | nigra | Austrian Pine | 10'-12' ht. | per plan | |
| SHRUBS | | | | | | | |
| S-BM | 196 | Genus | Species | Common Name | Size | Spacing | Notes |
| S-BT | 50 | Berberis | X mentenensis | Mentor Barberry | 5 gal. 5" HT | 30" Diagonal | 1407 sf |
| S-PM | 208 | Pinus | mugo | Mugo Pine | 5 gal. 3-5" HT | 36" Diagonal | 425 sf |
| ORNAMENTAL GRASSES, GRASSES AND PERENNIALS | | | | | | | |
| G-BG | 4 | Bouteloua | gracilis 'Blonde Ambition' | Blue Grama Grass | Seed | NA | 2463 sf |
| G-CA | 184 | Calamagrostis | acutiflora 'Karl Forester' | Feather Reed Grass | 5 gal. 4-5" HT | 30" Diagonal | 1520 sf |
| G-PA | 289 | Pennisetum | alpestrale 'Hamel' | Dwarf Fountain Grass | 5 gal. 2-3" HT | 30" Diagonal | 2065 sf |
| G-MS | 244 | Miscanthus | sinensis 'Gracillimus' | Maiden Hair Grass | 5 gal. 3-4" HT | 30" Diagonal | 1720 sf |

DRAWING TITLE
PLANNING PLAN

PROJECT #:

SHEET NUMBER
4 of 11

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RIDGEGATE SECTION 15, FILING NO.17, LOT 5

RIDGEGATE PLANNED DEVELOPMENT, PLANNING AREA C/M - U #2

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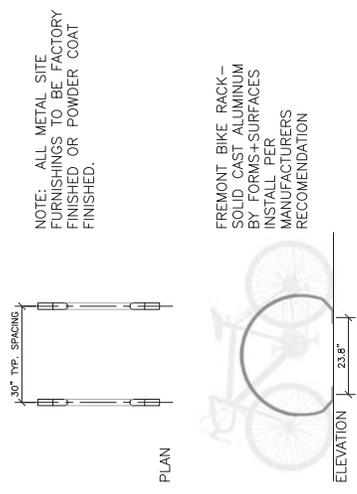
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D+K
Landscape Architecture
10160 TRANSTATION CIRCLE
LONE TREE, COLORADO

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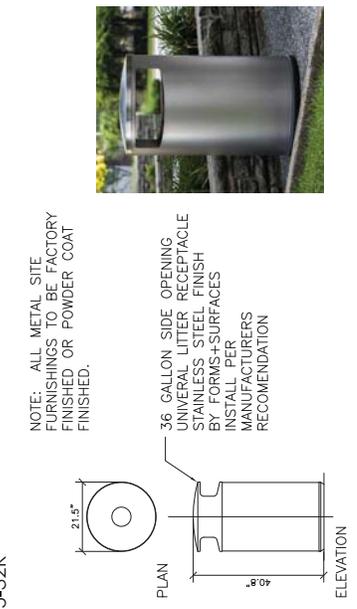
DRAWING TITLE
PLANTINGS AND SITE
DETAILS
PROJECT #:
SHEET NUMBER
5 of 11



NOTE: ALL METAL SITE FURNISHINGS TO BE FACTORY FINISHED OR POWDER COAT FINISHED.

FREMONT BIKE RACK - SOLID CAST ALUMINUM BY FORMS+SURFACES INSTALL PER MANUFACTURERS RECOMMENDATION

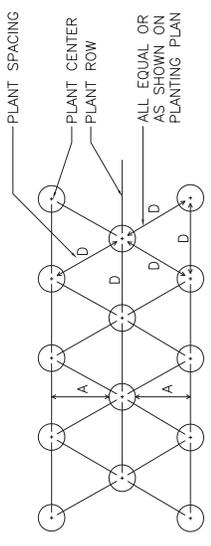
1 BIKE RACK
SCALE: 1/2" = 1'-0"



NOTE: ALL METAL SITE FURNISHINGS TO BE FACTORY FINISHED OR POWDER COAT FINISHED.

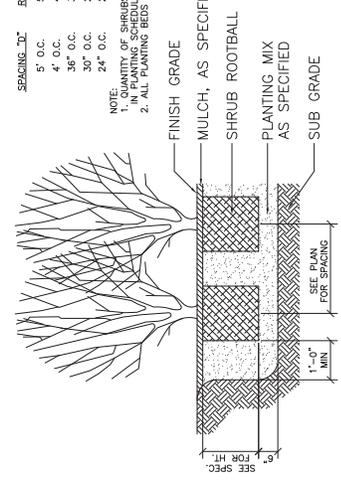
36 GALLON SIDE OPENING UNIVERSAL LITTER RECEPTACLE STAINLESS STEEL FINISH BY FORMS+SURFACES INSTALL PER MANUFACTURERS RECOMMENDATION

3 LITTER RECEPTACLE
SCALE: 1/2" = 1'-0"

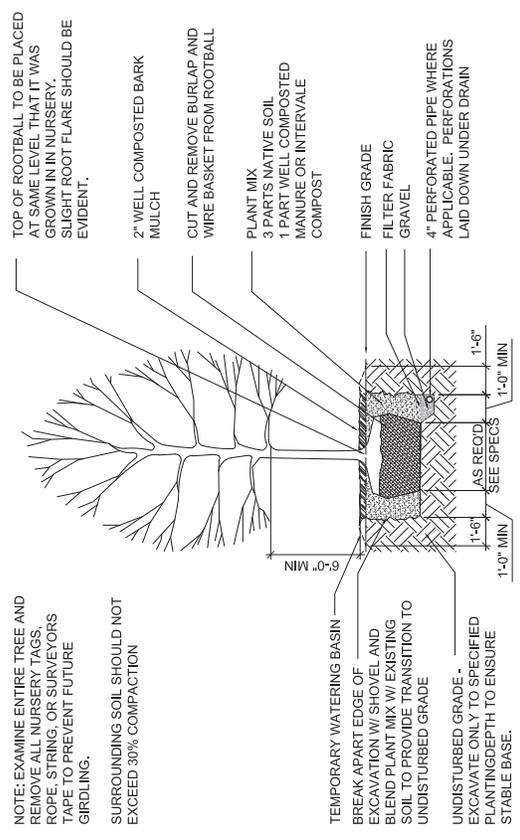


| SPACING "L" | ROW "A" | NUMBER OF PLANTS/SQ. FT. |
|-------------|---------|--------------------------|
| 5' O.C. | 51.96" | 0.04 |
| 4' O.C. | 41.52" | 0.07 |
| 38" O.C. | 31.20" | 0.12 |
| 30" O.C. | 26.00" | 0.18 |
| 24" O.C. | 20.76" | 0.28 |

NOTE:
1. QUANTITY OF SHRUBS AND SPACING AS NOTED IN PLANTING PLAN.
2. ALL PLANTING BEDS ARE TO BE CONTINUOUS.



4 SHRUB PLANTING
SCALE: 1/2" = 1'-0"



NOTE: EXAMINE ENTIRE TREE AND REMOVE ALL NURSERY TAGS, ROPE, STRING, OR SURVEYORS TAPE TO PREVENT FUTURE GIRDLING.
SURROUNDING SOIL SHOULD NOT EXCEED 30% COMPACTION

2 DECIDUOUS TREE PLANTING
SCALE: 1/4" = 1'-0"

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RIDGEGATE SECTION 15, FILING NO.17, LOT 5

RIDGEGATE PLANNED DEVELOPMENT, PLANNING AREA C/M - U #2

2.248 ACRES

SIP # SP15-32R

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| NO. | ISSUED FOR | DATE |
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| 1 | ISSUE | 04/24/15 |
| 2 | REV. 1 | 04/24/15 |
| 3 | REV. 2 | 05/27/15 |
| 4 | REV. 3 | 05/27/15 |
| 5 | REV. 4 | 05/27/15 |
| 6 | REV. 5 | 05/27/15 |
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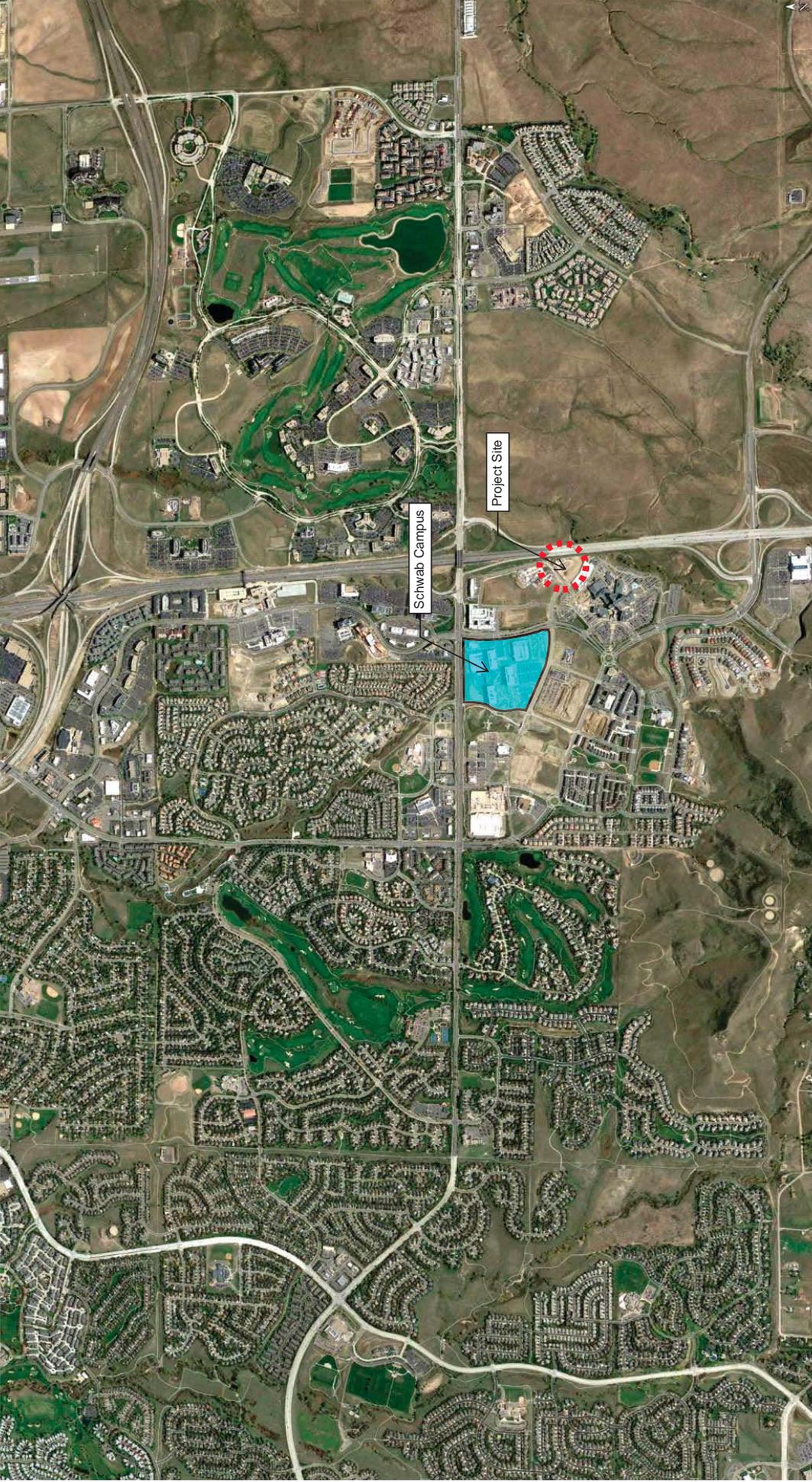


Dunn + Kiley

Charles Schwab Trainstation Circle Building

Site Improvement Plan
06/29/15





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Charles Schwab Trainstation Circle Building

Regional Plan

Site Improvement Plan
06/02/15





Charles Schwab Trainstation Circle Building

Project Site



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Charles Schwab Trainstation Circle Building

Potential Future Development Study

Site Improvement Plan
06/02/15





Charles Schwab Trainstation Circle Building

Site and Context Plan



Legend

- 1 Asphalt Parking Lot
- 2 Scored Concrete Paving
- 3 Scored Concrete Crosswalk
- 4 Charles Schwab Sign
- 5 Transformer Enclosure
- 6 Accessible Parking
- 7 Bike Racks
- 8 Thornless Honeylocust Tree
- 9 Blue Grama Grass
- 10 Feather Reed Grass
- 11 Dwarf Fountain Grass
- 12 Maiden Hair Grass
- 13 Mentor Barberry
- 14 Japanese Barberry
- 15 Mugo Pine
- 16 Austrian Pine

Trees



Thornless Honeylocust
Gleditsia triacanthos var. inermis

Austrian Pine

Non Irrigated Seed Mix



Blue Grama Grass
Bouteloua gracilis

Shrubs /Ornamental Grasses



Dwarf Fountain Grass
Pennisetum alopecuroides 'Hammer'

Maiden Hair Grass
Miscanthus Sinensis

Mentor Barberry
Berberis X mentronensis

Japanese Barberry
Berberis thunbergii

Mugo Pine
Pinus mugo

Shrubs /Ornamental Grasses



Dwarf Fountain Grass
Pennisetum alopecuroides 'Hammer'

Maiden Hair Grass
Miscanthus Sinensis

Mentor Barberry
Berberis X mentronensis

Japanese Barberry
Berberis thunbergii

Mugo Pine
Pinus mugo



Dunn + Kiley

Charles Schwab Trainstation Circle Building

Planting Plan

Site Improvement Plan
06/29/15





- Legend**
- ① Pedestrian Light Pole
 - ② Parking Lot Light Pole
 - ③ Light Bollard

Landscaping, Street Trees and Street Lights to be provided by District



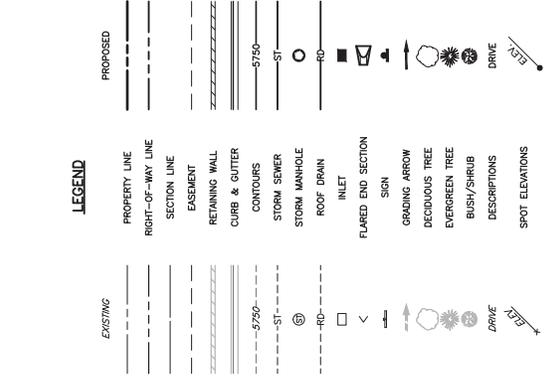
Pedestrian Light



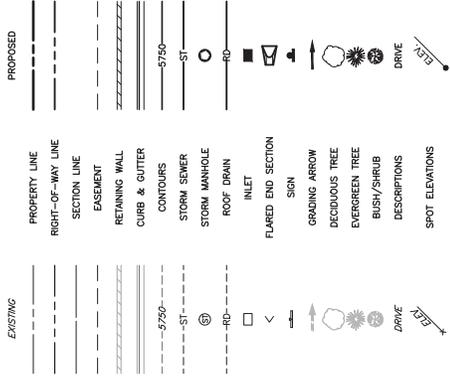
Parking Lot Pole



Light Bollard



LEGEND



Charles Schwab Trainstation Circle Building
Grading Plan



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Charles Schwab Trainstation Circle Building

Drive Approach from West

Site Improvement Plan
06/29/15





Charles Schwab Trainstation Circle Building

View looking Northeast



Charles Schwab Trainstation Circle Building

North Elevation



Charles Schwab Trainstation Circle Building

View from I-25 Feeder, Driving South



Charles Schwab Trainstation Circle Building

View looking Northwest



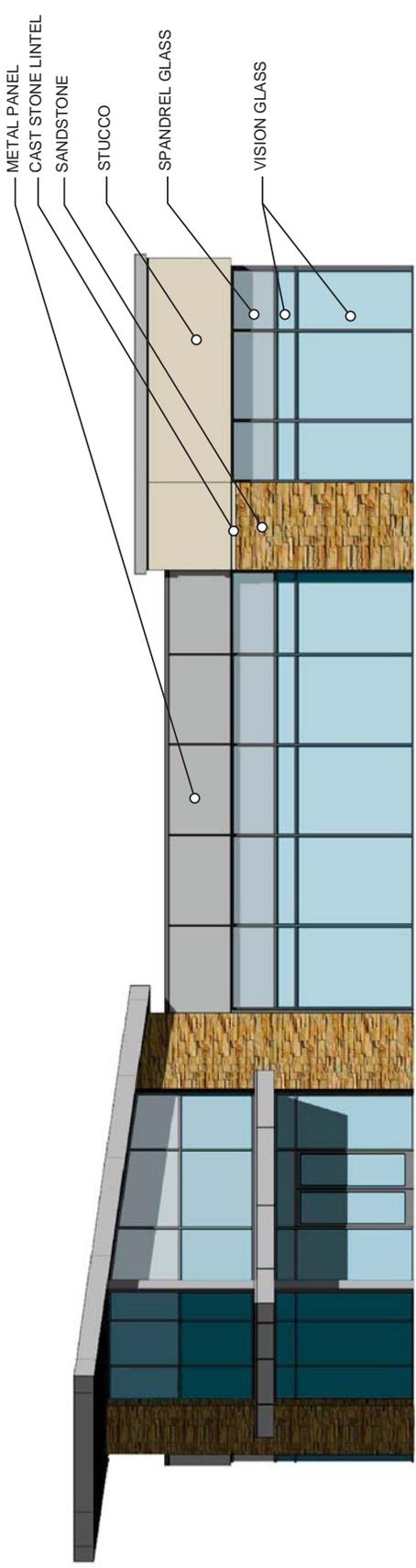
Charles Schwab Trainstation Circle Building

Site Section



Charles Schwab Trainstation Circle Building

Floor Plan

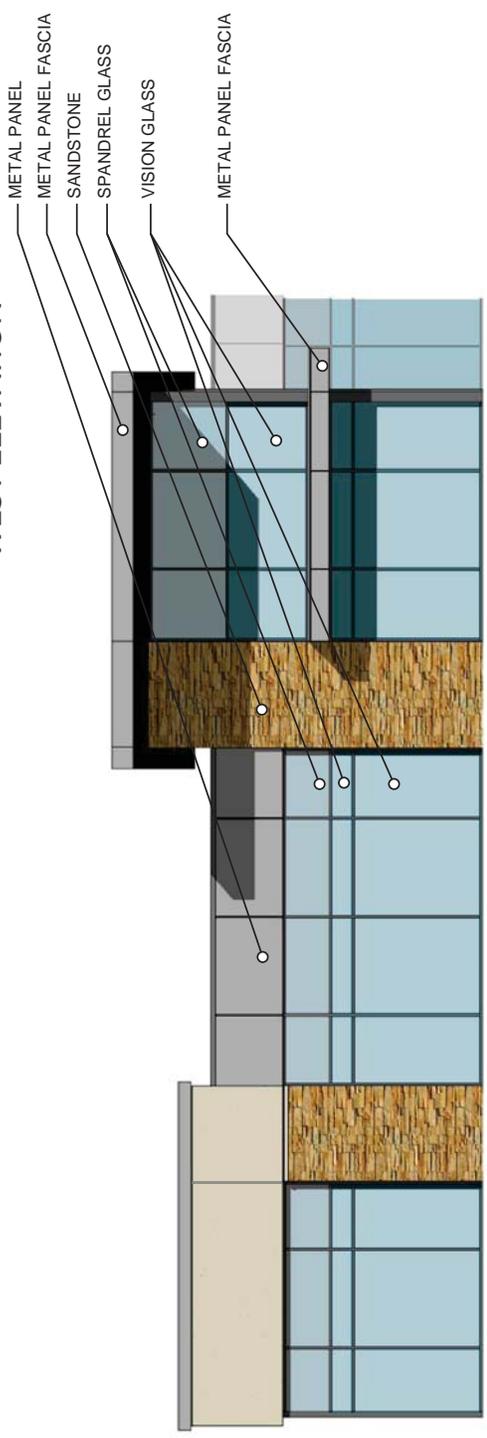


METAL PANEL
CAST STONE LINTEL
SANDSTONE
STUCCO

SPANDREL GLASS

VISION GLASS

WEST ELEVATION



METAL PANEL
METAL PANEL FASCIA
SANDSTONE
SPANDREL GLASS

VISION GLASS

METAL PANEL FASCIA

NORTH ELEVATION



SPANDREL AND VISION GLASS
TO MATCH EXISTING CAMPUS



SANDSTONE
TO MATCH EXISTING CAMPUS



METAL PANEL AND MULLION
TO MATCH EXISTING CAMPUS



STUCCO



CITY OF LONE TREE
STAFF REPORT

TO: City of Lone Tree Planning Commission

FROM: Kelly First, Community Development Director
Jennifer Drybread, Senior Planner

DATE: July 8, 2015

FOR: July 14, 2015 Planning Commission Hearing

SUBJECT: City of Lone Tree Comprehensive Plan Amendments
Project File #MI4-07

Applicant:

City of Lone Tree, Community Development Department
Kelly First, Community Development Director
Jennifer Drybread, Senior Planner

| | |
|--|-----------------------|
| Planning Commission Meeting Date: | July 14, 2015 |
| City Council Meeting Date: | August 4, 2015 |

A. REQUEST:

Recommendation of approval to City Council for amendments to the City of Lone Tree Comprehensive Plan.

