

MINUTES OF THE

Lone Tree Planning Commission Meeting
March 22, 2016

Lone Tree Civic Center

1. Attendance

In attendance were:

- Dave Kirchner, Chair
- Andrew Dodgen, Vice Chair
- Rhonda Carlson, Planning Commissioner
- Daryl Heskin, Planning Commissioner
- Richard Rodriguez, Planning Commissioner
- Kevin Spencer, Planning Commissioner
- Herb Steele, Planning Commissioner

In attendance from staff were:

- Kelly First, Community Development Director
- John Cotten, Public Works Director
- Jennifer Drybread, Senior Planner
- Hans Friedel, Planner III

2. Opening of Meeting / Roll Call

Chair Kirchner called the meeting to order at 6:30 p.m.

3. Conflict of Interest Inquiry

Commissioners Rodriguez and Spencer recused themselves due to a potential conflict of interest over the Tract GG agenda item. They were not present at the start of the meeting or during the discussion of this agenda item.

4. Public Comment (For Items NOT appearing on the agenda)

There was no public comment for items not on the agenda.

5. Minutes of the February 23, 2016 Planning Commission meeting

Commissioner Steele moved to approve the minutes, Commissioner Dodgen seconded, and the minutes were approved by the Commissioners present.

6. RidgeGate Section 22, Filing 1, Preliminary Plan (Also known as Tract GG or The Retreat at RidgeGate) Project SB16-12R

Ms. Drybread introduced the item, preliminary plan approval for 50 single family detached homes and approval of an amendment to the RidgeGate Residential West Village Sub-Area Plan. She described that the preliminary plan has been reduced from 70 lots, as shown on an earlier submittal to the Planning Commission. She provided an overview of the preliminary plan, including access via the future extension of Cabela Drive, and relocation of the trail. She also outlined the history of the preliminary plan, including a previous submittal which was withdrawn during a City Council Meeting due to multiple concerns, and the public outreach, referral, and sub-area plan review process.

She described that planning staff and Public Works continues to support a full public access connection between the proposed development and the Montecito neighborhood via Alicante Road; however, in response to concerns from residents, the applicant proposes an emergency-only connection. The resubmittal contained fewer and lower retaining walls. The architecture, which has received RidgeGate Design Review Committee (DRC) approval was also presented.

Staff finds that the Preliminary Plan is in conformance with the Subdivision Code, the Zoning Code, the Comprehensive Plan, the RidgeGate PDD 4th Amendment, and the RidgeGate West Village Residential Sub-Area Plan. Staff finds that the proposed amendments to the RidgeGate West Village Sub-Area Plan regarding Planning Area 11 are in keeping with the overall intent of the Plan and the RidgeGate Planned Development.

Staff recommended the Planning Commission recommend approval to the City Council of the Preliminary Plan, including the Sub-Area Plan amendment, subject to the following:

1. The Final Plat shall depict the connection between Tract GG and Montecito at Alicante Road as a full public access.
2. The Final Plat application shall include a detailed landscape plan, including detailed plans for the parks, retaining walls, entryways, and pump house.
3. The applicant shall provide wildfire mitigation measures as called for in the proposed Sub-Area Plan chapter on Planning Area 11 in the CC&Rs to be recorded with the Final Plat.
4. The applicant shall post a large map in the sales office and provide a map to purchasers and prospective purchasers of lots in Tract GG that shows the extension of Cabela Drive to the bluffs, with a note that states that there are a maximum of 346 residential units zoned for development on the mesa tops. The applicant will also post signs with the same information and a map along the extension of Cabela Drive, with such signs to be maintained by the Rampart Range Metro District.
5. The developer shall provide information to residents about living with wildlife when they buy their homes, available through the Colorado Parks and Wildlife offices.
6. Construction inspection reports, as-built records and a final written and sealed certification shall be provided (by a licensed professional structural engineer

and/or professional Geotechnical Engineer) demonstrating that the retaining walls as constructed are in conformance with the approved structural engineer design provided. This Certification shall be provided before approvals for issuance of associated building permits.