B. BACKGROUND

The draft City of Lone Tree Comprehensive Plan was heard by the Planning Commission at their June 9, 2015 hearing. There were a number of substantive recommendations made by the Planning Commission at that meeting (highlighted in red and purple colors on the attached draft document presented in "Track Changes").

Chair Sippel stated at the hearing that she would like to review the document for grammar, prior to the draft plan being heard by City Council (her highlighted changes are in blue in the attached document). Staff then made a few additional changes, shown in red, that address suggestions that Chair Sippel made in her review, but that she did not provide specific language for.

To allow time to make the final changes to the document, the Planning Commission continued the hearing to July 14th.

C. POLICY ISSUE

Staff would like to draw your attention to page 26, policy 4, in the Community Identity Section of the Land Use Chapter to ensure that it reads as the Commission intends it to. This policy encourages local businesses and neighborhoods to identify their location as Lone Tree. Also, it was discussed at the last Planning Commission meeting to cite an example here, such as RidgeGate. RidgeGate does identify Lone Tree on their Web Site, Facebook, logo and other means, and includes the Lone Tree logo on directional signage. It is also the Council's intent to replace wayfinding signage in RidgeGate with new City-wide signage for a more consistent, unified look.

During discussions held about the City sign program, some suggested that the City should get away from businesses identifying the City on their signage, as there may be examples where this may cause misunderstanding or undesired consequences. Therefore, the proposed language adds "where appropriate" to allow some level of judgement and flexibility.

D. STAFF FINDINGS AND RECOMMENDATION

Staff asks that the final format of the document that will include pictures, be subject to administrative approval.

Staff recommends that Planning Commission recommend approval to City Council of the attached comprehensive plan.



**CITY OF LONE TREE
COMPREHENSIVE PLAN
DRAFT – JULY 14, 2015**



DRAFT

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Introduction

The City of Lone Tree is Growing According to Plan

The City of Lone Tree (the “City”) incorporated in November 1995. A major impetus for incorporation was residents’ concerns relating to land use, the quality of development along the C-470 corridor, and their desire for greater input over development decisions affecting their future. Lone Tree celebrated its 20-year anniversary in 2015, providing an opportunity to reflect on the accomplishments of the last two decades while looking ahead to the future.

Early in the City’s history, the first Comprehensive Plan, Zoning Code, Subdivision Regulations, Design Guidelines, and Streetscape Standards were established and refined to provide community leaders with the necessary tools to implement a vision for development. Over the years, Lone Tree annexed new land including residential neighborhoods, important commercial areas, and new planned developments – all consistent with the Comprehensive Plan. In 2015, Lone Tree’s incorporated boundaries encompassed 6,162 acres or 9.6 miles.

The City is home to many shopping, dining and entertainment opportunities, significant corporate employers, major medical facilities, quality residential neighborhoods, and a range of recreational, arts, and cultural amenities. Regional transportation investments, including the extension of light rail transit, help to achieve a more efficient multimodal network. Strategic plans are being developed to evaluate growth in government services to service the needs of the population. What began as an incorporation effort by local neighbors and community leaders has evolved steadily into a thriving City that is synonymous with a high quality of life.

Lone Tree residents continue to be involved in decisions affecting the future of their community. They recognize the ability to ensure a high quality of life for the future is dependent on making the right decisions today. As Lone Tree continues to branch out and serve the needs of its residents, businesses, and visitors, it remains rooted in the belief that growth should occur carefully. This path of deliberate growth is the result of steadfastness to a community vision. This Comprehensive Plan is an extension of that vision, and sets forth the goals and policies by which the City will continue to flourish.

Vision: -Lone Tree is a premier Colorado community connected by great neighborhoods, vibrant public spaces, a beautiful natural environment, and thriving businesses.

This Comprehensive Plan is not a major departure from previous plans; it builds upon the City's planning legacy and the many achievements realized in its first two decades, ensuring the City continues to be a desirable place to live, work, and play for generations to come.

Purpose and Use of the Comprehensive Plan

The Comprehensive Plan is an official public document adopted by the City Council that provides general direction for how the community should grow in the next 20 years and beyond. Colorado statutes charge City Councils and their appointed Planning Commissions with the duty to make and adopt a master plan or comprehensive plan for the physical development of their municipality, including areas outside its boundaries. There are three essential characteristics of a comprehensive plan:

1. It is comprehensive – It encompasses all geographic parts of a city and all functional elements that bear on physical development.
2. It is general in nature – It summarizes policies and proposals and does not indicate detailed, site-specific locations or detailed regulations.
3. It is long range – It looks beyond pressing current issues to gain a perspective on problems and possibilities in the future.

This Plan looks to the year 2035 and beyond in establishing land use and development goals, objectives, and policies. The Comprehensive Plan provides a policy framework for decisions that affect the physical, social, and economic environment of the City of Lone Tree. It provides vision, direction, and a defined and achievable image for the City's physical environment by establishing specific development goals, objectives, and policies for various land uses based upon sound planning principles. It is used as the foundation for the City's Zoning Code, Subdivision Regulations, and other regulatory ordinances; serves as the basis upon which land development and annexation decisions are evaluated; acts as the guiding land-use framework for working with neighboring local and regional governments; and serves as the basis in planning for future infrastructure and other community needs.

Plan Goals

The City of Lone Tree is fortunate that a majority of the City has been developed in a high-quality manner. The opportunity exists to guide additional quality growth, reinforcing the area as a desirable place to live, work, and play. The City of Lone Tree intends to seize this opportunity by achieving the following five major goals set forth in this Comprehensive Plan:

- I. Land Use – Achieve well-managed growth, based on sound planning principles, with an emphasis on high-quality design.
- II. Environmental Quality - Conserve, enhance, and protect important natural and manmade resources, and ensure the safety of residents when integrating development into the natural landscape.
- III. Community Facilities and Services – Provide quality ~~community~~ facilities and services for the Lone Tree community in an efficient and cost-effective manner.
- IV. Transportation – Strive for optimal efficiency, connectivity, and safety in the transportation system, integrated with surrounding land uses and environmental conditions.
- V. Economic Development – ~~Stimulate~~ Foster a vibrant and financially sustainable economy for the Lone Tree community.

I. Land Use

Basis for the City's Planning & Urban Growth Area and Land Use Goal, Objectives and Policies

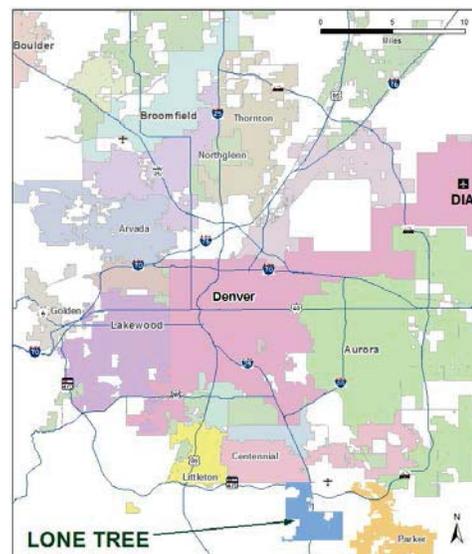
The City's Planning and Urban Growth Area is where future growth is directed (see the General Land Use Plan at the end of this chapter) and includes both incorporated lands and those generally desired for annexation. This area, and the land use goals, objectives, and policies were conceived in light of the community's:

- Physical setting (including its natural and built environment)
- Access to urban facilities and services
- Development potential
- Commitment to collaborative planning efforts
- Commitment to sound planning principles

Physical Setting

The City of Lone Tree is located at the southern edge of the Denver metropolitan area, with convenient access to three major highways (I-25, C-470, and E-470), light rail, and general aviation and international airports. It is located in proximity to major employment centers and many urban amenities, both within and adjacent to the City.

Closer in, Lone Tree's physical setting, including its natural, surrounding, and built environments, are major contributing factors in establishing the City's Planning and Urban Growth Area.

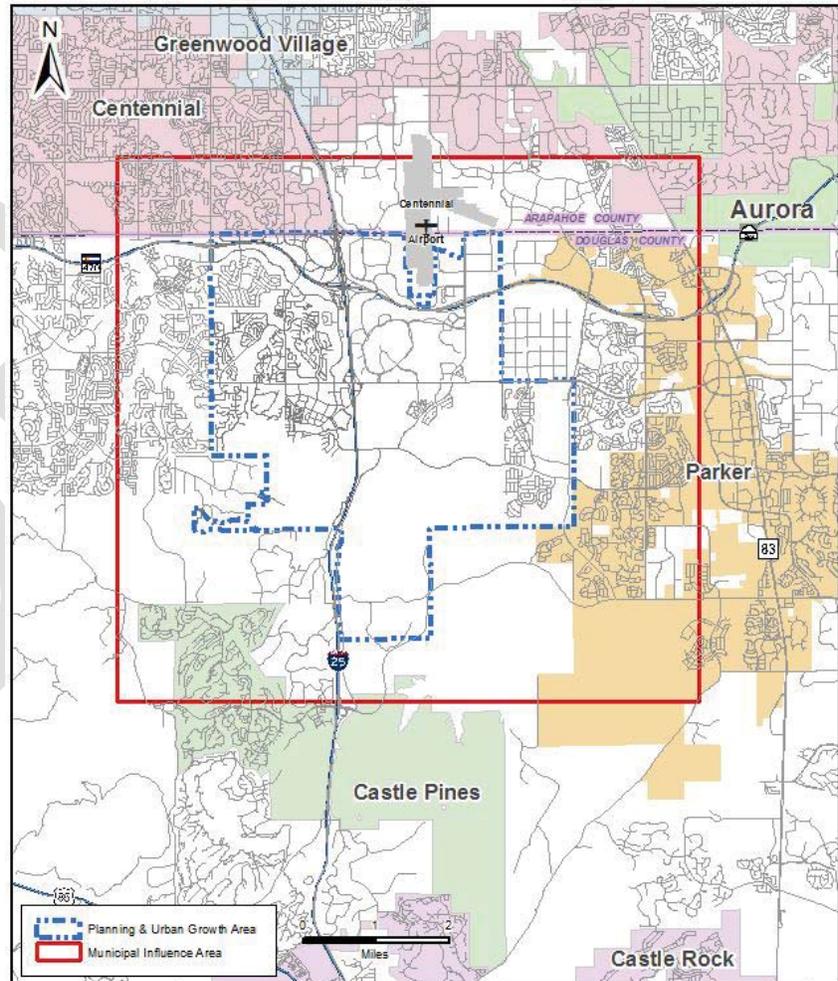


The Natural Environment:

The City's Planning and Urban Growth Area is framed by scenic bluffs to the south. The bluffs are a natural feature marked by prominent ridgelines that nestle the City and help to shape and define its boundaries. Gently rolling terrain describes the landscape north of the bluffs, with native grasses predominating on undeveloped lands. Cottonwood and willow trees are scattered along the drainages, and Gambel oak (large native shrubs) dot the bluff hillsides. With the exception of a few intermittent drainages, the land slated for urban development (north of the bluffs) has few environmental constraints, making it well-suited for urban use.

The Surrounding Environment:

The land uses outside the City's Planning and Urban Growth Area (area outside the blue boundary area in the map below) are compatible with the existing and future uses planned inside this area. Highlands Ranch, immediately west of Lone Tree, is a large, master-planned community located in Douglas County's designated Primary Urban Area. It contains residential and commercial land uses adjoining Lone Tree. To the north are residential, office, and commercial uses located in the City of Centennial, and designated for this purpose in their Comprehensive Plan. To the east are commercial, office, and residential uses, primarily located in unincorporated Douglas County, with portions in the Town of Parker's designated Urban Growth Boundary. To the south are low-density residential uses, open space, and undeveloped lands located in Douglas County's nonurban area, as well as, developed and undeveloped lands within the City of Castle



Pines. These uses are compatible with the open space and single-family clustered development approved by the City on top of the bluffs.

The Municipal Influence Area on the map (the area inside the red boundary area and outside the blue Urban Growth Area on the above map) does not indicate an area of near-near-term annexation, but identifies where land-use decisions of neighboring jurisdictions have a greater potential for impacting the City, and where the City desires-wants to be part of the decision-making process.

The Built Environment:

The land uses inside the City’s Planning and Urban Growth Area (see the area inside the blue boundary on the above map) includes a mix of uses compatible with existing and planned future uses. These are generally described below in four regions:

Northwest. Many commercial, retail, and office developments are located in this region, including the Park Meadows Shopping Center. Multifamily is concentrated near the RTD Light Rail station along Park Meadows Drive, with single family in the central/west portion of this region. Public schools, churches and government buildings are also located here.

Northeast. This region is primarily large scale, high-end office development, including the Inverness and Meridian International Business Centers, providing many employment opportunities in this area. Centennial Airport is located north of this area. At the east end of this area is land zoned for commercial, office, and industrial development.

Southwest. Land use in the western portion of this region is predominantly single-family detached. The Bluffs Regional Park is located here, and low density clustered development is planned on the bluff tops.

South central and Southeast. In this region is RidgeGate (nearly six full sections), land developed by Meridian, and a mix of residential densities. RidgeGate zoning ranges from compact, mixed-use, transit-oriented development to more suburban, single-family detached development. The Sky Ridge Medical Center and Lone Tree Arts Center are located here. It is also the site of the future City Center.

Taken together, the City's physical setting, including its natural and built environment makes it well suited to the land uses supported within its Planning and Urban Growth Area.

Access to Urban Level Facilities and Services

Lands within Lone Tree's Planning and Urban Growth Area are afforded access to a broad spectrum of urban-level facilities and services. These are provided by the City, special districts, or the private sector. The transportation network includes two major highways, a hierarchy of arterial, collector, and local roads, regional light rail transit, and bus service. Centennial Airport, one of the nation's busiest general aviation airports, is located adjacent to the City's Planning and Urban Growth Area. Central water and sewer are available for existing development and are planned for new development. Other utilities, including electric, natural gas, and telecommunications are also available.

City residents are served by urban-level emergency services, including police and fire protection, and a state-of-the-art medical facilities that provides emergency treatment service. Schools, a library, the Lone Tree Arts Center, parks, trails, and recreational facilities are located here, and the City sponsors a variety of indoor and outdoor arts and cultural events year round. The private sector also provides many urban-level facilities and services including shopping, entertainment, and a variety of commercial services. (See the Community Facilities and Services and the Economic Development Sections for more information on this subject).

The urban-level facilities and services within the City's Planning and Urban Growth Area are generally expected to support and serve the level and type of growth being planned.

Development Potential

Within the City's incorporated boundary there remains considerable land slated for development. The vast majority of this land is located east of I-25. While it is expected that all areas in the City will be under development within the coming decades, the future City Center is expected to grow more slowly, due to the nature and extent of development planned for that area. Designed as an urban center in the south metro region and the focal point of Lone Tree, the City Center is planned for a higher intensity of mixed-use, transit-oriented development.

Space is planned for a future City hall and an adjacent central park, providing many opportunities for quality growth within the City's incorporated boundaries for decades to come.

Within the City's Planning and Urban Growth Area there remains considerable annexation potential. The City's Planning and Urban Growth Area is approximately 17 square miles (nearly 11,000 acres) in size. This area includes the City's incorporated lands and also unincorporated land that ~~may~~might be considered appropriate for future annexation by the City.

The unincorporated land consists primarily of existing and developing commercial, office, and multifamily development located along I-25 north of Lincoln Avenue, and primarily residential zoned lands located south of Lincoln Avenue at the east end of the Urban Growth boundary (For a look at the City's current incorporated boundaries, view the City's zoning map found at: www.Cityoflonetree.com/zoningmap).

Whether these properties annex into the City of Lone Tree will depend upon the perceived benefits and costs of annexation by the landowner and the City. Inclusion of these unincorporated lands in the City's Planning and Urban Growth Area is an expression of willingness by the City to entertain annexation proposals and to extend services to these areas, including police protection, road maintenance, and general government.

Capturing the development potential within the City's Planning and Urban Growth Area makes sense, as opposed to annexing in a leap frog manner beyond these boundaries into the Nonurban Area of unincorporated Douglas County ~~makes sense~~. Maintaining the City's compact boundaries helps to keep road and utility line construction and maintenance costs lower and helps to minimize the response time for police and fire-fighters. Noncontiguous development works to the contrary, often requiring expensive roads to be extended to remote areas, raising the costs to the taxpayers for road repair, snow plowing, and school busing.

Moreover, there are risks associated with extending out beyond the City's Planning and Urban Growth Area. Such action may not only contribute to sprawl (~~which that~~ also increases commuting and air quality impacts), but may result in many unintended consequences, including taking on the maintenance and repair costs of older infrastructure, and conflicting with the established plans of neighboring jurisdictions.

The City's Planning and Urban Growth Area provides ample opportunity for future growth and development. Extension may be considered if visual, environmental, social, and fiscal impacts

are carefully evaluated and adequately addressed, and if extension is consistent with the goals and policies of the Comprehensive Plan.

Commitment to Collaborative Planning Efforts

Agency and Entity Planning Efforts:

The City collaborates with organizations outside the City, such as the Denver South Transportation Management Association (TMA), Regional Transportation District (RTD), special districts, Centennial Airport, and the Denver South Economic Development Partnership. These collaborative efforts, supported by this ~~plan~~Plan, result in the development of important local and regional infrastructure and services that could not be afforded by the City alone.

Interjurisdictional Planning Efforts:

This Plan recognizes that land-use impacts do not end at jurisdictional borders. A community's economic decisions, traffic, water and air quality issues often influence neighboring communities or the region, and vice versa. As a result, the City supports efforts to work with neighboring jurisdictions to address present and potential future land-use issues and opportunities.

The City also annually adopts a Three-Mile Plan in compliance with state law. The three-mile planning area boundary extends three miles ~~out~~ from the City of Lone Tree's municipal boundaries and includes land in unincorporated Douglas and Arapahoe counties. The objective of adopting the Three-Mile Plan is to provide comprehensive consideration of the land use goals of adjacent jurisdictions in planning for future growth and urbanization, and to determine the level and adequacy of infrastructure necessary for new development, should annexation be desired.

Regional Planning Efforts:

The City supports and participates in regional planning efforts through the Denver Regional Council of Governments (DRCOG). The City is a signatory to the Mile High Compact, an agreement that sets forth ~~thirteen~~13 stipulations for regional planning. That agreement incorporates by reference DRCOG's Metro Vision Plan, a long-range regional growth strategy for the Denver Metropolitan Area. The area slated for urban development on the City's General Land Use Plan map is consistent with the DRCOG's Metro Vision Plan.