7. Final approval by the Public Works Department.

Ms. Drybread then introduced Mr. Darryl Jones with Coventry Development to speak from the perspective of the landowner. He clarified that they did not expect future development on the bluffs for some time due to the lack of utility infrastructure, as Parker Water and Sanitation District is the provider here for that service. He also clarified that the trail would be relocated by the Rampart Range Metropolitan District and that the land for the pump house would be dedicated by the District. Mr. Jones stated that Coventry continues to support the project, and it meets their long-range planning objectives.

Ms. Lisa Evans, Managing Director of Century Communities, accompanied by her design team, presented the project. She stated that they believe they have addressed all concerns from the previous submittal. The community would be called the Retreat at RidgeGate. Homes would range in size from 2,800 – 4,400 square feet and would be priced between \$800,000 and \$1,200,000. The density would be 1.2 dwelling units per acre. She provided an overlay comparing the lower density of the Retreat at RidgeGate with the existing Montecito community. She also showed a graphic overlaying the revised preliminary plan with the original submittal, visually depicting the reduction in the number of lots from 70 to 50. There were two ranch and three two-story home plans.

The resubmittal includes gaps between five clusters (A-E) of homes to preserve views of the drainage channel and views of open space. Ms. Evans showed photo simulations to illustrate reduced massing and density of homes – highlighting the increased contiguity of open space. Also, she highlighted how one would now have a nearly unobstructed view of the bluffs from Alicante Road; whereas on the previous submittal, houses were in this viewshed. The homes would be stair stepped and integrated into the topography.

She presented a park plan that showed entry landscaping at the primary and secondary entrances – including public art – and two smaller pocket parks within the community. All lots would have access to the regional trail connector.

Key issues during the previous Planning Commission hearing on the former application were the emergency access-only connection between Montecito and the Retreat at Alicante Road, and locating the pump station in a commercial area across (east) Cabela Drive from the neighborhoods. She showed a graphic of the pump house.

Ms. Evans showed a graphic depicting the location of informative signage showing where future growth would occur. She then submitted a copy of her presentation for the record and reiterated that they believe the development met the zoning requirements and Comprehensive Plan.

Commissioner Dodgen sought clarification of the number of units that could eventually go on the mesa tops above the bluffs. If Southridge Preserve were included, there could be up to 346 future residential units on the bluffs. He wanted to ensure that Century Communities would inform future residents of the development potential on top of the mesa.

He also sought clarification that each home would receive DRC approval. Ms. Evans responded that they would submit multiple homes at a time to DRC – but that this was correct.

Also, Commissioner Dodgen inquired about the fire access road from the original submittal. It was determined to no longer be necessary per the Fire District's analysis since they only have 38 homes on the main street in the development. The 10-foot wide access between the two cul-de-sacs could consist of crusher fines and could accommodate vehicles up to 15,000 lbs. Ms. Drybread stated that this could serve as fire access in the summer, early fall and late spring, when there would be no snow on the path. Ms. Evans stated that this connection is intended to serve as access for the Southgate Water and Sanitation District to their water main underlying the path.

Commissioner Dodgen inquired about who would maintain the drainage channel – this would be the Rampart Range Metro District (RRMD).

Commissioner Dodgen inquired about the impacts of future development on the mesas on drainage and flow rate through the channel. Mr. Cotten responded that detention facilities would be required on top of the mesas to reduce the flow of water through the channel.

Commissioner Dodgen further inquired whether the pump station would contribute to the entry-way architecture of the subdivision – on the same level as Montecito. Ms. Evans responded that the pump station was small and would be set back off the road. He wanted to make sure that the pump station had an appealing look. Ms. Evans responded that it would be designed within Southgate's regulations, and Century would make it as visually appealing as possible. She also added that the main thing that you will see as you enter the subdivision is the future Marriott TownePlace Suites hotel. Commissioner Dodgen asked if Southgate would park vehicles there – yes, during maintenance of the pump station, but Southgate would not house vehicles there.

Commissioner Dodgen inquired about the coordination of the relocation of the trail with the construction of the roadway. His concern was damage to the trail and a gap in connectivity during the time of construction. Mr. Jones responded that the realignment of the trail would be coordinated with the road construction and that there would not be a gap in trail connectivity during construction.

Commissioner Dodgen inquired of the applicant's traffic engineer, Chris McGranahan, about the reduced trip generation of the resubmitted plan. Mr. McGranahan stated that the average single family home produced approximately ten vehicle trips per day, so the total would be about 500 trips now– as opposed to 700 trips with the original 70 lot submittal. He stated that this wouldn't change much of the impact on Montecito if the Alicante Road connection were to remain open – as the number of homes from Tract GG potentially taking this connection was only changing from 40 to 30 per day.

Commissioner Dodgen inquired about who was responsible for monitoring fire danger levels and communicating with SMFRA. Further, Commissioner Dodgen asked the applicant if it would be mandatory in the HOA documents that residents could only choose plants from the Firewise list provided by SMFRA.. Ms. Evans responded that notice of

this would be in the sale documents, including a fire-wise plant list. She stated that would be a part of the homeowner documentation.

Commissioner Dodgen inquired about the potential vacation of the portion of Alicante Road in Montecito and who that would go to. Mr. Cotten stated that State Statute requires it revert to the properties on either side, which would be the adjoining lots. However, it is his hope that the Montecito HOA would step up and accept ownership. As proposed by the applicant, there would be an agreement in place between the HOAs whereby the Retreat will provide snow removal and Montecito would take care of long-term maintenance costs of that segment of Alicante Road.

Commissioner Dodgen inquired about whether lot premiums and upgrades would increase the price of homes from the \$800,000 to \$1,200,000 range. Ms. Evans responded that the homes were semi-custom, and that it could. Commissioner Dodgen inquired what the minimum lot premium would be. Ms. Evans stated that they had not set this.

Liesel Cooper, Executive Vice President for Century Communities, responded that the \$800,000 to \$1,200,000 would be the expected finish price for the homes with lot premiums and upgrades. Ms. Evans stated that 50% to 60% of the buying public chooses the same model as the model homes.

Commissioner Dodgen inquired about the varied streetscape and the breakdown of ranch to two-story homes. Ms. Evans stated that they would facilitate the desire of the public; however, did not want to designate certain lots as ranches as this could lead to a monotonous streetscape. He further inquired about the height differential between ranches and two-story homes. Paul Brady, the project architect, responded that the smaller ranch model would not include a raised volume above the house like in Montecito; however, the ranch would have a clerestory that could be as high as 16 feet.

Commissioner Carlson addressed the concept of a monotonous streetscape. She felt that limiting homes within a cluster to no more than 30% seems limiting and that she was hoping for more of a commitment to allow for low-profile homes as provided in the sub-area plan. She suggested an exception to allow more than 30% ranch models within a cluster, provided the elevations vary.

Ms. Evans responded that if all the homes in a cluster were a ranch, this would violate the streetscape diversity requirements. Commissioner Carlson wanted there to be more support for low-profile massing. Ms. Evans responded that they would look at this. Ms. Evans stated that the homes would not rest on a flat plane, but would be recessed into the topography to reduce mass.

Commissioner Carlson recommended that the applicant use drought tolerant plantings as provided in the sub-area plan, and replace Kentucky/Texas Hybrid Sod (not native to Colorado high desert) with Tall Fescue (or offer Tall Fescue as an option), as it uses 50% less water, is disease resistant, is widely available, and features the same green color. Ms. Evans appreciated this and indicated that the landscape plan was forthcoming.

Commissioner Carlson inquired whether there would be a bridge for road crossing over the Cottonwood Creek (wetland area), between lots 26 & 27, to support rather than

diminish wildlife movement and preserve the creek. The applicant and Mr. Cotten responded that the road crossing will be elevated and graded, allowing drainage underneath. Mr. Cotten responded that there would be side slopes from the road, which would go down into the valley and ascend out of it. He said they had looked at using retaining walls that would have reduced impact on vegetation, but created more of a barrier for wildlife. Ms. Evans stated that the side slopes off the crossing would allow for access to the drainage for maintenance and would be native and revegetated. Chair Kirchner inquired if there would be a culvert beneath the road. Mr. Cotten responded there would, and that water would flow under the road in a flood, not over.