Commitment to Planning Principles

Accomplishing Lone Tree's vision statement requires an understanding and commitment to act on sound planning principles that are tailored to Lone Tree's unique conditions. This Plan emphasizes outcomes that support economic vibrancy, community safety, transportation multimodality, community enrichment, attractive development, environmental sustainability, and municipal stewardship. The following planning principles are the desired community characteristics that provide a framework for future development. Therefore, Lone Tree seeks to develop in a manner that achieves:

- A strong sense of connection – this includes physical connections such as linked neighborhoods and pedestrian- and bicycle-friendly streets, -as well as social connections strengthened through community events and programs
- An attractive, high-quality community, guided by the City's Design Guidelines
- A balance of diverse land uses to ensure a vibrant and adaptable community that grows in a fiscally sustainable manner and fosters a live, work, and play environment for all generations
- A walkable and bicycle-friendly cityscape comprised of mixed-use and compact development
- Rich gathering spaces and destinations, transit-oriented developments, and commercial activity centers as places for residents, workers, and visitors to come together
- A wide range of options for employment, transportation, housing, services, culture and amenities for diverse people of all ages, incomes, and abilities
- Preservation and enhancement of natural areas important for their intrinsic beauty, wildlife habitat, recreational utility, and environmental value
- Communication, collaboration and partnership with area agencies, jurisdictions, and stakeholders to accomplish projects and programs that benefit the City and the region

- Safety for residents through adequate infrastructure, policing resources, and appropriate design
- An efficient, effective, and innovative government that serves its citizens in a responsible and responsive manner
- Fair, predictable, and cost-effective growth by directing development within the City's Planning and Urban Growth Area and abiding by the vision, planning principles, goals, objectives, and policies articulated within this Plan

Lone Tree's planning principles provide a solid foundation for guiding the City's future growth and are the basis upon which the Plan's five major goals are established (goals are found in chapters 1-5).

Conclusion

The area's natural and built environment, coupled with the potential for access to urban level facilities and services, makes the City's Planning and Urban Growth Area suited for the type of development planned and anticipated. The growth potential for this area will provide many opportunities in the future to guide quality growth. The City's willingness to collaborate and partner on local and regional planning efforts, together with its commitment to the goals, objectives, and policies based upon sound planning principles, will go a long way in realizing the quality living environment sought by the Lone Tree community.

Land Use Goal, Objectives, and Policies

Future growth and development decisions will be guided by the following land use goal, objectives, policies, and the General Land Use Plan Map. These serve as the foundation for the City's Zoning Code, Subdivision Regulations, and Design Guidelines, and are the basis upon which annexation decisions, intergovernmental land use agreements, and major investments in transportation and other capital investments are made by the City. Together, these important planning and implementation documents, coupled with a strong commitment to planning principles, will serve the City well in achieving its desired vision.

- I. Goal: Achieve well-managed growth based on sound planning principles and with an emphasis on high-quality design.***

Mixed-Use, Compact, Pedestrian-Friendly Development

Mixed-use, compact, pedestrian-friendly development is strongly supported, as it provides the means for creating vibrant and diverse communities that people identify with and feel a connection to. Development practices that make it easy and inviting to walk or ride bicycles also serves to reduce traffic congestion and air quality impacts. Efforts to foster such development are generally supported in new, redeveloping, and infill areas throughout the Lone Tree community. At the same time, it is recognized that neighborhoods within the City were developed according to a more traditional template and new development adjacent to and within these areas must be sensitive to these communities as well.

Objective

Encourage quality, mixed-use, compact, and pedestrian-friendly development.

Policies

1. Achieve a balanced mix and distribution of land uses in Lone Tree, avoiding undesirable duplication or imbalance, and fostering a live, work, and play environment.
2. Encourage the use of innovative land planning and urban design techniques that support mixed-use, compact, pedestrian-friendly development.
3. Integrate institutional uses, such as churches, schools, day care facilities, and neighborhood commercial areas, within or in proximity to residential neighborhoods as places for people to walk to.
4. Provide safe, convenient vehicular, pedestrian, and bicycle access and connections between neighborhoods and destinations throughout the City for people of all ages and abilities.

5. Establish plazas, parks, focal points, and spaces for special events and festivals and other community gathering spaces in convenient walking proximity to residential development, and provide amenities such as benches, fountains, shade, and public art, with-giving attention given to year-round use.
6. Support home occupations that do not generate excessive noise, traffic, or other impacts.
7. Ensure infill development is harmonious with existing neighborhood characteristics in terms of quality and architectural character.
8. Encourage zoning and design modifications where appropriate to increase density and enhance the appearance, function, and economic vitality of areas. Such modifications are supported where community facilities and services are adequate; where they may result in a more efficient use of land, infrastructure, and services; where they yield high-quality design; and where it promotes the use of transit and pedestrian accessibility.
9. Encourage high-tech, state-of-the-art development in Lone Tree, such as green building, clean energy, enhanced City services, and high-speed communication.

Neighborhood Development and Housing Choice

A focus on creating and sustaining neighborhoods as great places to live requires collaboration between landowners, developers, homeowner associations, the City, and other governing agencies. It begins at the land-use planning phase with consideration not only for design, but the provision of adequate facilities and services including parks, schools, safety, maintenance, and other issues.

Respecting existing neighborhoods and creating new neighborhoods with their own unique identity within the context of the Lone Tree community provides residents a sense of belonging. This can be fostered through a variety of housing types, so that each neighborhood has its own distinctive character. This can also be accomplished by establishing gathering spaces within each community, where residents can come together, such as local parks and plazas, community centers, and other spaces.

Also important in land-use planning is encouraging a wide range of housing options, including affordable housing. Though the City has a diversity of housing types, most housing is priced above the median house price for the metro area and is therefore inaccessible to many important segments of the community. Affordable housing opportunities should be available for first-time home buyers, entry-level professionals, special needs populations, seniors, and workers in the public service, hospitality, and retail industries, so that people who work in the community can also afford to live here. Living in proximity to employment reduces the need for long commutes, thereby reducing [both](#) regional traffic congestion and impacts on air quality. Affordable housing can be considered an investment in the City's infrastructure – as basic as investing in other urban infrastructure.

An important demographic group to recognize when thinking of housing choice is the aging “baby boom” generation, people born between 1946 and 1964. The 2010 Census showed a 333% growth rate in seniors age 65 and over in Lone Tree when compared to the 2000 Census. While this population in 2010 only accounts for 8% of the total Lone Tree population (a figure slightly higher than the senior population for Douglas County), the Colorado Department of Local Affairs forecasts that the 65-years-and-over demographic group will increase to 12% of the total Douglas County population by 2020 and to 18% of the total Douglas County population by 2030. Many [of](#) Lone Tree residents will want to age in place in their homes, while others may choose to downsize or move to a retirement community. This will require new challenges by residents, developers, and the City to meet the housing needs of this burgeoning population.

Another emerging demographic to consider when planning for housing is the Millennials (also known as Gen Y). Born between 1982 and 2001, they have emerged as the largest population group in the country. According to some studies, this group has a higher percentage than other age groups that self-identify as urban dwellers, yet [with](#) many still wanting to live in a suburban environment. Studies reveal that while the majority of this age group live in apartments, 75% believe they will one day be homeowners. They prefer communities with diverse [city in](#) housing types and styles, [with](#) neighborhoods that offer a mix of uses, [prefer](#) walkable communities, and [like](#) access to transit. Both the Millennials and Baby Boomers [are seeking out](#) many of the same housing and neighborhood characteristics advocated by this [plan](#)Plan.

Objective

Establish and preserve residential areas as safe, attractive, and desirable places, and encourage a mix of housing types and affordability ranges to accommodate a broad range of demographic groups in the City.

Policies

1. Foster “neighborhoods” and distinct areas within the City that have their own unique identity, interwoven within the larger City.
2. Integrate community gathering spaces, amenities, and services with, or conveniently located in proximity to, all residential neighborhoods.
3. Protect and enhance the attractiveness and viability of existing neighborhoods through:
 - a. Careful review of adjacent land use and development applications
 - b. Effective Zoning Code enforcement
 - c. Streetscape enhancements
 - d. Coordination with homeowners associations on programs to improve entryways and open space, as well as assist them in maintaining overall community standards
4. Require new development to provide mandatory homeowner associations or other governing mechanisms for the maintenance of entryways, common areas, pocket parks and other tracts, as well as the enforcement of covenants.
5. Continue support of urban street design standards to reduce traffic speeds and resulting safety concerns.
6. Link new residential development by trails, sidewalks, bike lanes, streets, and other safe and convenient access to schools, public or private open space, recreational amenities, community facilities, institutional uses, and activity areas.

7. Avoid or mitigate excessive noise impacts to residential areas, including those associated with loud speakers and heavy machinery noise.
8. Encourage a variety of range of housing types and affordable housing through measures such as:
 - a. Establishing and implementing specific land use planning and zoning strategies
 - b. Coordinating with state, regional, and local agencies to explore resources, funding mechanisms, tax incentives, and other programs to encourage affordable housing opportunities, including the multi-jurisdictional Douglas County Housing Partnership and the Community Development Block Grant (CDBG) Program
 - ~~b.~~ Implementing the commitment for primary housing ~~(see Glossary)~~ in RidgeGate east of I-25
 - c.
9. Support a diversity of housing types, including single-family homes, apartments, townhomes, condominiums, continuum of care facilities, accessory dwelling units, cohousing, and group homes for older adults, where appropriate. Evaluate housing trends and innovations over time as well as potential impacts on the community.
10. Locate housing near social services, public facilities, and commercial areas to reduce feelings of isolation and to ensure access to employment, education, and other activities.
11. Encourage universal housing designs that also allow residents to age in place, by incorporating ground floor bedrooms with accessible bathrooms, minimizing steps, avoiding abrupt elevation changes, providing adequate lighting, and incorporating easily identifiable signs.
- ~~12.~~ Balance the desire for high-end design and building materials against the demand for housing that is more financially attainable to a range of workers, seniors and first-time buyers.
- ~~12-13.~~ Evaluate the use of short-term overnight house rentals that may have an adverse impact on parking, ~~and~~ traffic, and trash buildup within neighborhoods.

Redevelopment

Although Lone Tree is a relatively young City by most standards, redevelopment opportunities should be anticipated and evaluated to ensure long term economic health and quality appearance of the City. Commercial areas, in particular, may experience vacancies, deterioration of buildings and property, and other challenges associated with aging and obsolescence over time. It is imperative that attention and reinvestment takes place in these areas so they continue to be successful and attractive places in the community. Redevelopment of residential areas will likely not be an issue for years to come, as the housing stock is relatively new and in good condition.

Working with businesses and property owners in the City to identify and address problems or potential problems, and develop strategies to address them, will strengthen the economic vitality of the entire City over the long term. Fostering public-private partnerships, creative financing mechanisms, and providing efficient, predictable government services are ways in which the City can assist.

The Entertainment District is of particular significance given its large size, central location, and challenges associated with varied property ownership within the area. The City should continue to consider ways to improve the appearance and function of the area, ~~which that~~ has the potential to serve as a mixed-use, walkable, gathering place for the community.

Park Meadows Shopping Center is another example of an area where ~~continuing~~ reinvestments ~~over time~~ are critical to maintain a unique retail experience and economic success over the long term. Redevelopment efforts have included the replacement of a major anchor store with an outdoor shopping area as well as redevelopment of restaurants and stores in the area. Over time, additional uses, infill development and access improvements should be evaluated and implemented, consistent with the policies of this Plan.

Redevelopment is an issue that will only continue as the City's commercial and residential areas age, and if the City annexes other existing development areas. The City should continue ~~in~~ its support of redevelopment efforts that are consistent with this Comprehensive Plan.

Objective

Ensure and support redevelopment efforts and measures that are consistent with principles of this Comprehensive Plan.

Policies

1. Support redevelopment that advances the objective of compact, mixed-use, and pedestrian-friendly development.
2. Encourage redevelopment measures that create greater linkages and access by pedestrians, bicycles, automobiles, and transit users.
3. Encourage the establishment of and connections to local parks, plazas, and other gathering spaces, where possible.
4. Ensure redevelopment areas have adequate facilities and services when deciding changes in land use.
5. Support redevelopment efforts consistent with the City's Design Guidelines.
6. Weigh the costs and benefits of conversion of commercially-zoned areas to residential use; trends in zoning and land use that may impact rezoning decisions; and incentives to foster redevelopment.
7. Ensure redevelopment is harmonious with existing neighborhood characteristics in terms of quality and architectural character.

Open Space Preservation and Protection

Open space preservation plays a key role in creating and maintaining healthy communities by providing a broad range of passive and active use opportunities. Open space protects air and water quality, and preserves natural attributes such as floodplain and wetland areas, geological hazards, vegetative stands, and wildlife habitats. By providing aesthetic enhancement to communities, open space contributes to the pattern, quality, success and value of development

by complementing the built environment with important visual and recreational amenities (see [the Parks, Trails and Open Space Map](#)).

The City has been successful in preserving over 700 acres of open space at its southern edge – solely through land use annexation and zoning negotiations of the RidgeGate and Southridge Preserve Planned Developments. The RidgeGate Planned Development was significantly modified from original County zoning entitlements to prohibit development on the most visually prominent mesa areas, thus preserving views of the bluffs from Lone Tree. The Southridge Preserve Planned Development requires clustered development and preserves over 70 percent of that project as public open space. These achievements ensure a permanent, integrated system of open space that provides buffers of open land between rural development to the west and south; links with other open space systems such as the Bluffs Regional Park and Highlands Ranch Backcountry Wilderness; creates important regional and local trail connections; affords passive recreational value; and provides meaningful, uninterrupted areas of habitat for wildlife.

Importantly, in both Planned Developments, the ridgelines and the sides of the bluffs are the natural visual backdrop for Lone Tree and are protected from, and not negatively impacted by development. While some residential development will occur on the bluff tops, it will be subject to specific zoning requirements and design standards to ensure that it is not visible from Lone Tree below the bluffs. For example, homes will be subject to large setbacks from ridgelines, height restrictions, stair-stepped building profiles, landscaping guidelines, and standards for earth-toned building colors. The City appreciates benefits from the intrinsic value of the bluffs in this area not only for Lone Tree but as a resource for the larger northern Douglas County and South Denver Metropolitan area and, as such, has secured measures to preserve and enhance this major scenic amenity (For more information, see the Environmental Quality section).

Lands important for preservation for all of the attributes described above should continue to be preserved, enhancing the quality of life for the community and promoting responsible ecosystem management. In some cases, key environmental attributes can be protected where measures are taken to build in a manner sensitive to the natural environment. In all cases, the City will work with various agencies including South Suburban Park and Recreation District, Douglas County, and the Colorado Parks and Wildlife, ~~in order~~ to coordinate regional open space and wildlife habitat preservation and protection efforts.

Objective

Ensure an integrated and permanent open space system that enhances quality of life, reinforces a sense of community, and promotes ecological and economic benefits.

Policies

1. Continue to preserve significant natural resources such as ridges, steep slopes, floodplains, significant stands of vegetation, and lands important for their intrinsic beauty, for viewshed protection, wildlife habitat, and as community buffers.
2. ~~Open~~ Provide open space suitable for the intended use (passive or active), ~~should be provided~~ in conjunction with residential developments. The dedication or development of parks, trails, and open space, shall keep pace with the amount of residential land being platted, with provisions made for their ongoing maintenance.
3. Implement plans for preserving the views and integrity of significant visual resources, including the bluffs, and work with Douglas County and area landowners to protect ridgelines from development.
4. Use creative land-planning approaches where site conditions warrant protection due to the prevalence of important wildlife habitat, significant natural landforms, or steep slopes. Clustering of units, building envelope restrictions, alternative roadway standards, and other design approaches that minimize site disturbance may be required (see [Section 3](#), ~~the~~ Environmental Quality, [Section 3](#), for more policies).

~~Evaluate the use of drones in open space areas to ensure that any impacts on wildlife or humans are mitigated.~~ **NOTE: MOVED THIS POLICY TO THE AIR QUALITY SECTION**

Sense of Community

As a growing City, Lone Tree experiences both opportunities and challenges in establishing and cultivating a sense of community identity and sense of place. As growth occurs in the City east of I-25, it ~~will be~~ is particularly important to maintain and strengthen a sense of “one ~~city~~ City” so

that residents and businesses on both sides of the interstate feel a sense of connection and unity.

Residents and businesses benefit from a positive image of their community reflected in civic pride, social cohesion, strong property values, and a healthy local economy. Increased recognition of the City by other communities also makes Lone Tree a stronger participant in regional growth and transportation issues, and serves to put Lone Tree “on the map” as a draw for new businesses and residents.

A combination of factors contributes to a sense of place, as experienced by residents, businesses, and visitors alike. For example, Lone Tree is fortunate to have a physical setting that lends itself to a strong identification. Its compact form and position at the southern edge of the metro area, framed by the bluffs, is important in visually separating Lone Tree from urban development to the south. By upholding the City’s ~~design~~ [Design guidelines](#) ~~Guidelines~~, quality development also sends a message that Lone Tree is a distinctive place with high standards for development.

Other landmarks and amenities like open spaces, attractive landscaped medians, brick walls, distinctive pedestrian lighting, and a cohesive sign plan also combine to create a sense of place. Destination services and amenities like the Lone Tree Arts Center, Park Meadows Shopping Center, and Sky Ridge Medical Center are also important landmarks and sources of pride for the City. ~~In addition, these amenities~~ [which](#) also foster community identity.

In conjunction with physical characteristics, “naming” plays an important role in community identity. For example, businesses benefit from directing people to a readily identifiable city ~~which~~ [that](#) is easy for patrons to locate. Lone Tree residential neighborhoods have a tradition of identifying themselves through homeowners associations, signage, and events. Naming is also strengthened with Lone Tree’s active participation in business, county, regional, and state issues and organizations including the Lone Tree Chamber of Commerce, Denver South Economic Development Partnership, and DRCOG.

A sense of community is also ~~strengthened~~ [supported](#) by the more intangible, social aspects, such as when people have the opportunity to come together and build relationships. This can be encouraged and facilitated in several ways. For example, gathering spaces can be integrated into existing and newly developed areas linked by trails and walkways. Public plazas, gathering areas, and community focal points, foster activity and interaction and should include

welcoming elements such as seating, shade, attractive gardens, and fountains. Parks can be designed for all ages and interests, with lively spaces for children, families, [and](#) community events, and places for quiet conversation. Streets in mixed-use centers can be designed to serve as spaces for open air markets, festivals, and parades. Wide walkways can be designed to accommodate outdoor cafe seating. When these areas are designed for the pedestrian, and a synergy of uses is provided, [there is a](#) greater opportunity ~~is generated~~ for chance gatherings, where neighbor can greet neighbor while walking down the street.

Community identity is [also](#) fostered through city-supported programs and facilities, such as the Lone Tree Arts Center, [that](#) ~~helping to~~ expand and enrich the social fabric of the community. [The City works to enhance civic pride and sense of place Through through](#) its annual Independence Day Celebration and summer concerts, and through the many ways the City supports recreation, arts, and culture, ~~the City works to enhance civic pride and sense of place~~ (see the Community Facilities and Services, Section 3).

Objective

Foster a distinctive Lone Tree identity and a strong sense of place, where residents and businesses feel a connection and pride for the community and where visitors feel welcome.

Policies

1. Maintain community separation between the urban areas in Lone Tree and the City of Castle Pines east of I-25 by preserving land in this area as open space or developing at a clustered, non-urban level outside the I-25 corridor viewshed.
2. Ensure consistency with City-approved Design Guidelines that support principles of good design, and address aesthetics, appearance, and community identity. The use of corporate architecture and color schemes for commercial development should be carefully reviewed to ensure it advances Lone Tree's objective of fostering a distinctive community identity.
3. Establish a comprehensive and coordinated approach to branding and identification, including marketing strategies, signage, public art, landscaping, and other similar measures.

4. Where appropriate, encourage local businesses and neighborhoods to identify their location as Lone Tree, such as through advertising and marketing materials. as Ridgegate at Lone Tree.

4.5. Support naming the future City Center as the “Lone Tree City Center” or “Downtown Lone Tree.”

5.6. Integrate diverse gathering spaces into the community, linked by trails and wide walkways, with amenities geared to all ages and interests.

7. Establish and promote recreational, civic, and cultural venues and activities that bring the community together.

Transit-Oriented Development

The extension of the Regional Transportation District light rail into the City generates many unique opportunities to create vibrant hubs of development activity around transit stations. Well planned transit-oriented development (TOD) helps support ridership, spur economic development, and enhance convenience for residents and commuters.

Lone Tree is served by the County Line Station and the Lincoln Station and will also be served by the Sky Ridge Station west of I-25, ~~and~~ the Lone Tree City Center Station, and ~~the~~ RidgeGate Parkway end-of-line ~~station~~ Station east of I-25. Each station has a distinctive context and purpose and should be planned and developed specifically with those in mind. There are, however, widely accepted design principles that help influence successful TOD, including an integration of vertical mixed-uses; buildings oriented to both the street and public spaces; strong access and connections to, from, and around the station area; comfortable, safe and inviting gathering places; and a balance of parking, where applicable.