Commissioner Carlson inquired about building setbacks per the sub-area plan. She asked what the minimum side setback would be from the building to the closest retaining wall. In a prior meeting, the walls were as close as 3 feet. Ms. Evans responded that the distances between homes would be 15, 20, and in some cases 25 feet. The minimum distance between a home and a side retaining wall would be 7.5 feet. Commissioner Carlson asked about the distance between Lot 50 and the future road. The distance from the lot to the right-of-way will be 25' to 30' and from the home to the right-of-way will be about 50 to 60 feet. Fencing and landscaping by the homeowners could provide some separation.

Commissioner Carlson further asked, since lots 48-50 are close to (the future) Cabela Drive, will there be a fence separating the road from the community? The applicant responded that home owners will be responsible for installing a fence in their back yard. It would be an open rail fence as called for in the sub-area plan. Ms. Evans stated that they would post a sign by the road there clearly stating there would be a road extension.

Commissioner Carlson added that City Council raised several concerns in the previous public meeting, including providing a transition to the bluffs, given this is an environmentally sensitive area. She asked the applicant for their interpretation of a "transition to the bluffs" and how have they satisfied this concern?

The applicant responded that they were not cutting into the bluffs, but working with the natural topography and protecting natural resources. They have satisfied this concern by removing the homes where they were previously cutting into the bluffs, and removed the retaining walls that were cumulatively as high as 40 feet.

Commissioner Carlson asked if the applicant will use the same retaining wall material they used in Montecito. Ms. Evans responded that they will use the same material used at Bluffmont Heights. Commissioner Carlson asked if the applicant can reduce the height of the individual walls, similar to Bluffmont Heights, where the total 25-foot high retention wall was built with 5-6-foot terraced walls (instead of using 3 – 8-foot tiers)? The applicant responded that such might be possible, but the area where the accumulated wall height is 23 feet would not be perceived as tall, as the walls would be built into the channel, and one stretch of the wall at the bottom is very short in length.

Commissioner Carlson supports connected streets, per staff recommendation and in compliance with the City's Comprehensive Plan.

Commissioner Heskin inquired regarding the colors of the homes. Ms. Evans responded that choices of colors were not tied to specific model homes, but that prospective home

buyers would have a choice of colors. He stated that some of the colors were “vanilla” and asked whether there were other color schemes available. Ms. Evans responded that there were a variety of color schemes available.

Commissioner Heskin said he wrestled with the randomness of the market choosing where two-story and one-story homes would go. His concern was specifically regarding two-story homes being predominantly located near the high-points of the subdivision. Ms. Evans stated that the tallest side of the house was never towards the bluffs; walkouts would be towards the channel. The proximity to the road would determine the main elevation of the house, so they step down away from the bluffs.

Commissioner Heskin appreciated the reduction in lots from 70 to 50, and felt this opened up views between the homes and better transitioned to the bluffs. He also commended the architect on the high-quality materials and architecture of the homes. He did express a concern over EIFS. Paul Brady, the project architect, stated that the majority of stucco would be cementitious with EIFS-like materials used in very limited applications under protrusions, window sills, etc. Commissioner Heskin cautioned to be sure that material was properly waterproofed, and said he appreciated the use of stucco.

Commissioner Heskin inquired as to the slope of the walkouts to the retaining walls. Commissioner Heskin was concerned that retaining walls that were close to the back of lots would need fencing for safety so people did not fall over the walls. Ms. Evans responded that this would be in the covenants. Commissioner Heskin wanted fencing to be constructed over the retaining walls concurrent with development so there would be no gaps in the fencing for safety. Ms. Evans stated that the fencing would go in likely with the development of each cluster.

Commissioner Steele stated that there were many good changes since last time. He stated that the different remediation measures were positive. He felt that the clustering of houses in the current configuration would foster community interaction.

Commissioner Steele sought clarification of whether the pump house was recessed into the hillside. Ms. Evans responded that this was the case, and that there would be 360-degree fencing around the pump house for security. He inquired if there could be solid fencing as opposed to open-rail, to achieve better screening. Lisa Albers, project engineer, responded that a taller, solid fence would require concertina wire. Commissioner Steele inquired if the pump house fencing would be consistent with the allowed fencing for the homes – both will be black metal and the only difference would be spikes on top of the pump house fencing. The pump house would require lighting. Commissioner Steele did not want the building to be illuminated at night and impacting the residences. Ms. Albers stated that the lighting would be downcast, in conformance with City standards.