Objective

Encourage transit use and create community hubs, by incorporating a lively mix of development around transit stations, orienting development toward the pedestrian, providing gathering spaces, providing adequate and safe multi-modal access, and ensuring quality design.

Policies

1. Support vertical mixed-use development within one-quarter of a mile of transit stops, with the design focus on pedestrian convenience, safety, and services (particularly ground-floor level shops, food service, and offices), and discourage auto-dependent uses, such as car washes, car sales, and drive-through windows.
2. Orient buildings to the street, with windows at street level to provide interest to the pedestrian (as opposed to long, blank walls), and locate surface parking, along with dumpsters, loading docks, service entrances, and storage, to the rear of buildings.
3. Support multi-family development and a mix of housing types in TODs (for sale, for rent, market rate, senior housing, affordable housing), with the highest level of development density located closest to the stop.
4. Encourage efficient and safe access to and around TODs by pedestrians and cyclists by providing connections from outlying areas to transit stations, providing wide sidewalks (on both sides of the street) with differing materials at crosswalks, bike lanes, adequate signage, lighting, wayfinding, bike racks, and bike storage lockers.
5. Enhance the pedestrian experience by providing sheltered seating, public restrooms, trash and recycling receptacles, street lamps, planters, public art, and gathering spaces such as plazas and pocket parks.
6. Provide adequate access by automobiles, shuttles, buses, bicycles, and pedestrians, encouraging an interconnected street network around blocks 200-400 feet long, and design streets to accommodate multimodal traffic.- Encourage traffic-calming measures around TODs and other residential and mixed use areas.
7. Reduce minimum parking standards in TODs for nonresidential development, where deemed appropriate by the City. Encourage shared-use parking, on-street parking, and parking demand management systems, where appropriate. Parking should largely be accommodated below ground or in structures.
8. Require design standards that ensure quality and unify development, while at the same time affording variety in architectural styles, detail, and materials to add interest.

Lone Tree City Center

The Lone Tree City Center will be located east of I-25 and south of Lincoln Avenue, and represents a destination, focal, and ~~identity point~~ identifiable location for Lone Tree and the region. It is envisioned as a “downtown” environment, characterized by compact, pedestrian-oriented development anchored by transit. It will include a mix of uses including retail, commercial, office, residential, civic, cultural, entertainment, and public spaces, adjacent to a large community park.

TOD planning principles that also apply to the future City Center ~~such as are~~ compact development, mix of uses, pedestrian orientation, connection to bicycle and walking trails, and public gathering spaces. The key differences are that the scale and level of development intensity and the nature and extent of civic uses will be greater in the City Center than at the other transit stops.

Objective

Create a vibrant, destination-oriented “downtown Lone Tree” that is a major urban center and focal point of the South Denver Metropolitan Area.

Policies

1. Promote high density and compact development patterns that support transit ridership and promote a walkable environment. Lower density uses should be discouraged in the City Center, including single-family detached homes.
2. Concentrate a mix of land uses in the City Center, including employment, office, conference center, hotel, civic, entertainment, retail, recreation, and high-density residential.
3. Integrate gathering spaces such as parks and plazas throughout the City Center and within convenient walking distance to all uses within the City Center.

4. Support a variety of multimodal transportation alternatives, including light rail transit, auto, bus circulators, bike lanes, and bike share programs, pedestrian trails and wide sidewalks to provide the fundamental framework for travel to, from, and around the City Center.
5. Establish specific design guidelines and development standards for the City Center that address issues including permitted land uses, architectural guidelines, parking standards, and roadway design. Standards and guidelines should also be established for streetscape design, including lighting, signage, and landscaping to provide a sense of unity throughout the Center.
6. Locate prominent government, civic, and community facilities within the City Center.
7. Accommodate necessary parking through innovative alternatives to surface parking lots, including parking structures, designated public parking areas, and shared parking. A parking demand management plan should be required and monitored prior to development to ensure adequate, but not excessive, parking.

Plan Consistency

Orderly growth is more assured when development proceeds according to well-conceived, fiscally-responsible plans. Communities that make land use decisions in haste or without a solid planning framework often suffer the results, including substandard service levels, sprawl, and lack of community identity. Moreover, landowners and residents benefit when development occurs according to plan, as it results in a more predictable and fair process. Measures are therefore supported [which that](#) ensure consistency with the Planning and Urban Growth Area on the General Land Use Plan Map, and the supporting land use goal, objectives and policies. Historically, the City's [planPlan](#) has been consistent with the plans of neighboring jurisdictions, including Douglas County, the Town of Parker, the City of Centennial, and DRCOG's Metro Vision Plan, and efforts should be made to maintain that consistency.

Objective

Ensure orderly growth through consistency with the Comprehensive Plan.

Policies

1. Ensure that consistency with the land use goals, objectives, policies and the General Land Use Plan map is a fundamental ~~critierion~~ criteria for land use approvals by the Planning Commission and City Council.
2. Maintain zoning, subdivision, and other applicable land development regulations consistent with the Lone Tree Comprehensive Plan goals, objectives, and policies.
3. Encourage Douglas County and other surrounding counties and municipalities to approve only those land uses in the City's Planning and Urban Growth Area and Municipal Influence Area ~~which that~~ have been reviewed by the City and ~~that~~ are consistent with this Comprehensive Plan, including open space preservation.
4. Pursue intergovernmental agreements establishing municipal and county growth and influence areas to protect the integrity of the Lone Tree Comprehensive Plan and the Lone Tree Planning and Urban Growth Area.
5. Support regional plans and planning efforts that are in keeping with the principles of this Plan.
6. Require public hearings ~~for amendments to the Comprehensive Plan require public hearings~~ before the Planning Commission and City Council for amendments to the Comprehensive Plan; ~~One~~ exception to this requirement is that administrative amendments to the General Land Use Plan to reflect approved rezonings may occur in those cases where the Planning and Urban Growth Area boundary is not revised.

Annexation

The City is committed to development within the existing City limits, and recognizes that additional annexations may be important to provide ~~for~~ growth opportunities that could be beneficial to the City and its environs. At the same time, annexation decisions made by city councils ~~may might~~ have ~~far far~~-reaching and ~~long long~~-lasting impacts. ~~Relationships~~ Such decisions can impact relationships with neighboring jurisdictions and affect the reputation of a city within a metropolitan area ~~can be impacted by such decisions~~. The ability to provide quality and cost effective community facilities and services might also ~~ay~~ be impacted. A community's

quality of life and very identity are often affected by annexation decisions, even those that might occur within a city's Planning and Urban Growth Area. For those reasons, Lone Tree will carefully evaluate all annexation requests to ensure that the City will continue to grow carefully for the benefit of present and future generations.

Objective

Consider annexations that further the goals and policies of this Plan and contribute to the ~~long~~ long-term economic success of the City and sense of community.

Policies

1. Consider annexation within the City's Planning and Urban Growth Area where:
 - a. The annexation is a logical extension of City boundaries. The City may consider the annexation of areas that are contiguous to the City and existing developing areas, including enclaves. "Flagpole" annexations, where a strip of land or right-of-way are used for the purpose of achieving contiguity, are discouraged.
 - b. The annexation will contribute positively to the City's identity.
 - c. The annexation and proposed development will ~~have a demonstrated~~ a benefit to the City. Tangible and intangible benefits that will be evaluated include, but are not limited to: tax generation and other revenues generated by the proposed development; employment base expansion; public transportation opportunities; public facilities; unique open space or recreation amenities; and, housing opportunities. The benefits of annexation will be weighed against the costs to the City of providing services, maintenance and infrastructure.
 - d. The annexation and proposed development can be provided with adequate urban services that are capable of being integrated into existing or planned utility, transportation, public safety, and general service systems in a financially responsible and phased manner. ~~An~~ The City might require an urban service and development phasing plan ~~may be required~~ as part of the annexation agreement to address the timing and location of development, needed utility connections, and initial and subsequent levels of required City services ~~required~~.
 - e. Needed infrastructure improvements to serve the annexed area shall not be constructed or funded in such a manner as to impose an unreasonable level of public or private debt relative to realistic build-out rates and valuations. Off-site

improvements may be required of the development, with provisions for possible payback by subsequent benefiting developers.

- f. The utilization of public debt mechanisms, including Title 32 Districts and General or Special Improvement Districts, shall be consistent with the above-stated objectives and other [City-City](#)-adopted criteria. Phasing plans may be required.
- g. The annexation and proposed development shall preserve significant environmental features. Unique topographic features, significant vegetation, and key viewsheds shall be preserved wherever feasible. Development proposals that mitigate negative impacts to air and water quality and otherwise preserve or enhance the physical environment shall be encouraged.

Description of the General Land Use Plan Map Areas

The General Land Use Plan map is intended to graphically illustrate the City's present and future land use patterns. The map is a tool to guide land use decisions and provides direction as to how the City and its environs will develop by the year 2035. The General Land Use Plan map identifies the City's Planning and Urban Growth Area, and Municipal Influence Area. The General Land Use Plan map is based [upon](#) a number of delineated geographic areas that form the [basis-foundation](#) for land use goal and policy direction, particularly regarding the potential for future City annexations.

The Planning and Urban Growth Area

The Planning and Urban Growth Area contains incorporated and unincorporated lands. It identifies where the City can reasonably expect to extend public infrastructure and services over time, commensurate with development, and, therefore, includes those lands that may be considered appropriate for annexation. The City should consider the Planning and Urban Growth Area as a whole, and maintain its fiscal viability when evaluating annexation requests. Generally, land uses within the Planning and Urban Growth Area are established by underlying City and Douglas County zoning. Such zoning may be modified upon annexation or rezoning.

The Municipal Influence Area

The Municipal Influence Area includes land areas that may have direct or indirect impacts on the City and its planning goals and objectives. The Municipal Influence Area does not indicate an area of near term annexation by the City, but is an area where open space preservation or future development may potentially significantly impact the City, including affecting the area's fiscal viability, air and water quality, and scenic qualities, ~~and have potentially significant impacts upon the City~~. Therefore, the City of Lone Tree is ~~thus~~ particularly interested in providing and receiving referral review for land development applications in the Municipal Influence Area.

DRAFT

II. Environmental Quality

The preservation and enhancement of the natural environment is paramount to the overall development concept in the City of Lone Tree. By growing in a responsible, balanced way, Lone Tree is preserving the very qualities that make the City a desirable place to live, work, and visit, for generations to come. Compact, contiguous growth patterns preserve open areas and wildlife habitat. Similarly, mixed-use, multimodal development reduces vehicular travel and ~~thus~~ limits impacts on the environment (see Land Use, Chapter 2, for more information and policies ~~on~~ about this subject).

~~From~~ By reducing energy consumption, ~~to~~ increasing recycling, ~~to~~ promoting better air and water quality, ~~to~~ preservation of natural vegetation, ~~and along with~~ implementing tree planting programs and xeriscaping, individual, community, and area-wide measures can have positive effects and are strongly encouraged.

Characteristics of the area's physical environment are also determining factors in why people desire to live in this area. Mountain views, open spaces, native wildlife, and an attractive built environment are a few of the desirable characteristics that have attracted people to the City and its environs. Identifying and protecting these key resources remain an important focus in the planning and development review process.

One of the greatest legacies of the City of Lone Tree's planning efforts is ~~the~~ protection of the bluffs that dominate the area's southern landscape. The prominent bluff sides and ridgelines provide a natural open space backdrop for the City. The City of Lone Tree's identity is apparent defined and distinguished by this defining significant geographic feature.

This ~~plan~~ Plan supports and maintains a high level of air, water, and land environmental standards (~~for air, water, and land~~ are maintained) so residents have a safe and healthy place to live and raise their families. For this reason, areas that may present environmental hazards ~~have been~~ are identified and ~~are~~ addressed in the development review process, including lands with expansive soils, floodplains, and steep slopes. Moreover, improved water quality and good erosion measures and practices apply to all development.

The visual environment is also important to Lone Tree residents, and the City takes measures to ensure ~~through development standards, design guidelines, and beautification efforts~~ that this

will continue long into the future through development standards, design guidelines, and beautification efforts.

Using many approaches, the environmental quality in the City and beyond may be preserved and enhanced, ~~which~~ in turn, this helps determine the overall quality of life experienced by area residents now and for decades to come.

II. Goal: Conserve, enhance, and/or protect important natural and manmade resources and ensure the safety of the public when integrating development into the natural landscape.

Energy Conservation

One of the most effective ways to promote environmental quality is to conserve energy. The City promotes this with ~~adoption of its~~ Building Codes, Zoning Regulations, and Design Guidelines that encourage efficiency and conservation in the way sites and buildings are developed and redeveloped. Green building practices are increasingly the norm ~~in the marketplace, as because~~ businesses appreciate the economic and social benefits of being good stewards of the land and other natural resources. A number of commercial and residential projects in the City are leading the way in ~~use of solar~~ and ~~green-green~~ building practices. The City also evaluates ways to conserve energy in the acquisition, construction, maintenance, and operation of its facilities and services. The Lone Tree Arts Center, for example, achieved LEED (Leadership in Energy and Environmental Design) recognition through ~~energy-energy~~ efficient windows, mechanical systems, lighting, and water systems.

The City is a strong advocate of recycling to conserve natural resources and minimize impacts to the environment. It contracts ~~for~~ recycling services ~~and makes it~~ free of charge to residences. As a result, the City has one of the highest community recycling rates ~~among communities~~ in the Denver Metro area. The City recycles paper and other materials and subsidizes the professional, contracted pickup and disposal of hazardous waste ~~that, which~~ may pose a threat to public health and safety.

Objective

Protect the environment and conserve natural resources through energy conservation and the proper disposal of waste, ~~reducing materials in use of materials~~, reuse, and public and private recycling.

Policies

1. Continue to encourage and support the reduction, reuse, and recycling of materials in City operations and within the community where possible, and provide for the adequate and safe disposal of household and hazardous waste.
2. Continue to encourage sensible sustainability programs and construction practices in new and existing development in the City, including all City facilities.
3. Encourage the use of solar energy and other renewable energy sources that are consistent with this Plan.

Water Quality

Protecting surface and subsurface water quality, ~~including surface and subsurface resources~~, requires cooperation on many levels. The Federal Clean Water Act provides standards that are implemented through the Colorado Department of Public Health and Environment. State regulations provide strategies and requirements for wastewater, watershed protection, stream standards, stormwater management, and nonpoint-source (contamination that comes from multiple, diffuse areas or points of origin, such as stormwater runoff) control. The City's stormwater runoff flows into the Cherry Creek and South Platte watersheds and the City works with many jurisdictions to ensure water quality levels are maintained. On a local level, City engineers work to ensure that water quality is maintained through the proper design, construction, and maintenance of stormwater detention facilities (see the section on ~~stormwater~~ Stormwater management Management for more information).

Objective

Protect the quality of water resources.

Policies

1. Ensure that development attains water quality standards in accordance with all applicable local, state, and federal clean water regulations.
 2. Participate and collaborate on regional water quality planning activities.
 3. Collaborate with regional stewardship organizations, such as the Cherry Creek Basin Water Quality Authority.
 4. Control drainage and surface erosion and sedimentation problems and encourage the use of new technology to improve existing facilities.
 5. Design and integrate detention facilities in keeping with the City's Design Guidelines, including plantings, colors, and materials.
- 5-6. Evaluate transportation trends and, where appropriate, reduce the use of surface parking lots and structures, to minimize the potential for adverse water quality impacts and downstream flooding problems.

Air Quality

Air quality is an ongoing concern in the Denver metro area. The issue requires special attention ~~increasing due to the combination of increasing~~ development, the region's natural topography (a bowl shape), and climate conditions that trap pollutants, ~~combine to forming~~ an environment where pollution can linger. ~~The issue requires special attention.~~ Air pollution contributes to significant health problems, including lung related diseases. It may harm trees, lakes, and streams, impedes visibility and scenic views, and may contribute to climate change. With ongoing and ever-increasing rates of construction, motor vehicle traffic, and power demands, all communities, including the City of Lone Tree, must do what they can to reduce air pollution.

Objective

Minimize air pollution generated by current and future development.

Policies

1. Encourage development patterns that reduce dependence on the automobile for work, shopping, and other trips, and provide ~~for~~ alternative modes of transportation.
2. Encourage clean, non-polluting ~~industry~~ industries to locate in the City.
3. Support efforts to attain maximum signal light progression ~~in order~~ to minimize energy consumption, air quality degradation, and ~~to~~ improve traffic flow.
4. Participate in public air quality control programs in accordance with the State Implementation Plan for the Denver region.
5. Support urban forestry programs to regularly plant new trees and to properly manage and maintain existing trees ~~that, which~~ produce oxygen and provide, shade and wildlife habitat.
6. Encourage the use of alternative fuel and vehicle technologies.
- 6-7. Evaluate the use and impact of unmanned aerial vehicles (such as drones and remote controlled aircraft) in the community, to minimize the effects on humans and wildlife.

Vegetation

Prominent native species in the area include a variety of short and tall grasses in meadow areas, cottonwood and native willow tree species along drainages, and a sprinkling of Gambel Oak and Mountain Mahogany shrubs along the sides and tops of the bluffs. These hardy native species should be protected and riparian areas restored where appropriate to enhance habitat for wildlife, to prevent soil erosion, to protect water quality, and for their intrinsic value.

The City also recognizes the climate constraints of this region (i.e., often harsh winter weather combined with low annual rainfall), and supports plantings of hardy plant species and landscaping according to Xeriscape practices (see the Water Supply narrative in Section for more information on this subject).

~~In~~By ~~working~~-collaborating with neighborhood homeowner associations and through the City's Site Improvement Plan process, much work is done to ensure planted vegetation is suitable for this climate, is attractive, and well maintained. While the City's namesake, 'Lone Tree,' might lead one not familiar with this area to conclude the City lacks trees, the City in fact has many trees, is recognized by the Arbor Day Foundation as a "Tree City," and supports Arbor Day events each spring.

Objective

Conserve and enhance the integrity of the natural and built landscape in ways compatible and complementary to our climate.

Policies

1. Encourage a "canopy of green" throughout the City, including planting of trees in landscaping and public places; support~~ing~~ tree lawns along sidewalks to give people a sheltered and aesthetically beautiful place to walk; ~~planting~~ canopy trees in parking lots; and ~~encouraging~~ rooftop gardens.
2. Design new development to conserve and enhance existing vegetation ecosystems, including woody vegetation species and grasslands (i.e., trees, ground cover, etc.) that serve to stabilize hillside areas, stream banks, and eroded areas, and provide wildlife habitat.
3. Replace trees that have died, been damaged, or that must be relocated, with a species and size that is conducive to the environment in which it is located. Support tree planting, maintenance, and preservation programs in the City in consultation with professional arborists.
4. Prevent disturbance of existing ground cover in undeveloped areas and on slopes exceeding 20 percent, except in cases where it is required for public improvements, surveying, fire prevention, or weed control. ~~C~~ ~~—~~ ~~carefully protect any~~ existing vegetation to be retained ~~should be carefully protected~~ during construction.
5. Strongly encourage Xeriscape (low-water intensive landscaping) practices.

Wildlife Habitat

Wildlife habitat will be preserved through the continued implementation of this Plan, which supports compact land patterns as opposed to sprawl ~~which that~~ fragments land available for wildlife habitat and movement corridors. While Lone Tree is an urbanizing community, the City has also worked to conserve important wildlife habitat ~~through the by~~ ~~preservation of~~ large areas of open space along the bluffs and important drainages throughout the City. Cooperative efforts are undertaken to restore and enhance areas important for wildlife, including ~~restoration of~~ wetland and riparian areas, ~~the controlling of~~ noxious weeds, ~~measures to~~ maintaining water quality, and ~~the using of~~ wildlife-compatible fencing.

Objective

Preserve and enhance established wildlife habitat and movement corridors.

Policies

1. Require new development to be sensitive to and protect important wildlife habitat and movement corridors through wildlife compatible fencing, clustering ~~of~~ lots, ~~limitations on~~ buildable areas, and ~~the establishing of~~ building envelopes.
2. Preserve, restore, and enhance riparian corridors and wetlands.
3. Support measures to control domestic animals from impacting wildlife, including enforcement of the City's leash law and providing for pet control in private covenants.
4. Require development to appropriately revegetate degraded and disturbed grass and scrubland with native vegetation and ~~wildlife-wildlife~~-friendly species in important wildlife habitat and movement corridors.
5. Work with the Colorado Parks and Wildlife and other agencies to assist in habitat protection and restoration, ~~to~~ maintain species health, and ~~to~~ minimize human/wildlife conflicts.

Visual Quality

The City of Lone Tree incorporated in part to adequately address the visual impacts of new development. Preserving and enhancing the visual quality is a fundamental premise of this Plan, and City officials have instituted a number of programs to address visual quality in the community including:

- Design Guidelines to ensure quality building and landscape design
- Regulations, planned development zonings, and review processes to address development that may be associated with environmentally important areas including ridgelines, mountain views, and lands along major roadways
- Lighting standards to minimize light pollution and a program to install attractive pedestrian lighting along major thoroughfares
- Sign code regulations and enforcement to minimize visual clutter
- A program for constructing brick walls along some collector streets in residential areas that improve the public streetscape appearance while providing for sound attenuation
- Landscaping and monumentation in key areas around the City
- Pro-active outreach and enforcement of the City's zoning code, including the maintenance of healthy landscaping

Objective

Preserve or enhance the natural and man-made visual environment.

Policies

1. Continue to ensure that development in and around visually sensitive areas is mitigated through sensitive design practices including clustered development patterns, alternative roadway standards, and through zoning, design guidelines, and covenants.

2. Design public open spaces to enhance and protect visual quality, scenic vistas and significant landforms. Significant landforms such as ridges, slopes greater than 20 percent, and significant tree and shrub stands should be preserved.
3. Incorporate aesthetically pleasing site planning treatments along primary transportation and trail corridors, through the use of innovative site planning, open spaces, sign control, lighting, and landscaping.
4. Promote Lone Tree as a special place that feels different than other communities through distinctive signage, landscaped medians, fencing, architecture, and gathering spaces.
5. Ensure both quality design and interesting architectural form, ~~where appropriate,~~ within the City, ~~where appropriate,~~ through application of the City's Site Improvement Plan requirements and Design Guidelines for non-residential and multi-family projects.
6. Protect important ridgelines through careful design practices, including:
 - a. Establishing maximum building heights
 - b. Ensuring that building colors and materials are compatible with the natural environment
 - c. Providing appropriate ~~low-low~~-level lighting
 - d. Locating building setbacks away from the ridgeline and establishing building envelopes
 - e. Establishing alternative roadway plans with reduced widths to minimize road grading and scarring of the land
 - f. Using natural vegetation and employing ~~height limits of~~ landscape elements ~~height limits~~ -at mesa ridges
 - g. Practicing careful study and analysis of each proposed building site (including photo simulations from important viewpoints).
7. Encourage site planning techniques that decrease the visibility of garages, parking lots, ~~drive-drive~~-through lanes, trash and loading areas, and other visually unappealing uses.

8. Promote a comprehensive and integrated approach to identification and branding, particularly along major corridors in the City. Signs should enhance the overall aesthetic of the community while meeting the needs of private enterprise.
9. Continue to implement the City's "Dark Sky" approach to lighting, to achieve visibility and safety, while minimizing glare and light pollution.

Environmental Hazards

Hazardous ~~areas-spaces~~ in ~~the~~ Lone Tree ~~area~~ include floodplains, wildfire potential in the urban-wildland interface, expansive soils, steep slopes, and rockfall areas. Such hazards present the potential for the loss of life or property, and the City should continue in its efforts to ~~ensure-protect~~ the safety of the community ~~is-protected~~.

Objective

Ensure the safety of the community and the protection of public and private property through careful siting, appropriate monitoring, and mitigation.

Policies

1. Preserve the 100-year floodplain in its natural state— (the location of such floodplains is found on Federal Emergency Management Authority maps available at the Lone Tree Public Works Department). Where structural improvements are necessary, such as the channelization of the floodplain, provide transitions from natural areas to more urban settings. Any alteration to the floodplain will be in conformance with the City's Zoning Code, as well as any additional requirements of the Storm Drainage Criteria Manual or the U.S. Army Corps of Engineers. Structures are prohibited within the 100-year floodplain, except for those relating to flood control, wildlife, and recreation.
2. Avoid development where geologic hazards exist, including but not limited to slope failure or rock fall areas, unless it can be demonstrated that methods are available to minimize potential hazards.

3. Design development for site-specific conditions ~~so as~~ to minimize the potential for slope instability. The following must be considered in the planning process:
 - a. Slope and geologic stability
 - b. Disruption of existing surface conditions
 - c. Historic and future drainage in relation to specific surface materials
 - d. Increased pedestrian or other traffic that may impact surface conditions
 - e. Erosion control, revegetation and reclamation of sensitive areas.
4. Ensure that all proposed development on slopes of 12 percent to 20 percent ~~be~~ are sensitive to slope stability, visual impact, erosion, drainage, and infrastructure requirements.
5. Avoid development on slopes greater than 20 percent.
6. Implement land use and other measures to address the potential for wildfire along the City's southern boundary (urban wildland interface areas).

III. Community Facilities and Services

The provision of community facilities and services is the responsibility of a variety of entities. The City of Lone Tree provides police, public works, and general governmental services ~~and it~~ is committed to providing such services with excellence, integrity, and care.

Special districts provide public education, fire protection, library services, and water and sewer service. Healthcare and utilities are provided by a variety of companies. The City recognizes the role these outside entities play in facilitating a well-rounded and balanced community, and the importance of coordinating and collaborating ~~with these facilities providers~~ to ensure efficient service delivery.

Community facilities should be located, designed, and operated in a manner consistent with this Plan and the City's operating budget. The nature of the facility and investment should meet the needs of the City for the foreseeable future, and contribute to a positive image for the City. Locating a facility in a particular place is a decision to provide service to, and invest in that area. It is also an opportunity to make a design statement that invokes civic pride.

The land-use decisions a community makes may also impact the ability to provide quality and cost effective facilities and services. ~~Where~~ Communities ~~that~~ develop ~~in line~~ responsibly with

III. Goal: Provide quality ~~community~~ facilities and services for the Lone Tree community in an efficient and cost-effective manner.

sound planning principles, including compact and pedestrian-friendly development patterns and logical transportation and utility line extensions, ~~costs can be minimized~~ costs and shorten emergency response times ~~shortened~~ (fire, medical, police). This Comprehensive Plan supports such efficiencies through the establishment of a compact Planning and Urban Growth Area and the adoption and application of objectives and policies rooted in sound planning principles.

Collaborative Partnerships

Whether facilities and services are provided via the private or public sector, meeting the above goal is often achieved through establishing and maintaining cooperative working relationships with a variety of service providers. Moreover, [the City encourages](#) partnerships to jointly fund, manage, and maintain facilities ~~are encouraged~~ and often works to spread the cost and provide efficiencies in service. While the cost of new facilities and services are often borne by the entire community (such as the construction of new public schools), it is important that new development also pay its fair share of the costs as well, including the cost of necessary street improvements, water and sewer extensions ~~s-costs~~, and other utilities.

Objective

Enhance cost effective service delivery through cooperative relationships with other providers, while ensuring that new growth pays its fair share.

Policies

1. Continue cooperative relationships and partnerships with other governments, special districts and other entities, including the private sector to provide a wide range of quality facilities and services to residents of all ages.
2. Ensure, where appropriate, that the costs, both capital and maintenance, of new or expanded facilities are offset by the development or subdivision creating the need for such facilities.

General City Facilities and Services

Since the City incorporated in 1995, City facilities and functions have continued to evolve. Initially the City contracted all of its general government services, and Council meetings were held in what was the sales office for the original Lone Tree housing development. In 2003, [the City consolidated](#) administrative, community development, and building department functions ~~were consolidated~~ in leased office space to provide more efficient and convenient service to the community.

In 2004, a new Civic Center was constructed for meetings, hearings, and community functions. That same year the [City established the](#) Lone Tree Police Department ~~was established~~, and [with](#) ~~hired~~ the City's first employees ~~were hired~~. In 2007, the City purchased its first office building, relocating City staff to a central location, ~~and~~ providing needed space and room to expand. In 2011, the Lone Tree Arts Center opened, offering a range of performing arts and cultural ~~performances~~ [offerings](#) and venue spaces available to the community.

Demand for library services throughout Douglas County continues to expand as the population grows. In Lone Tree, [the Douglas County Library District determined that](#) the library located at Yosemite Street and Lone Tree Parkway was ~~determined by the Douglas County Library District to be~~ too small to provide the full spectrum of services for the community. In 2014, the District embarked on plans for a new, larger facility located just east of the Lone Tree Arts Center on land donated by the developer of RidgeGate. The larger library offers better access and parking for patrons; more materials and library programming; and [community](#) meeting rooms ~~for use by the community~~. Its location across from the Arts Center in a mixed-use, central location creates opportunity for community gathering spaces and public amenities. ~~The City will acquire the old library site in 2016 with the intent of ensuring it remains~~ a resource for the community. Public input and careful planning will help determine the [building's](#) feasibility and ~~ultimate use of the building and~~ how it can [best](#) be used as a community amenity.

As the City grows, the City Council will continue to evaluate the role of City government, making decisions as to its function and size and the appropriate location for housing City services. Ultimately, a city hall is planned in the future City Center on the east side of I-25 on land committed for that purpose.

Objective

Provide efficient and high-quality City facilities and services in a manner consistent with this Plan.

Policies

1. Continue to evaluate the nature and extent of City facilities and services to provide efficiency and convenience, and to meet the needs and desires of the community. This includes the facilities and services provided directly by the City (general government, community development, police, public works, arts, and culture) and those provided by

other service providers, including special and metro districts such as Park Meadows, Rampart Range, South Suburban Parks and Recreation, Southgate Water and Sewer, Douglas County Libraries, and the Douglas County School District.

2. Locate major government and regional civic facilities in the future City Center ~~in order to~~ establish a focal point for the City and ~~to~~ provide a concentration of common uses, services, and amenities. Locate other governmental or community civic facilities in other interim or permanent locations throughout the City where needed and desired for service efficiency, to foster synergism with other activities and uses, and to enhance community identity.
3. Locate municipal buildings within the future City Center, ~~in consideration of~~ the following factors:
 - a. Adequate vehicular, transit, pedestrian, and bicycle access
 - b. Integration and proximity to complementary uses including open space, and commercial areas
 - c. Adjacency to a public square to provide a gathering space for the community
 - d. Land area and location for potential expansion
 - e. Building function, design, and funding
 - f. How the building and site will serve as an attractive community focal point
4. Incorporate energy-efficient building practices in new City offices and other facilities by using green construction methods and other ~~energy~~ energy-saving standards.
5. Recruit and maintain a highly skilled work force in City government that provides responsive, innovative, and professional services to all customers.

Road Maintenance

While the financing and construction of new roads and associated infrastructure has largely been ~~accomplished~~ completed by special districts including the Park Meadows and Rampart Range Metropolitan Districts, once the warranty period for such improvements ~~have~~ has expired, road maintenance is largely funded and managed by the City. In 2005, Lone Tree constructed a City Maintenance Facility ~~was constructed~~ to provide for the ongoing maintenance and storage of City equipment and materials. The City works in collaboration with

land developers, districts, and other governmental entities to ensure that roads are adequately maintained ([see the Transportation Section of this report](#) for information on road design and construction-~~see the Transportation Section of this report~~).

Objective

Ensure public roads are adequately maintained.

Policies

1. Coordinate and collaborate with districts, neighboring jurisdictions, and the county, as appropriate, to ensure ~~the adequate maintenance of~~ City roads [are adequately maintained](#).
2. Continue to implement the City's 5-year Street Maintenance Overlay and Reconstruction Program.
3. Explore additional revenue sources to provide ongoing maintenance of public roads.

Law Enforcement

Established in August of 2004, the Lone Tree Police Department assumed law enforcement responsibility from the Douglas County Sheriff's offices on January 1, 2005.

The department is committed to the philosophy and practice of community policing to engage citizens and business owners in a cooperative, proactive manner that extends the number of eyes and ears watching the community. In addition, [when possible](#), the department works with homeowners associations and local businesses to solve issues, ~~when possible~~, before they arise. Police administration staff ~~has~~ worked with regional agencies [in to](#) developing an emergency preparedness plan and ~~actively is engaged in the~~ reviews of land-use applications to ensure that security and law enforcement aspects are considered in the land development review process.

Objective

Provide a high level of public safety and security in the Lone Tree community.

Policies

1. Review development proposals in terms of adequacy of service, access, and resultant ~~response-response~~-time criteria.
2. Encourage building designs that help to reduce crime, such as orienting buildings to face the street thereby enabling more “eyes” on the street.
3. ~~Encourage that commercial centers in the City be are designed for safe day- and night-time use. Encourage design methods that ensure safe day- and night-time use in the commercial centers in the City.~~
4. Encourage developers to provide a reasonable level of security within their construction sites to ~~lessen-reduce~~ theft and ~~decrease~~ the number of patrol calls during this phase of development.
5. Encourage ~~participation by~~ neighborhood groups and new developments ~~to participate~~ in crime prevention programs, such as Neighborhood Watch and Operation I.D.
6. Consider future facility needs in conjunction with the following factors:
 - a. Service efficiency, including ~~optimum-optimal~~ response time
 - b. Adequate access and parking
 - c. Compatibility with adjoining uses
 - d. Land area and location for potential expansion
 - e. Building function, design, and funding
7. Continue to work collaboratively with neighboring law enforcement agencies, the Douglas County Sheriff’s Department, and other law enforcement entities to ensure public safety needs are adequately met.
8. ~~_____~~ Foster effective police protection and positive relationships between the police and the community, through programs and services like foot patrol and bicycle patrol through neighborhoods

Fire Protection

The South Metro Fire Rescue Authority (~~either South Metro or the Authority~~) provides fire protection in the City's Planning and urban Growth Area. They have a station in Lone Tree at Maximus Drive and Yosemite Street, with immediate back-up provided by a station at Dry Creek Road and Quebec Street. South Metro is an Emergency Medical Treatment (EMT) provider and is also the designated Emergency Response Authority for hazardous materials emergencies.

A future fire station is also planned within RidgeGate. The City will work with ~~the Authority~~ South Metro and the developer of RidgeGate to ensure that the site is properly located to minimize emergency response times. The City also works with South Metro ~~Fire Rescue Authority~~ through the development review and building permitting processes to ensure that new development is accessible and safe. Communication and cooperation between the City and fire protection and emergency responders will ~~help assist in providing~~ inge a safe future for the Lone Tree community.

Objective

Ensure fire protection and prevention for the Lone Tree community.

Policies

1. Solicit the input of the South Metro Fire Rescue Authority in review of new development proposals as appropriate.
2. Ensure new development in the City is served by central water facilities and fire hydrants. ~~Adequate~~ Require adequate flows and pressures ~~will be required~~ for firefighting purposes.
3. Encourage fire districts to acquire equipment and employ practices that will afford enable quality firefighting within the City's compact, mixed-use, pedestrian-friendly developments.

Health Care

The City has played a key role in the location and timely development of health care services in Lone Tree. Health-care services are provided by the following entities:

- ~~In addition to the~~ Sky Ridge Medical Center, Kaiser Permanente Lone Tree Medical Offices, the University of Colorado Lone Tree Health Center, and other private health providers. ~~H~~
- ~~health-related services are also provided by~~ Tri-County Health Department (including services for low income residents);
- ~~and by~~ Douglas County Human and Social Services (who provide services for veterans and seniors through funding provided by the federal government).

In response to a previous lack of acute care facilities in the region, the Sky Ridge Medical Center opened its doors in 2003. The center provides a full array of hospital, emergency, and related ~~medical-medical~~ care services, including a Level III Emergency and Trauma Center. The hospital underwent a major expansion in 2014. The expansion included additional operating rooms; additional medical/surgical beds; a new women's center; and a medical office building. At 57 acres, Sky Ridge Medical Center still has room to expand.

The City of Lone Tree has become a regional health care hub in the south metro area, and can look forward to expanded services and related economic benefits of this important industry.

Objective

-Integrate quality health care and needed facilities for the community and surrounding area.

Policies

1. Work collaboratively with Tri-County Health and other health services organizations.
2. Locate new medical offices and facilities where there is:
 - a. Adequate access
 - b. Sufficient parking
 - c. Compatibility with adjacent residential uses

Education

The Douglas County School District (DCSD) provides public K-12 education that serves the City of Lone Tree. The DCSD is the third largest school district in Colorado and ~~the~~ 59th largest in the nation. DCSD has one of the highest graduation rates in the Denver metro area. According to the Colorado Department of Education, graduation rates rose steadily from 81.9% in 2009 to 88.8% in 2013. Within the City's Planning and Urban Growth Area, there are several elementary schools, including Eagle Ridge Elementary, Acres Green Elementary, and Lone Tree Elementary.

Additional schools are planned east of I-25 on lands committed for construction. ~~The School District~~DCSD primarily pays for the construction of new schools through bond elections held from time to time as the need arises. Higher education opportunities exist in the Lone Tree area through the University of Phoenix and CU South Denver. Additional higher education opportunities are encouraged elsewhere in the City as the community continues to grow.

Location factors for educational facilities include convenience, pedestrian accessibility, safety, and integration with other uses. The design of schools is also an important consideration, and the City encourages enhanced urban plans and designs that tie in with the more compact land patterns of the City, and ~~which that also invoke~~ inspire a sense of ~~inspired~~ civic pride.

Objective

Enable a broad range of quality and readily accessible educational opportunities within the community.

Policies

1. Work closely with the Douglas County School District in ~~the~~ planning and develop ~~ingment of~~ new school facilities.
2. Encourage a broad range of educational programs of interest to the overall community. School facilities ~~should be~~ are integral portions of the community ~~by and should~~ responding to ~~the~~ needs and interests of area residents. The City encourages that schools be used for multiple purposes to benefit the community, such as for parks, recreation, and cultural programming.

3. Encourage efforts to establish public and private higher education facilities in the Lone Tree Planning Area, including academic institutions, vocational/ technical schools, and continuing education programs.
4. Locate schools to:
 - a. Provide convenient and safe access for pedestrians and cyclists
 - b. Provide convenient vehicular and transit access
 - c. Integrate with other community facilities and recreational areas
5. Work with the [School District DCSD](#) and developers to enhance site plans and designs of schools in keeping with the City's urban form and Design Guidelines.

Parks and Recreational Facilities

Great cities have great parks. -Nearly 500 acres of existing and future park land are located within the City's Planning and Urban Growth Area. These include neighborhood, community, and regional parks owned and managed by South Suburban Parks and Recreation, Douglas County, and the Rampart Range Metropolitan District. A 64-acre central community park is planned east of I-25, adjacent to the future City Center. [It is important that p-Planning](#) for this park ~~to will~~ accommodate a variety of recreational uses, such as special events ~~will be important~~ to ensure [that](#) this amenity meets the needs of the larger Lone Tree community. -The Cook Creek Park and Pool, Prairie Sky Park, Fairways at Lone Tree Park, Carriage Club Park, Centennial Ridge Park, and La Quinta Park are [all](#) local parks that provide residents places to recreate within or close to their neighborhoods. The provision of local parks east of I-25 will also be needed to ensure residents living in this area have convenient access to such amenities, [that are](#) integral to a high quality of life.

The principal recreation facilities in Lone Tree include the Lone Tree Recreation Center, a 54,000 square-foot facility serving a wide range of recreational needs, and the Lone Tree Golf Club and Hotel ~~which that~~ hosts golf, tennis, and many community and special events. These facilities are largely owned by, and entirely managed by, South Suburban Parks and Recreation District. Additional recreational facilities are planned in the future for the east side of I-25.

A network of local and regional trails exists within the Lone Tree Planning and Urban Growth Area. ~~A and a~~ additional regional parks and trails are planned. These are owned and managed by

the three principal entities described above. The regional trails ~~afford connection~~connect to trails linking Lone Tree to a network of trails in Douglas County and the Denver Metro area. -As the community grows, the City will encourage and collaborate with these entities to provide additional parks, recreational facilities, and trails where and when needed. (See the Parks, Trails, and Open Space Plan).