Commissioner Steele inquired as to how the lots would be priced, and the expected relationship between higher-priced lots and higher-priced, larger homes. Ms. Cooper stated that sometimes people would sometimes choose a smaller home after going for a really high lot premium. Therefore, higher-priced lots did not necessarily dictate that this would correspond with the most expensive house.

Commissioner Steele expressed concern, having served on several HOA boards, that as complexity was added to the maintenance responsibilities, clarification would be needed

for the future HOAs boards. HOA maintenance responsibilities would include the pocket parks, common landscaping, retaining walls, the two private roads, and snow removal of the Alicante Road connection. He said that maintaining financial reserves would be really important versus just having an annual budget.

Commissioner Steele expressed concern over a small HOA maintaining the private streets into perpetuity, given that only 10 of the 50 lots are served by private streets. Ms. Evans provided a multipronged response. First, private maintenance of these roads would be disclosed. Second, there would be a plat note added, per request of staff, that these would be private roads into perpetuity. Ten homes would be on private streets that did not meet minimal city width standards. Commissioner Steele expressed concern that the majority of residents in the HOA would complain about maintaining the private streets. He expressed concern about the ongoing maintenance of the sidewalks on these private roads as well. Commissioner Steele inquired as to why these roads were so narrow. Ms. Evans responded that this was partially due to the desire to avoid requiring more retaining walls. If the private roads were wider to meet public standards, retaining walls would need to be added. She said it was also a trade-off that the HOA would have private roads, but fewer walls to maintain.

Commissioner Steele stated that there were three options: (1) that these would all be private roads and walls, (2) that they would be all public streets and walls, and (3) that there would be mixture of both HOA and city responsibilities. Commissioner Steele stated that his position was to keep things simple, that these would all be public streets with sidewalks. Ms. Cooper replied that part of the reason private streets were proposed was to minimize the impact of the bluffs. Ms. Cooper stated that this would all be disclosed to prospective home buyers. Commissioner Steele expressed concern about the availability and willingness of snow-removal contractors to contract for such a small job. Ms. Evans responded that the same contractor removing the snow, would likely be the same contractor maintaining the common landscaping at the entries and in the parks, and did not feel that would be a problem.

Commissioner Steele stated that he was conflicted about what to do with the Alicante Road connection. He asked of Mr. Cotten, if instead of the two HOAs maintaining the two halves of the connection, if the City could maintain the connection but discourage through traffic of cars by installing speed bumps or other change in street material. The Montecito streets are narrow and there are on-street parking, child safety, and other concerns. Mr. Cotten responded that for this to be a public street it would have to be available for any member of the public to drive down. Mr. Cotten stated that, after investigation, there are two alternatives (1) that it stays a public street without surface modification or (2) that it be private and maintained by the HOAs.

Mr. Jones stated that Council Member Millet is against private roads, and expressed this in a recent application in RidgeGate. She has concern that the HOA will want the City to maintain the roads in the future.

There was a question regarding maintenance responsibility for Tract M. The entity responsible will be the HOA, although the preliminary plan incorrectly stated it would be the RRMD. This will be corrected.

Chair Kirchner appreciated the work by the applicant to address public, City Council, and Planning Commission comments. He stated that the plan was more in line with what they were looking for.

He said that private roads are of concern to the City Council as subsequent buyers may not be aware of them or what it would take to bring them up to City standards. Ms. Albers stated that bringing these up to standard width would result in an additional 5 foot-8 foot retaining wall, with a potential cumulative height of 21 – 24 feet. Commissioner Kirchner thinks that wall trade-off will be a decision for City Council. He recommends all public roads to avoid problems in the future.

In terms of the Alicante Road connection, for reasons given by City and Public Works staff, he tends to go along with staff in suggesting it be open to the public, as 85% of the traffic on between these developments would be Montecito residents, and it was designed as a connected road.

Chair Kirchner also stated that the mitigation efforts in the sub-area plan calling for ranches was good, and that the new wall heights were well thought through.

Chair Kirchner opened the meeting for public comment.

Jeff Nodland, of the Board of Directors for the Montecito HOA, with David Williams, commented on the Alicante Road connection. His position continued to be that it be emergency access only. He emphasized that no residents are requesting it be a public road. He felt it may be inaccurate that traffic patterns will alter [if the connection is made a public access], as Montecito residents are used to driving around [to Crossington Drive]. The reasonable solution at hand was what Century was proposing.

Greg Fong, 10660 Montecito, stated that his house was right at the intersection of Alicante Road, with a view of the bluffs. He was told this would be open space. He had three requests, (1) remove lots 1-5 as they were directly in his view corridor, (2) to continue looking at the massing of the homes, and (3) that Alicante Road be closed to through traffic. His concern was that retail traffic will not want to wait for the light, and will instead use Alicante Road.

Commissioner Dodgen inquired of the Montecito HOA representatives if they have discussed the added cost of maintaining their portion of Alicante Drive and generally what the level of involvement on these issues has been with residents versus just the Board. He asked whether they would have to get a 2/3rds vote of the HOA to take over their portion of Alicante Drive.

Jeff Nodland said that approximately 20% of their residents have attended the HOA meeting where the connection was discussed. Residents that expressed the most concern, were residents next to Tract GG. Many homeowners have contacted the board and that they feel confident they can obtain the necessary votes, provided the costs are not significant.

Chair Kirchner closed the period for public comment.

Commissioner Dodgen offered a follow up question of the HOA representative regarding whether he felt residents wanted the connection to be emergency access only. Mr.

Nodland indicated that the connection was the top concern he has heard, and that some members have even discussed the possibility of making all the roads private in Montecito. They have not had a formal meeting determining full community support to make their portion of the Alicante connection private.

Commissioner Dodgen inquired of Mr. Cotten if speed bumps would be an option – to discourage through traffic on Alicante Road. Mr. Cotten responded that this was not out of the question, but something that was discouraged. He stated that people do not like to live next to speed bumps.

Commissioner Carlson was concerned with the 30% restriction on ranch homes within a cluster. A straw poll was taken and none of the other Commissioners expressed concern over the streetscape diversity standards. Again, Commissioner Carlson's concern was that perhaps the market would want more ranches. Ms. Evans suggested that perhaps they could exclude ranches from this provision.

Commissioner Dodgen moved to recommend approval of the application for preliminary plan and sub-area plan amendment, with staff conditions. Commissioner Heskin seconded. Chair Kirchner opened discussion on whether the Alicante Road should be public. Commissioner Dodgen was conflicted. Commissioner Carlson supported the connection being public. Commissioner Steele stated that although the Comprehensive Plan encouraged connected communities, he also respects the wishes of local communities, however he supported full public access. Commissioner Heskin felt very strongly that the provisions of the Lone Tree Comprehensive Plan be followed. He felt it should be a public street. Chair Kirchner stated that it should be a public street.

Commissioner Steele inquired as to making an amendment that all the streets in the Retreat be made public. There was discussion on this issue. Commissioner Steele stated that the applicant should provide full details to the City Council on both options (walls or private streets). Commissioner Carlson felt that if changing them to public roads would result in more retaining walls, she would advocate they be private roads. Chair Kirchner stated that this should be left to Council. Commissioner Carlson added that native grasses be considered. Commissioner Heskin reiterated that the developer build fence on top of the retaining walls. Commissioner Dodgen stated that the developer be sure to educate residents about the wildfire risk and the plant materials they can use. He also said that the sales staff should be trained to tell prospective buyers about the future development on the bluffs. They accepted staff conditions with a separate recommendation that the decision of public-private roads be left to the City Council. The motion passed unanimously.

7. RidgeGate Section 15, Filing 5, Second Amendment, Lot 1-C, Lincoln District East SIP 12th Amendment, a part of Phase II at Lincoln Commons – Starbucks, Project SP15-94R

Mr. Friedel introduced the application. Staff found that the application is in conformance with the Comprehensive Plan, SIP requirements of the Lone Tree Zoning Code, and in conformance with the Lincoln Commons Commercial/Mixed-Use Sub-Area Plan.

Staff recommended the Planning Commission approve the SIP amendment:

1. Subject to final approval by the City Public Works Department.

Mr. Haaf introduced the application and provided an overview of the site plan. The separate elements are consistent with Lincoln District East. The prominent patio east of the building creates a pedestrian-friendly transition to the coffee shop. The drive through lane wraps around the building.