In 2015, City staff, school staff, and a team of committed Lone Tree residents planned, fundraised, and constructed the first community garden in Lone Tree. It was also the first community garden of its kind on the Douglas County School District property. Located at the Lone Tree Elementary School, the garden provides opportunity for recreation and healthy living to Lone Tree area residents. Developed under the guidance of Denver Urban Gardens, this garden is ~~an a community~~ asset ~~of the community~~ and may ~~become~~ a model for future community gardens in Lone Tree.

Objective

Support healthy lifestyles and meet the evolving recreational needs of the community by ensuring ~~that things like~~ adequate parks, trails, and recreational facilities are provided and maintained.

Policies

1. Integrate passive and active parks and recreation facilities into the community, and link them via a network of sidewalks, trails, and bike lanes.
2. Provide and carefully site high-amenity urban parks and plazas into the community, in addition to playfield-oriented community parks.
3. Take advantage of lottery proceeds, partnerships, grants, and other sources to fund identified parks, trails, and open space projects.
4. Support efforts to attract and locate sports and recreational facilities in the City that are consistent with the goals and policies of this Plan.

5. Support demand from ~~community~~ residents for community gardening, where appropriate, to promote healthy lifestyles, nutrition, social engagement, and educational enrichment.
6. Consider trail linkages to parks and open space areas, community amenities and services, and employment areas during annexation, rezoning, and development approval.

Arts and Cultural Amenities

Arts and culture are a vibrant part of the Lone Tree community. Since incorporation, City Council has been committed to supporting the arts, and many arts and culture groups have thrived here. In 2008, Lone Tree citizens voted to issue debt for the construction of the Lone Tree Arts Center. This iconic, LEED-certified building is a source of pride for the Lone Tree community. ~~The center includes~~Included in the center is a grand hall, event and gallery space, a 500-seat main stage theater, an adaptable event hall, and an outdoor terrace theater.

The City also actively supports the arts through its Arts Commission, a group of residents appointed to make recommendations to the City Council for specific artistic and cultural events within the City. The City also supports public art and arts and cultural programming through a variety of funding efforts.

Lone Tree residents not only appreciate and financially support arts and culture, but many choose to participate in the local groups that have ~~sprung up~~become active in the City. Local groups include the Lone Tree Arts Center Guild, the Lone Tree Symphony, the Lone Tree Photography Club, the Lone Tree Writing Group, and the Lone Tree Beading and Fiber Arts Group. Some groups meet and hold classes in the Civic Center.

Cultural events in Lone Tree are not limited to indoor events. The Lone Tree Arts Center hosts concerts at the outdoor Terrace Theater. Additionally, the City hosts movie nights and summer concerts outdoors. Sweetwater Park ~~has been~~is home to the ~~City~~City-sponsored Summer Concert series and Independence Day celebration. Because this venue is constrained by access and parking limitations, the City is exploring other outdoor sites ~~are being explored~~. In the long term, an outdoor amphitheater is planned in the future City Center Central Park on the east side of I-25.

As the City grows, it will also become increasingly important to provide indoor facilities specifically designed to accommodate cultural and entertainment events and activities. Long term, a regional cultural and entertainment center is planned on land in the future City Center. In planning this facility, it will be important to explore creative partnerships to assist in funding capital and operational costs.

Objective

Provide diverse opportunities for people of all ages and abilities to appreciate arts, entertainment, and culture.

Policies

1. Continue to support a broad range of the arts through the Arts Commission, the Lone Tree Arts Center, special events and programs, and public art of benefit to the Lone Tree community.
2. Support and evaluate the development of a regional cultural and entertainment center in the future City Center.
3. Pursue development of an alternative venue for outdoor cultural events, including an outdoor amphitheater for cultural and educational events within the future central park on the east side of I-25. Outdoor cultural venues should be located:
 - a. in a scenic and natural setting, sensitively developed in harmony with its natural surroundings
 - b. where accessible by car, walking and bicycling, and, ideally, by transit ~~and by walking and bicycling~~
 - c. where there is sufficient parking (preferable shared-use parking)

Library

The Lone Tree Library is a cherished community amenity. No longer just for books, the library provides opportunities to showcase art, to be a venue for cultural and history programs, as a

place for community groups and businesses to come together, and for life-long learning possibilities through its evolving collections and ~~internet-Internet~~ access.

~~In order to~~ respond to the increasing demand and deliver a broad range of services, the Douglas County Library District is establishing a new Lone Tree Library, with a planned opening in 2016. Located just east of the Lone Tree Arts Center, the new library is more than double the size of the old library and serves the entire community with greater space, ample parking, and expanded services and meeting rooms.

Objective

Enable the development of the best possible library services and facilities to the community.

Policies

1. Continue to work with the Douglas County Library District to determine future community library needs as the City grows and evolves.
2. Encourage the Douglas County Library District to develop a broad range of educational and recreational programs of interest to the overall community. Library facilities should continue to be community-oriented centers responding to the needs and interests of area residents.
3. Work with the Douglas County Library District to coordinate the design and programming of public spaces around the library, integrating landscaped areas and street activity to create a range of gathering spaces and focal points for the community.

Historic Resources

Incorporated in 1995, Lone Tree is a relative newcomer along the Front Range of Colorado. Within this new and evolving City there remains a significant slice of history. Nestled at the base of the bluffs along Happy Canyon Creek (east of I-25), the Schweiger Ranch complex, consisting of a ranch house, barn, and other structures, is a testament to the legacy of the Schweiger family who successfully farmed, raised cattle, and operated a dairy operation in this often harsh and unforgiving landscape.

The house and barn were constructed by the family sometime between 1894 and 1910; other structures, including a silo, tractor shed, chicken coop, granary, and cistern were added over time. The land was ranched until the late 1970s, and was eventually acquired by Colony Investment Inc. (the owners of RidgeGate). Though initially zoned for development, the landowners and the City Council came to see this historic ranch as a unique and special opportunity for appreciating our heritage.

The property received historic landmark designation from Douglas County in 2004, adding recognition to the property and making it eligible for restoration grants through the State Historic Fund. A master plan for the property was completed in 2006 and the Schweiger Ranch Foundation was formed by the owners of RidgeGate in 2007 to take title to the 38-acre ranch complex, held under a conservation easement. Thereafter, work began in earnest to stabilize and restore the fragile and weathered buildings and land.

Substantial investment in restoration efforts has taken place to restore the ranch and plan for future use. This has been a multi-phased process, funded largely through a partnership between the State Historic Fund, the City of Lone Tree, the Rampart Range Metropolitan District, and Douglas County. The ranch has been made available to the public for the annual Fall Festival, tours, and special events. Through considerable time, effort, and a pioneer spirit, the Schweiger Ranch continues to serve as a legacy for the community and for generations to come.

Objective

Support and facilitate opportunities for the community to appreciate and enjoy the historic Schweiger Ranch.

Policies

1. Support efforts to renovate, operate, and manage Schweiger Ranch as a cultural and natural resource for the community and region.
2. Solicit public input and support for this cultural resource.

Water Supply and Wastewater Treatment

In this semi-arid region of the country, where the possibility of drought is ever present and rainfall averages only 15 inches annually, water is a precious commodity. The City supports measures by consumers and suppliers to conserve this limited and necessary resource through the use of ~~water-water~~ efficient fixtures and the conservation of water through institutional measures such as block-rate structures (that establishes higher per gallon charges for ~~large~~ large-volume users). The City also is a strong advocate of xeriscaping (water efficient landscaping), and requires such practices to be ~~employed~~ implemented in new development to significantly reduce the amount of irrigation water used. Though not a water supply provider, the City is a signatory to the Best Management Practices of the Metro Mayors Caucus and Colorado Water Wise Council, and works to be a leader, an advocate, and participant in water conservation.

Water is supplied to land within the City's Planning and Urban Growth Area in a number of ways. For the City west of I-25, the water supply is renewable and available for build-out with some restrictions through an intergovernmental agreement between Southgate Water and Sanitation District and the Denver Water Department. The area east of I-25 and north of Lincoln uses nonrenewable ground water. Water supply planned for the incorporated area east of I-25 and south of Lincoln Avenue is based ~~up~~ on a combination of nonrenewable and renewable water, through the Parker Water & Sanitation District. The City supports cooperative efforts underway in the county and the region to ~~assure~~ ensure an adequate and permanent water supply for all lands within the City's Planning and Urban Growth Area now using groundwater.

Wastewater from the City is processed by regional treatment plants. The area east of I-25 and south of Lincoln in the City's Planning and Urban Growth Area is not expected to begin development until after 2015 and wastewater treatment will be secured prior to development. Because treated wastewater returned to the stream is retreated and reused by downstream users and can impact aquatic and wildlife, the City supports state-of-the-art measures to treat wastewater so it continues to meet or exceed state water quality standards.

Objective

Ensure safe and adequate water supply and wastewater treatment services.

Policies

1. Ensure that all urban development in the City be served by central water and sewer facilities.
2. Support cooperative efforts on a county, regional, and state-wide level to ensure a permanent, renewable, and reliable potable water supply and adequate sanitation systems.
3. Support the provision of water supplied to new development from renewable sources sufficient to sustain development in perpetuity.
4. Support measures by consumers and suppliers to conserve water, through xeriscaping, water-efficient fixtures, and institutional measures.
- 4.5. Support legislative measures that allow for the capture and reuse of rain and snow melt.
- 5.6. Support amendments to district or regional plans when required to provide or expand capacity to accommodate the City's growth projections or where the public health is threatened.

Stormwater Management

The system designed to convey stormwater runoff is another important type of utility. The system is composed of curbs, gutters, storm drains, and natural or man-made drainage ways.

With new development, the natural ground surface ~~that, which~~ initially allowed water to infiltrate, is covered with impervious surfaces (rooftops, paving), leading to increased runoff. Provisions for detaining this runoff are necessary to meet the legal requirement that stormwater leaving a property not exceed the historic (undeveloped) flow rates. These flows must be controlled to minimize the potential for damage on downstream properties through erosion and flooding.

The City is included in the Urban Drainage and Flood Control District. This District prepares and coordinates drainage studies, constructs and maintains drainage facilities, and provides

assistance to local governments in studying and constructing drainage facilities. (See also the discussion on water quality in the Environmental Section).

The City also ~~falls under~~complies with federal programs for stormwater permitting. -As a permittee under the Environmental Protection Agency and the Colorado Department of Public Health and Environment, the City takes the lead role in stormwater and drainage way management within the City.

The Lone Tree Public Works Department also evaluates the need for stormwater facilities during their review of development applications. -They ensure that best management practices are constructed and maintained for the safety of area residents.

Objective

Ensure stormwater facilities are properly designed and maintained consistent with the City's land use and environmental quality goals and objectives.

Policies

1. Continue to coordinate and/or oversee drainage planning, design, construction, and maintenance for the City and surrounding area in conjunction with the Urban Drainage and Flood Control District and Douglas County.
2. Encourage developers to reduce runoff in newly developing areas through alternative design (such as porous landscape detention areas), while also addressing aesthetics and environmental factors.
3. Ensure all drainage improvements are constructed and designed in a manner complementary to the natural and built environment. Where structural improvements are necessary, such as ~~the~~ channelization of the floodplain, provide transitions from natural areas to more urban settings.
4. Incorporate stormwater treatment options in the planning of park and trail improvements or as a landscaping amenity.

5. Prohibit development within the defined 100-year floodplain except for those relating to flood control, wildlife, and recreation. Proposed development shall comply with the City's Zoning Code, as well as any additional requirements of the Storm Drainage Criteria Manual or the U.S. Army Corps of Engineers.
6. Continue to require development to prepare drainage plans and construct facilities as appropriate to protect on-site or off-site uses.

Communications Facilities

The demand for wireless services has increased dramatically over the past decade, with wireless subscribers using the technology to conduct business and stay connected with friends and family. Wireless phones are also a vital, life-saving way to call for assistance in emergency situations.

~~With t~~This increased demand ~~comes-requires~~ advancing technology and the need for carriers to locate facilities to provide optimal coverage for their customers while accommodating the technological needs of an advancing industry. Providers require facilities to be technically compatible with an existing network and they consider a number of other location criteria when siting new facilities, including: topography, line of sight, road access, land area, existing suitable structures for co-location, visual impacts, zoning, compatibility with adjacent uses, and site constraints such as other utilities.

The challenge for Lone Tree and many other communities is to find a balance between accommodating facilities to provide this important service to the community, and addressing the visual impacts of building mounted antennas, free-standing poles, and associated equipment. Wireless communication facilities should be located and designed to minimize the visual impacts to the City and its residents. The following objective and policies outline the issues and set forth items for consideration in the location and design of these facilities.

Objective

Minimize the visual impacts associated with the location and design of wireless communication facilities.

Policies

1. Support the construction of new towers only upon reasonable demonstration that other alternatives are infeasible, and in accordance with applicable local, state, and federal regulations.
2. Ensure applications for wireless facilities mitigate visual impacts by considering the screening potential of existing vegetation, topographic features and structures; compatible architectural features such as clock towers, parapets, steeples or monuments; and the use of stealth design practices, including the use of color to allow poles to fade into the background or the use of artificial pine branches, flag-poles, or poles with street lights.
3. Support equipment shall be located and housed to minimize visual impacts. Strategies may include locating equipment underground, in a natural slope, in an existing building, screened on a rooftop, or housed within an enclosure that is compatible with the design of the surrounding area.

Other Utilities

A number of entities provide additional utilities in Lone Tree. Utility service often includes electric, gas, telephone, and cable television in addition to a variety of transmission facilities. The City regulations require all but high voltage electric transmission lines, substations, and utility boxes in new developments be placed underground. As a result, the visual impact of most utilities is less here than in many older, more established communities.

The City also supports ways to provide state-of-the art services that are built for future capacity, so as to minimize future disruption from construction. RidgeGate, for example, is served by a digital broadband network that serves every home in that area. In addition to this unique high-speed Internet access amenity, standard telephone, cable television, and video entertainment services are also part of the [RidgeGate](#) network plan.

The State Public Utilities Commission regulates most public utilities in the City. However, land-use activities, such as location of transmission lines and construction of utility plants or storage and service facilities, are subject to the City's jurisdiction and approval. The City will coordinate

with providers to ensure careful planning and the timely development of these facilities to minimize the impacts associated with utility facility siting and design.

The City can also minimize the consumption of electricity and natural gas through energy efficient construction practices in City buildings and through the education, encouragement, and utilization of such practices elsewhere in the City.

Objective

Ensure the adequate provision of public utilities in a manner that also minimizes community impacts.

Policies

1. Site, design, and screen utility facilities to be compatible with surrounding land uses and the natural environment.
2. Encourage utility service facilities to provide reasonable access with minimal impacts to adjoining residents and the environment.
3. Where possible and appropriate, eEncourage ~~where possible and appropriate~~ joint tower or antenna use, multi-utility corridors, and clustering of utility facilities.
4. Require major utility facilities to be subject to the City's land use review process.

IV. Transportation

Lone Tree is located at the crossroads of major transportation corridors that serve the south Denver metropolitan region. Its location presents both challenges and opportunities in achieving a multimodal transportation network that meets the needs of travelers in a safe and efficient manner. Lone Tree is working locally and regionally to address the challenges it faces and to plan for future needs. The community has achieved important advancements in transportation improvements through the active participation and support of residents and elected officials. For example, the City has made substantial investments to ensure the extension of light rail to the City; funded road construction and enhancements; studied the development of bike lanes and trails; and constructed important linkages.

Nevertheless, traffic congestion is one of the most prominent areas of concern by City residents related to growth and development. Much of the traffic in Lone Tree originates from outside the City due to the City's location in relation to the convergence of major roadways and the amount of major commercial and office destination points.

This [plan-Plan](#) addresses the fundamental relationships of land use with transportation [in order](#) to minimize the need for, and length of, vehicular travel. [It is important to create](#) a compact live, work, and play environment, and offering people a range of convenient choices in their modes of travel. This approach will produce positive results in terms of reduced congestion and fuel consumption, as well as improved air quality, and will help to implement many of the planning principles that this [plan-Plan](#) embraces.

IV. Goal: Strive for optimal efficiency, connectivity, and safety in the transportation system, integrated with surrounding land uses and environmental conditions.

Multimodal System

This [plan-Plan](#) supports an integrated, multimodal approach to transportation planning including vehicular, transit, pedestrian, and bicycle modes of transportation. Multimodal transportation is well suited to mixed-use, compact, pedestrian-friendly development, improves air quality,

can save time, and reduces traffic congestion. Promoting bus, bike, transit, and other modes of transport also helps in meeting the needs of the broader community who may not have access to motor vehicles, including children and seniors.

The City is bisected east-west by I-25 and north-south by Lincoln Avenue. Providing meaningful connections (auto, pedestrian, bicycle, and transit) across these major highways and arterials, will continue to be integral to transportation improvements in the City. This will be accomplished, in part, through a system of bridges linking these areas of the City.

The City's regionally accessible location provides true opportunities for a multimodal system and the City continues to work vigorously in improving ~~up~~ on this integrated transportation system.

Objective

Enhance the City's multimodal transportation network by expanding opportunities for transport and connections and also improving efficiencies.

Policies

1. Integrate regional and local transportation systems, traffic patterns, and land-use objectives in transportation planning and in the review of development applications.
2. Employ multimodal solutions that work together to form a network of roads for vehicles and buses; rails for transit; bike lanes for cyclists, ~~and~~ sidewalks and trails for pedestrians and cyclists which that link residential, schools, recreation facilities, commercial, ~~and~~ office areas, and other facilities and services.
3. Continue requiring development dedication of rights-of-way adequate to accommodate the street network, including bike lanes, transit system, landscaping, and sidewalk and trail alignments, as appropriate.
4. Coordinate transportation and land-use planning with local, county, regional, state, and federal entities and special districts to improve network efficiency, safety, and compatibility.

5. Effectively manage the transportation system with state-of-the-art practices, techniques, and methods.
6. Encourage the installation and use of bicycle-share and rental stations throughout the City.
- 5.7. Evaluate the potential impact of changing transportation trends on parking requirements.

Objective

Promote adequate funding of the transportation system.

Policies

1. Ensure that new development provides adequate transportation improvements necessary to serve the development or, where appropriate, pay their fair-share cost of improvements.
2. Partner with other jurisdictions and agencies to fund needed transportation improvements, and consider new options for funding improvements, such as a regional authority.
3. Incorporate federal, state, and regional funding criteria in local transportation planning where appropriate, to maximize available funding opportunities for transportation improvements.

Objective

Construct and maintain sSafe transportation corridors and linkages compatible with community purpose, character, and scale.

1. Plan, design, implement, and maintain transportation infrastructure that affords safe travel for all users.

2. Ensure safe and innovative ways of providing pedestrian and bicycle crossings of major roadways – future improvements to these roadways should include well designed and visually attractive crossings, and may include curb bump-outs, traffic calming features and improvements, brick pavers, striping, pedestrian crossing lights, raised medians for harboring pedestrians across busy streets, and where traffic volume or special circumstances warrant, grade-separated crossings.

Roadways

The roadway network accommodates the vast majority of travel demand in the area. Maintaining adequate capacity along major roads and highways will be a challenge for the City and the region, as most development is based upon a suburban, auto-oriented template.

Looking to the future, the City supports various alternative means for addressing road capacity, including measures ~~which that~~ provide the opportunity for people to live, work, and play in their community and reach their destinations via bike lanes, shared paths, trails, and sidewalks. Additionally, ~~the City~~ supports ~~is given to~~ roadways laid out in a grid pattern. Grid patterns are far superior to circuitous routes in urban areas as they distribute traffic more evenly and provide convenient alternative routes. Grid patterns are ~~also~~ intuitively easier to navigate and also provide logical connections between areas. Instances where roads are interrupted or impeded due to gated neighborhoods, topographical conditions, or development, creates barriers to efficient roadway travel and should be avoided. Providing signal progression along roadways also improves traffic flow, and has the advantage of ~~cutting down on~~ decreasing vehicle emissions and travel time.

The Colorado Department of Transportation (CDOT) plans to reduce congestion on C-470, particularly at peak travel times, with the addition of eastbound and west-bound express toll lanes through portions of the corridor, ~~;~~ auxiliary lanes between some interchange segments that are spaced closely together, ~~;~~ improving on and off ramps, ~~;~~ and other safety, maintenance and environmental improvements. Lone Tree is located in the segment of the corridor ~~to that~~ will benefit from the express toll lanes. It is forecasted ~~ed~~ that tolls ~~would~~ will be sufficient to pay for the infrastructure improvements. Construction is anticipated to begin in the summer of 2016, with most improvements being completed by December 2017.

Roads must be designed and constructed for their intended use ~~in order~~ to ensure adequate functionality and safety for users. The primary roadway network in the Lone Tree Planning Area consists of regional highways, including I-25 (providing north/south links to the Denver metro area and Colorado Springs respectively), and Highways E-470/C-470 (providing east/west links around the metro area). These roads are designed to carry high volumes of traffic, at high speeds, and over long distances, and function to provide the highest level of mobility. For this reason, access is limited to grade-separated interchanges.

Major and minor arterials are designed to serve major movements of traffic within or through the City via consolidated access points. Next in the hierarchy are collector roads ~~that, which~~ are designed to direct traffic from local streets to arterials and to link communities, followed by local streets, ~~which are~~ designed to serve individual properties. Based on this road hierarchy, ~~the City defines~~ appropriate design principles and standards ~~are defined~~ to ensure safety and to maintain an adequate level of service for the existing and forecasted traffic demands.

~~The City is~~ improving ~~transportation system~~ efficiencies ~~in the transportation system~~ in Lone Tree ~~is afforded~~ in a variety of ways, such as using detection cameras at intersections that automatically increase turn lane times when traffic volumes warrant ~~such~~, or through steps taken at the Traffic Management Center, where traffic volume counts are tracked at major intersections in the City ~~in order~~ to make changes to signal progression when necessary to increase traffic flow.

Roads should be designed not only for traffic flow, but with the pedestrian and bicyclists in mind. ~~Providing~~ ~~The City supports providing~~ bike lanes, detached sidewalks, lighting, medians, landscaping, benches, public art, and other amenities ~~is supported~~ to enhance the pedestrian and cyclist experience and, in some cases, to also enhance safety. ~~If properly designed,~~ ~~Minimizing minimizing~~ the paved width on local roads, ~~if properly designed,~~ is another ~~means for way to~~ reducing traffic speed and increasing safety. Finally, the natural environment must also be considered when designing roads, particularly in difficult terrain, or where preservation of important landforms or viewsheds is desired.

Looking to the future, the City may need to modify the roadway system to satisfy changing travel needs, and ~~to be remain~~ flexible in adapting to or enhancing other modes of transportation. In any case, balancing the need for traffic flow, safety, and the environment, while providing a pleasing travel experience, are key elements that will continue to define the quality of life for many Lone Tree residents.

Objective

Secure and implement a roadway network that meets the travel needs of residents and businesses in a safe, convenient, pleasing, and efficient manner while minimizing environmental and community impacts.

Policies

1. Continue to ensure that roadways are designed and constructed within developments in a logical and phased manner commensurate with foreseeable rates of growth.
2. Continue to implement a ~~traditional~~ modified grid system of streets with a hierarchy of of through streets to distribute traffic, and to offer alternative routes. Circulation elements should be designed to safely accommodate capacity and provide character that is attractive and suitable to the context of the area. Curvilinear streets may be appropriate in areas where topography warrants.
3. Vehicular and pedestrian Connections between neighborhoods are encouraged with local and collector roads, bike lanes, and trails whenever possible ~~and appropriate.~~
- 2.4. Incorporate streetscape elements that reinforce community character and quality, such as lighting, landscaping, public art, medians, benches, shelters, etc., ~~that reinforce community character and quality.~~
- 3.5. Design local streets and collectors to minimize surface width ~~in order~~ to serve the purpose and scale of the community, ~~to~~ discourage speeding, and with rights-of-way sufficient to accommodate bicycle lanes and detached sidewalks whenever possible to create a safe and pleasing travel experience for the pedestrian and cyclist.
- 4.6. Design major and minor arterials and other selected roadways as parkways to enhance the pedestrian and cyclist travel experience, with rights-of-way adequate for bike lanes and, detached sidewalks and landscaping in medians and/or along the sides of the road. Whenever possible along major and minor arterials, ~~c~~Continue to provide signal progression and utilize new and effective technologies ~~for such, along major and~~

~~minor arterials whenever possible.~~ Support compatible efforts with neighboring jurisdictions to improve traffic flow and minimize air quality impacts.

~~5.7.~~ Control the design of and access to the City's street network by the provisions of the City's Roadway Design and Construction Criteria Manual or as otherwise approved by the City. Encourage alternative roadway standards where possible to reduce environmental impacts ~~can be reduced~~ and enhance pedestrian-friendly, bicycle-friendly development and transit ~~enhanced~~.

~~6.8.~~ Support the appropriate use of roundabouts for reducing congestion, while ensuring that the design is safe for pedestrians, cyclists, and motorized traffic.

~~7.9.~~ Minimize the visual and environmental impacts of road construction in geographically sensitive/steep slope areas by aligning roads to conform to topography, to be in harmony with geographical features and views, and to reduce roadway cuts and fills and impacts on drainage channels. Such consideration shall take precedence over efficient connection of the roadway endpoints.

~~8.10.~~ Improve and retrofit existing roadways as necessary to meet current and future needs and design standards for motor vehicles and bicycles.

~~9.11.~~ Find the right balance between the need for traffic flow along arterials and collectors and the need to add intersections to afford adequate access.

Transit

Light Rail Transit (LRT). The Southeast Extension was originally approved by voters as part of FasTracks in 2004. As part of the T-REX Southeast Corridor Project, the extension of light rail from Broadway south to the Lincoln Station was completed in the fall of 2006. Light rail now links the City to Denver's Central Business District and major employment areas in the southeast I-25 business corridor. The system is owned and managed by the Regional Transportation District (RTD), and serves to provide frequent peak and off-peak hour transit. This system will continue to enhance mobility to and from Lone Tree in the future.

Five transit stations will serve the City's Planning and Urban Growth Area:

1. County Line Road
2. Lincoln Avenue
3. Sky Ridge Avenue
4. The future City center east of I-25
5. A future regional park-and-ride station south of the RidgeGate interchange

The construction of all five stops were approved as part of FasTracks in 2004, but due to higher than expected construction costs and lower than expected revenues, RTD used a variety of different funding and financing strategies to complete the FasTracks system. Through a coalition of public and private financing, including land donated for tracks and stations, the project is now anticipated to proceed and be completed by 2019.

Bus: RTD provides bus service within the City and to the region. Due to the approval of FasTracks, a number of additional services were afforded including bus feeder service to light rail and Bus Rapid Transit (BRT) stations, inter-community bus service along major corridors, and timed transfer points to improve bus connections and make it more convenient for passengers to travel throughout the region.

Call-n-Ride: Curb-to-curb bus service is provided to residents through RTD's Call-n-Ride program. User destinations in Lone Tree for this safe and convenient local service include Sky Ridge Medical Center, the Lone Tree Recreation Center, Entertainment District restaurants and venues, and local shopping. Demand for this service will likely grow, given the City's aging population. Based on current and projected needs, RTD provides discount rates for senior passengers

Lone Tree Link: Working proactively to help minimize traffic impacts as a result of growth near the Lincoln Interchange and along Park Meadows Drive, the City of Lone Tree partnered with Denver South Transportation Management Association and four major corporate entities in 2014 to establish the Lone Tree Link shuttle. The shuttle service loops along Park Meadows Drive and stops at six locations: the Lincoln Light Rail Station, Kaiser Permanente, Charles Schwab, Sky Ridge Medical Center, Level 3, and the Entertainment District. With a stop at the Lincoln Light Rail Station, it is hoped that employees working in this area will leave their cars at

home and take this free shuttle service. With a stop in the Entertainment District, it is hoped that many employees will also frequent the ~~many~~numerous restaurants in this area. Ridership exceeded expectations in the early months of service, and will continue to be evaluated in the future to monitor its viability.

Douglas County Transit Solutions (DCTS): Lone Tree is a member of DCTS, a Local Coordinating Council (LCC). A LCC is a formal, multi-purpose, long-term alliance of community organizations, individuals, and interest groups that work together to achieve common goals regarding public transportation for low and moderate income residents in Douglas County. DCTS's purpose is to reduce redundancy and improve efficiency and mobility countywide. DCTS is made up of jurisdictional representatives, community based organizations, and service providers from the County. DCTS currently operates a "First Call" call center that provides information on transportation in Douglas County and assists customers in finding the best transportation options to meet their needs. Also, transportation services are available for persons with disabilities and for employment related transportation needs for low income residents. This program will be of growing importance in the Lone Tree area, particularly given the increase in our ~~ever-over~~60 population.

Taken together, this transit system affords real transportation alternatives to the residents and commuters of Lone Tree. With the number of cars per day, vehicle trip miles, and fuel prices increasing, coupled with continuing concern for air quality impacts, the benefits of this transit system will only increase with time. The opportunity to plan new development around transit (as opposed to retrofitting stations into the fabric of the community), puts the Lone Tree community in an enviable position to achieve the Plan's land-use and transportation goals and objectives. The City should continue to coordinate and support the efforts by RTD, DRCOG, and other jurisdictions and entities to enhance circulator bus service in the City ~~to~~and optimize transit opportunities for this community and the region.

Objective

Support transit services and facilities that adequately serve the travel needs of users, including commuters and public transit-dependent populations.

Policies

1. Continue to require development dedication of areas for park-n-rides and transit rights-of-way as requested by RTD.
2. Ensure park-n-rides, transit centers, and bus stops are properly designed and easily accessible by car, bike, or foot, and provide appropriate amenities that encourage and support the transit experience, including high-quality shelters, car and bicycle-share facilities, and adequate parking for cars and bicycles.
3. Support local circulator buses, regularly scheduled bus shuttles, and other forms of on-demand transit.
4. Promote the accelerated construction of LRT extension to serve Lone Tree and the region and which that complements the compact development pattern of the City Center.
5. Support DCTS in its efforts to accommodate the transit needs of low and moderate income residents, people with disabilities, and seniors.

Objective

Encourage innovative parking concepts and programs that serve to promote the use of public transit.

Policy

- Continue allowing flexibility in meeting necessary parking requirements, while promoting convenient use of transit, including the establishment of parking districts, shared parking, and parking demand management.

Bicycle and Pedestrian Ways

Though traditionally considered recreational activities, regular walking and cycling promote good health and are also important alternative modes of travel. When properly designed, a portion of the travel demand in Lone Tree will be accommodated by trails.

Recognizing the importance of a comprehensive and interconnected system, the City embarked on a City-wide Walk and Wheel Study in 2014 to evaluate possible bicycle and pedestrian improvements in the City. Headed by Fehr and Peers Transportation Consultants and funded by a Walk and Wheel Grant from Kaiser Permanente, the study looked at the City's arterials, including Lincoln Avenue, Yosemite Street, and Park Meadows Drive, as well as RidgeGate Parkway west and east of I-25 to determine the feasibility of bicycle lanes and pedestrian improvements. Improvements to make the City more bike- and ~~pedestrian~~-friendly will work to minimize road congestion and provide a transportation system that ~~offers~~-provides opportunity for physical activity and healthy lifestyles.

Objective

Maintain and enhance the trail network as an alternative and viable mode of transportation.

Policies

1. Expand the network of trails throughout the City, connecting neighborhoods with community facilities, employment, shopping, schools, and social nodes.
2. Continue to utilize natural drainage ways as the basis for an extensive trail network within the City's Planning and Urban Growth Area; design and construct the network with minimal slope, wildlife, and vegetative disturbance.
3. Continue to have new and amended development plans accommodate pedestrian and bicycle travel by providing trails in all new developments. Where practical, trails should be separated from the road system and integrated with drainage ways and open space areas.
4. Encourage nonprofits, volunteer organizations, and other partnerships to assist in the funding and maintenance of needed trail construction.

5. Connect the City's network of trails to adjoining communities and developments as well as to the regional trail system.

Airport

Centennial Airport, owned and operated by the Arapahoe County Public Airport Authority, provides facilities and services for general aviation aircraft. Located at the Douglas-Arapahoe County Line (to the east of I-25 and north of Lincoln Avenue), the facility is utilized by businesses and residents in Lone Tree and the region for travel or shipping needs. General aviation activity at Centennial Airport has steadily increased in recent years and is expected to increase in the future. The operation of ~~the~~ Centennial Airport has and will continue to impact the City.

Centennial Airport identifies land surrounding the airport as being within its Airport Influence Area (AIA) and other zones within which major impacts of airport operations are expected to occur. The AIA encompasses nearly the entire Lone Tree Planning Area, except the area west of Yosemite Street. The City should continue to monitor airport planning and operational activities and to encourage the development of appropriate air traffic patterns and noise mitigation measures to reduce noise and safety impacts to the community.

Objective

Maximize air and ground safety and minimize land use and noise conflicts associated with Centennial Airport.

Policies

1. Work actively with Centennial Airport on planning, flight paths, and noise abatement procedures.
2. Monitor expansion plans and activities at Centennial Airport and take appropriate action when the City's residents and businesses will be adversely affected.

Travel Demand Management

Travel Demand Management (TDM) serves to reduce the number of auto trips and/or enhance road capacity by reducing peak hour travel trips. To be successful, TDM requires support and involvement by the private and public sector and is generally implemented in three ways. These include the preservation of transit corridors, the implementation of transit-oriented development (addressed elsewhere in this section), and other highway TDM methods, such as using traffic lights to stagger the movement of cars onto highways to improve traffic flow. TDM also involves participating in a variety of techniques oriented toward increasing vehicle occupancies, reducing peak hour travel demands, and providing alternative modes of transportation.

Objective

Maximize the public investment in infrastructure, reduce traffic congestion, conserve energy, and enhance air quality through an integrated TDM system.

Policies

1. Encourage employers to work with DRCOG's Ride Arrangers Program to offer a range of Travel Demand Management services, including but not limited to premium, reserved parking for car pools; staggered work hours for employees, including flextime, four-day workweeks or other non-typical work shifts; telecommuting; subsidization of employees' public transit costs, ~~and~~ and ~~provide~~ providing secure areas for bicycles.
2. Encourage the creation of vanpools or similar ~~ride~~ ride-sharing programs.
3. Support home occupations that are incidental and secondary to the use of the land for residential purposes and does not change the character of the neighborhood. ~~in residential areas when compatible with residential uses.~~

V. Economic Development

A strong, self-supporting local economy and tax base is vital to the overall fiscal well-being of any municipality. Retail sales generate the revenue necessary to pay for the many services and facilities that make Lone Tree a great place to live, work, and play. In addition, promoting job opportunities in proximity to homes, and with an eye to creating a jobs to housing balance, creates a more well-rounded community and serves to promote many of the planning principles embodied in this ~~plan~~Plan.

Economic development can be defined as cooperative efforts between government and the private sector designed to increase economic activity by encouraging new development and redevelopment within a planning area. There are many aspects to creating a successful economic development program, including regular identification and evaluation of community assets, working with economic development organizations and businesses to market the community, attracting primary and retail jobs, maintaining and retaining quality businesses, fostering tourism, and supporting community development activities.

The City is largely reliant on sales tax as its main source of revenue to provide services such as road maintenance, police, and general government (as the City does not have a property tax). This Comprehensive Plan supports a diverse economy and a balanced approach to funding mechanisms, along with economic development strategies and ~~long-long~~-term fiscal analysis to ensure a healthy economic environment.

Identifying Community Assets

In establishing an economic development program, a municipality identifies its assets for purposes of targeting and attracting the type of development ~~which~~that will be most successful and desirable within the community. The Lone Tree Planning and Urban Growth Area has many such assets, including:

- Visible and strategic location in the south Denver metropolitan area
- Major regional road access to/from Highways C-470/E-470 and I-25

- Regional light rail transit service
- Proximity to Centennial Airport
- Accessibility to Denver International Airport
- Proximity to major I-25 office (business) parks
- An expanding population/market base in Lone Tree and the surrounding environs
- A developing economic base led by retail and service sectors anchored by the Park Meadows shopping center, as well as growing medical and financial sectors
- An increasing labor pool composed of skilled and ~~highly-highly~~ educated professionals
- A ~~high-high~~ income resident base
- Extensive inventory of land currently zoned for a mix of uses including commercial, office, and transit-oriented development
- A highly regarded public school system
- A modern indoor recreation center, outdoor parks and trails, a public golf course, and several private recreational opportunities
- Strong support and appreciation of arts and culture, including a first-class arts center
- A regional draw for medical services and facilities
- A growing reputation as a planned City that upholds quality development standards and provides efficiency and transparency in the review of land development applications
- Emerging community identification and regional recognition

Working with Economic Development Organizations

The City supports and is supported by the Lone Tree Chamber of Commerce and multiple economic development organizations, including the Denver South Economic Development Partnership, the South Metro Denver Economic Development Group, the Douglas County Economic Development Forum, and the Metro Denver Economic Development Corporation.

These organizations compile and manage databases to track demographic and development trends and monitor and promote economic activity within the City and the region. Such efforts serve not only to promote commercial, office, and retail activity, but often to promote other activities related to education, affordable housing, and infrastructure development, as all are necessary for a healthy economy and are dependent upon one another's presence in the greater community.

Fostering Tourism

Tourism in its traditional depiction in Colorado would conjure up images of mountains, skiing, hiking, etc. Tourism, however, also clearly includes visiting interesting urban places, quality shopping, and unique entertainment facilities and cultural activities. Local residents, and increasingly area and out-of-state visitors, have many opportunities to enjoy themselves in Lone Tree. These include:

- **Location:** Lone Tree's beautiful natural setting, framed by large bluffs to the south. Residents enjoy scenic vistas and hiking trails that connect expansive natural open spaces, improved parks and a number of quality public recreation facilities, including a public golf course and a modern 54,000 square-foot recreation center
- **Retail:** Quality retail stores anchored by the popular and regionally renowned Park Meadows. This shopping center and surrounding retail facilities continue to be a major draw for the community
- **Entertainment facilities:** Primarily located in the Entertainment District, these include quality venues for movies, indoor and outdoor fun centers, and an array of restaurants
- **Arts and cultural activities:** The City is home to the regionally renowned Lone Tree Arts Center, as well as the Lone Tree Symphony Orchestra, the Lone Tree Photography Club, the Lone Tree Writing Group, and the Lone Tree Beading and Fiber Arts Group. The City supports the Arts Center and many of these groups and their events. The City also hosts an annual summer concert series and a splendid Independence Day parade and fireworks display

- **The RidgeGate Planned Development:** This area is becoming a shopping and recreational draw with its mixed use, walkable, new urbanism style, and growing list of amenities
- **Heritage tourism:** The City is home to the historic Schweiger Ranch, a resource rich in cultural opportunities for the community and beyond (see the section on Historic Resources in the Community Facilities and Services chapter)

Employing Land-Use and Community Development Measures

Economic development strategies relate to many of the goals and policies found elsewhere in the Plan as land use, transportation, community facilities, and environmental quality all play important roles in attracting and retaining new businesses. In addition to complying with the many land-use goals and policies of this Plan, the City continues to take many proactive community development measures ~~which that~~ directly and indirectly encourage economic development, including:

- Maintaining quality design standards in development review (buildings, landscaping and signs) and enforcing the Zoning Code to maintain such standards over time
- Investing in community appearance (public area landscaping, public buildings, entryways, pedestrian street lights, and wall program)
- Addressing transportation needs
- Developing a full range of amenities (cultural and recreational)
- Investing in City identity and pride (signs, events, website, and newsletter)
- Providing an expeditious and predictable review process

Other measures ~~which that~~ the City can take to spur economic development include participation in an affordable housing program to foster the ability of the work force to live in proximity to the commercial and other developments desired by the community. This is particularly important in Lone Tree, where the service and retail sectors (~~which that~~ are generally lower-wage industries) are predominant employers. Service and retail employees

benefit from being able to live in proximity to work and contribute to many of the objectives of this ~~plan~~Plan, including minimizing highway commuting/traffic congestion. From an economic development perspective, employers often consider the availability of the work force when choosing to locate in a region.

While the City is receptive to sales and use tax generating development proposals, such fiscally-beneficial development should be consistent with other provisions and policies of this Comprehensive Plan, and every effort should be made to ensure that such land uses are complementary to the City's quality development standards. This operating principle is a basic ~~tenant-tenet~~tenet of this Plan and a fundamental basis for real, sustainable economic development.

The City should avoid imbalances in the economic base to the point where any one economic sector dominates, because if that sector were to falter, it ~~may~~might severely impact the local economy. The City's economy is currently comprised of three main sectors: retail, financial, and healthcare. The retail sector ~~may~~could be severely impacted by the continuing shift from brick and mortar stores to online sales. The financial sector is more susceptible to the vagaries of economic cycles. The healthcare sector is seen as stable over the long term, particularly given the aging population.

The City should specifically seek balance and diversity in its retail base. Within this component, the importance of anchor stores, such as those located in the Park Meadows shopping center, are a key element whose success and longevity is vital to the City's economic and social vitality, wellbeing, and sustainability. Encouraging other economic sectors, such as technology companies that serve residents and businesses, as well as attracting higher education facilities may be one strategy for providing a more diverse economy.

Essential to such sustainability is a quality living environment. Quality is reflected in many ways including a sound and diverse housing stock, good schools, parks and recreation, open space, multimodal transportation system, adequate utilities, cultural amenities, a diversity of complementary land uses and facilities, and high quality design of buildings, entryways, corridors, and public spaces. A quality living environment ~~draws~~attracts the companies and people that produce the sustainable wealth that enables the community to continue to improve and prosper, to be "a place of choice," maximizing a community's potential, and not "a place of chance" with all the uncertainty and unforeseen consequences that may go with it. Quality begets quality. In other words, quality helps create the desirable place for visitors that generates the revenues and resources that help sustain the community. Care needs to be taken

to maintain the City's standards to achieve sustainability and continue the resulting synergism that results.

V. Goal: Foster a vibrant and financially sustainable economy for the Lone Tree community.

Objective

Attract quality businesses and maintain businesses that sustain the quality of life and character of the City.

Policies

- a.1. Implement and enhance planning and growth management practices that are business friendly and attract and retain businesses and commerce whichthat:
- a. Contribute to local economic base diversification
 - b. Promote spin-off economic base diversification
 - c. Increase employment that will directly or indirectly increase sales and use taxes for the City
 - d. Promote the location, expansion, and retention of small businesses
 - e. Promote the desired quality of life for Lone Tree residents
2. Evaluate the unnecessary duplication of land uses that are often inherently unsightly, such as large auto dealerships.
 3. Continue the City's support of economic development and chamber of commerce organizations, and seek partners in growth where beneficial.
 4. Continue to work closely with appropriate local and state entities to ensure that adequate multimodal transportation planning and improvements are implemented to benefit both business development and the surrounding area's residents.

5. Encourage a variety of unique businesses and those that provide a broad range of services to City residents through incentives and support from economic development groups.
6. Promote businesses that contribute to Lone Tree as a destination, to be enjoyed day and night.
7. Continue to require high standards of urban design through appropriate landscaping, architectural treatment, and site layout consistent with the City's Design Guidelines.
8. Work cooperatively with the Douglas County School District and other educational institutions to promote high quality educational programs, such as on-site job training and technical trade courses ~~in order~~ to supply a highly skilled labor force to existing and potential businesses.
9. Support affordable housing programs in the area, consistent with the objectives of this Plan, and as part of the City's economic development strategy.
10. Continue programs that enhance community identity and pride.
11. Support cultural amenities that enrich the community and also serve to provide employment opportunities and increase the City's revenue base.
12. Support efforts to provide adequate roads and access in and out of retail establishments, and be open to supporting redevelopment of retail centers to respond to changing demand.
13. Maintain a thorough, yet expeditious, development review process.

Objective

Support opportunities for sustaining and expanding tourism in the City.

Policies

1. Work collaboratively with economic development groups, private industry, and other entities to attract tourist related industry where appropriate.
2. Support the efforts by local, state and regional entities to market and promote tourist related facilities and activities in the City.

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Implementation

The City of Lone Tree Comprehensive Plan provides guidance in making land use and related decisions. The vision, principles, goals, objectives, policies, and maps provide the framework for these decisions, but other documents and actions provide the means for realizing the vision of the Comprehensive Plan. These important implementation mechanisms include:

- **The Zoning Code.** The Zoning Code puts the Comprehensive Plan into regulatory form so that incremental development decisions are made with the vision of the Comprehensive Plan in mind. Moreover, the Zoning map should reflect the various land uses and their locations prescribed on this ~~plan~~Plan's General Land Use Plan map. All land-use applications should be reviewed for consistency with this Plan.
- **Planned Development Zoning.** Planned Development Zoning allows specific and unique zoning to be tailored to a particular land area, including land uses, densities, building heights, transportation elements, setbacks, design standards, open spaces, and other commitments. Such zoning, and any amendments to such zoning, are all reviewed for consistency against the Comprehensive Plan's vision, goals, objectives, and policies.
- **The Subdivision Code.** The Subdivision Code implements the Comprehensive Plan by establishing the requirements associated with the subdivision of land parcels for building lots, ~~for and~~ land dedications, as well as public improvements including roads, trails, utilities, grading, and drainages. Subdivision proposals should be reviewed for consistency with Comprehensive Plan policies and zoning requirements so that the City addresses ~~providing~~ ~~division of~~ trails connecting neighborhoods, proper street alignments, community facilities, and other issues ~~are addressed~~.
- **Design Guidelines.** The City's Design Guidelines are a vital implementation component of the Comprehensive Plan ~~to that~~ ensure quality development. The Design Guidelines are key to all development and, in particular, to all non-residential and multi-family development.
- **Site Improvement Plan Review.** Most structures proposed within the City, not including single-family residences, are subject to the City's Site Improvement Plan review

procedure. This stage of the development review process focuses on the details of a building and its site including access, architecture, landscaping, lighting, parking, drainage, signage, and other aspects, and how the site functions and fits in with other [sites](#) in the area. This stage of review embodies many of the policies of the Comprehensive Plan and is a critical process in its implementation.

- **Coordination with Other Agencies.** The Comprehensive Plan should serve as the basis for coordinating regional land-use planning efforts, as well as transportation and wastewater treatment facility planning. Plans of regional agencies and special districts including water and sanitation districts, fire districts, and school districts should be consistent with the City's Comprehensive Plan so that adequate facilities and services are provided in a timely and cost effective manner.
- **Additional Plan Elements and Updates.** Throughout the Comprehensive Plan, recommendations are included [which that](#) call for additional studies or Comprehensive Plan elements ~~to be prepared~~. These studies or elements are beyond the generalized nature and scope of this Comprehensive Plan, but [are](#) all ~~are~~ important in addressing issues affecting Lone Tree's future.

Additional plans, activities, or studies include:

1. Area and regional transportation planning
2. Lone Tree Walk and Wheel Report
3. Economic Development Plan
4. Lone Tree Plaza Vision Book
5. Lone Tree Strategic Plan
6. Long Term Fiscal Analysis

The planning process is [ongoingcontinual](#). Additional elements or studies may be identified as the need or particular issues arise. The Comprehensive Plan should be updated periodically to reflect changes in economic conditions, development trends, and citizen attitudes. Updates ensure that the Comprehensive Plan reflects the goals, desires, and vision of the community.

The Success of the Comprehensive Plan depends upon...

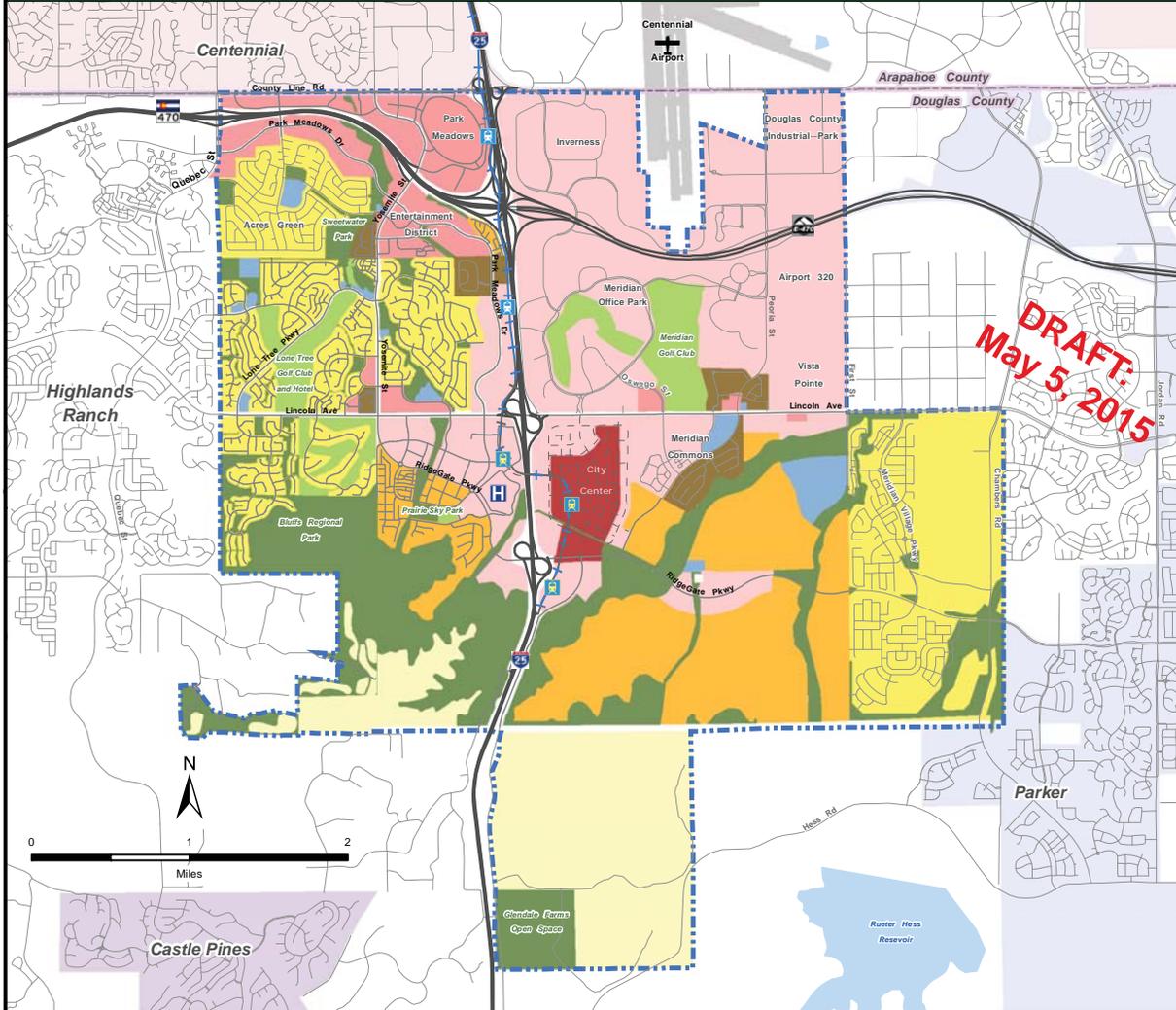
The will and commitment of the Planning Commission and City Council to continue to support and implement the [planPlan](#)'s vision, principles, goals, objectives and policies.

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APPENDIX

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City of Lone Tree General Land Use Plan



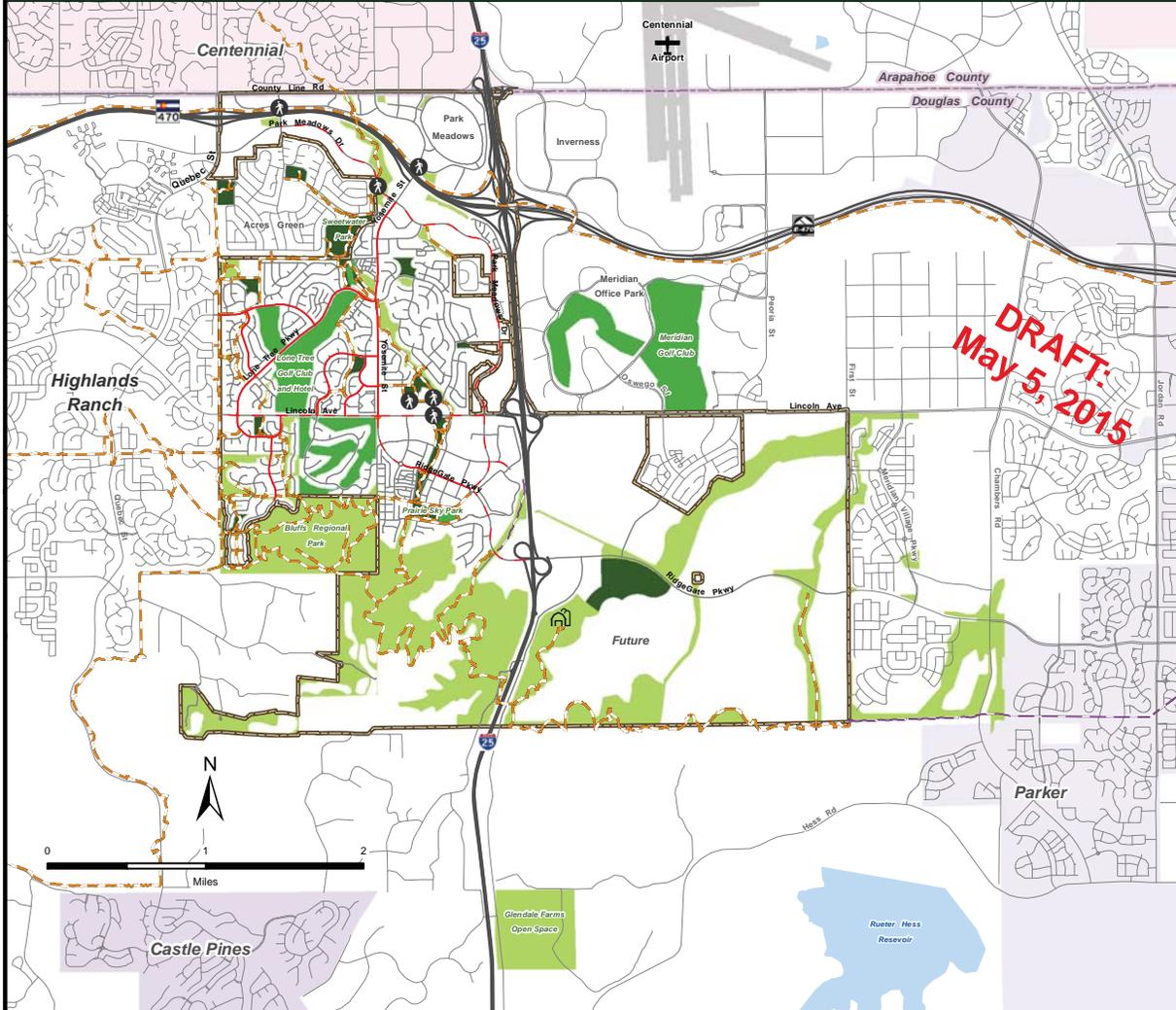
- Sky Ridge Medical Center
- Light Rail Station
- Proposed Light Rail Station
- City Center Proposed Streets
- Light Rail Line
- Future Light Rail Extension
- Planning & Urban Growth Area
- Residential Low Density Clustered
- Residential Detached & Attached
- Residential Mixed Use
- Multi Family
- Institutional
- Commercial Mixed Use
- Commercial
- City Center
- Recreation Facility/Golf Course
- Parks & Open Space

Amended: XXXXX XX, 2015



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City of Lone Tree Parks, Trails & Open Space Plan



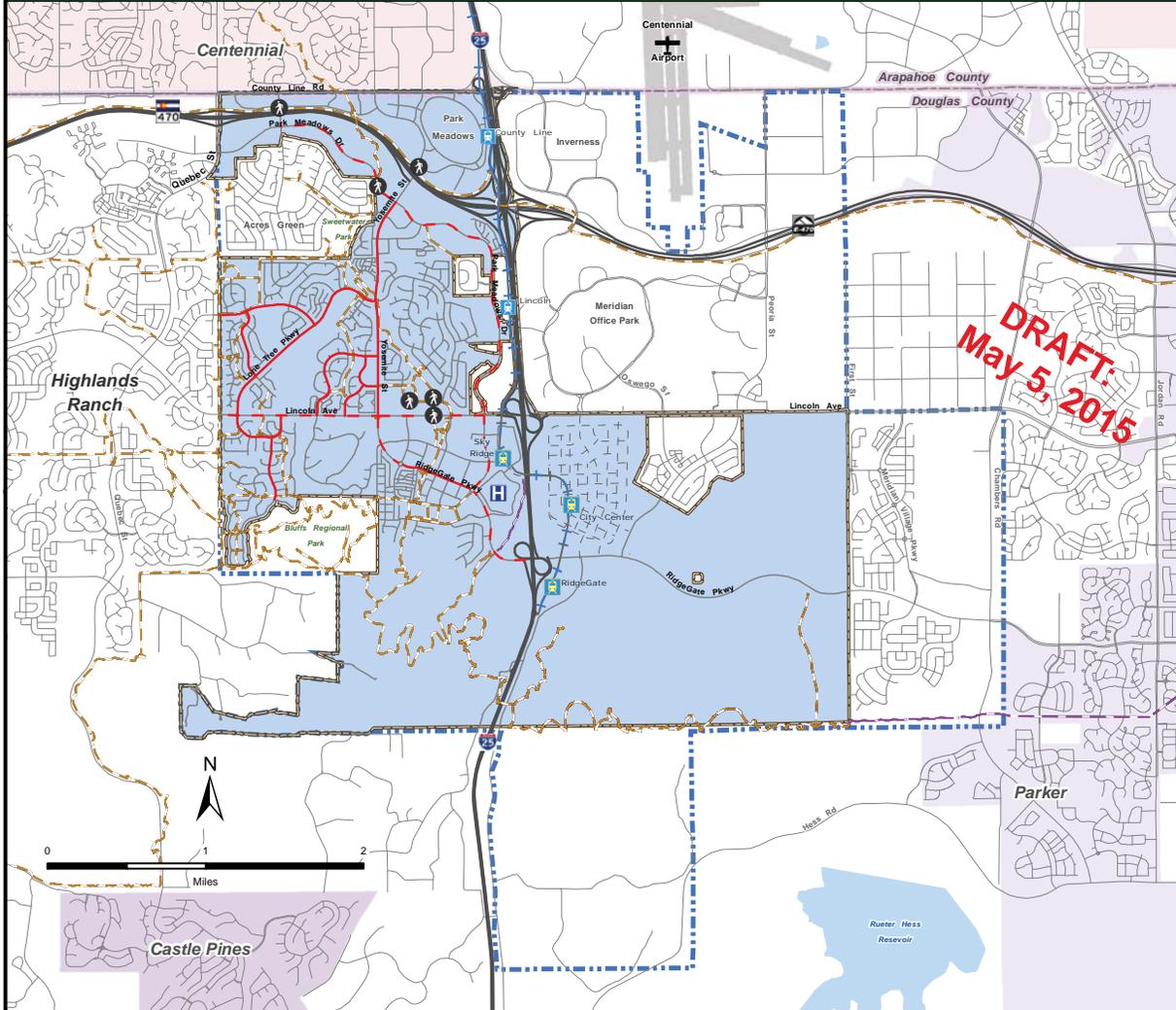
-  Proposed Pedestrian Improvements
-  Schweiger Ranch
-  Existing Trails
-  Proposed Trails
-  Existing Bike Lanes
-  Proposed Bike Lane
-  Recreation Facility/ Golf Course
-  Parks
-  Open Space
-  Lone Tree City Limits

Amended: XXXX XX, 2015



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City of Lone Tree Transportation Plan



-  Sky Ridge Medical Center
-  Existing Light Rail Station
-  Proposed Light Rail Station
-  Proposed Pedestrian Improvements
-  Trails
-  Proposed Trails
-  City Center Proposed Streets
-  Existing Light Rail
-  Future Light Rail Extension
-  Existing Bike Lanes
-  Proposed Bike Lane
-  Planning & Urban Growth Area
-  Lone Tree City Limits

Amended: XXXX XX, 2015



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