There is a nonexclusive parking agreement – shared parking – throughout the Lincoln District East master planned development. There are 25 spaces required for Starbucks applying the shared parking agreement formula in the City's Code. There are 17 spaces provided, leaving 8 to be met by the common parking area.

The variety of materials render the store fronts comfortable to pedestrians – combined with streetscape materials, benches. The project will have a low retaining wall to screen the drive through. There is a variety of landscaping to generally match what is at Lincoln District East (LDE).

The building will meet LEED standards. There is no planned alcohol service.

Commissioner Rodriguez inquired for comparative purposes what the queue is at the Starbucks location on Maximus Drive. The applicant responded that they have not done a study examining the queuing at the Maximus Starbucks; however, he felt that this one has adequate queuing.

Commissioner Spencer expressed concern regarding vehicle stacking. He expressed concern regarding the Commons Street intersection with the private drive into the center, noting that this project will bring more traffic through that intersection. He inquired about a four-way stop. Mr. Cotten responded that there are not typically four-way stops where a public street intersects with a private drive. He also said that four-way stops require traffic warrants, and that this intersection does not meet this warrant at that this point.

Commissioner Spencer inquired about the availability of spaces outside the Starbucks lot. There will be seven surplus spaces for future need. He complimented the architecture and said it fits in nicely with the area.

Commissioner Steele stated that it was an attractive project. His concern was regarding the available parking. He was concerned that the traffic study was done on a Tuesday morning, and that Snooze was extremely busy on Saturday mornings. He thought stacking was an issue. It was noted that the screening wall would be 32 inches high and would block car headlights. He complimented the project landscaping and suggested that this location serve wine.

Commissioner Heskin inquired about the colors of the building. The applicant responded that the idea was to follow the requirements for this area. Mr. Jones responded that there was some flexibility, although the colors are largely driven

by the Lincoln Commons guidelines. Commissioner Heskin stated that it would be nice to have some variety in colors here, and thought there was an opportunity to introduce more color to the area with this project. The applicant responded that they were given some flexibility by DRC in this area, although they feel there is variation with the alternating brick and tan color patterns. The Starbucks is a little different than the other buildings at Lincoln Commons; however, it is mostly earth tones. Lisa Sunderland, with SCM solutions, stated that the DRC reviewed the building and that their opinions were incorporated into the building. Commissioner Heskin felt that the sameness would at some point become monotonous.

Commissioner Carlson inquired about the level of LEED certification Starbucks was pursuing. The applicant responded that it would be LEED-New Construction (NC). She further inquired if Starbucks considered using solar panels at their stores? The applicant responded that some stores have solar panels. The decision is up to Starbucks Corporate.

Commissioner Carlson inquired about parking, whether with the exception of handicapped parking, the applicant would consider signing the parking spots that front the entrance on east side as short-term 15 minute spots? The applicant responded that Starbucks Corporate was unlikely to do this.

Commissioner Carlson inquired whether the applicant would consider taller plantings to screen the north and south sides of the patio from the drive-through. The applicant responded that Feather Reed grasses were planned for the north and south sides of the patio.

Commissioner Carlson commended the applicant on the canopy at the electronic order board and drive-through window, as it will provide protection from the elements. She asked about time frame for construction. The applicant responded that it would take 110-120 days.

Commissioner Dodgen inquired about whether Lone Tree dental was referred on this project since it would have an impact on their parking. The applicant stated that the consultant who did the parking study inquired about parking issues between Snooze and the dental office. The dentist stated that parking tends to flow between them and is generally less of an impact in the afternoon.

Commissioner Dodgen inquired about truncated domes mentioned in the referral letter from Public Works staff. Mr. Cotten responded that they were tactile features required at ADA ramps.

Commissioner Dodgen inquired about vehicle stacking. Ms. Sunderland stated that Starbucks typically don't provide stacking for more than 12 cars.

Commissioner Dodgen inquired about the area of the parking study. Mr. Friedel responded it was the area east of Town Ridge Drive. There was a nonexclusive

parking agreement in the center, and that there were adequate spaces in the common lot to accommodate the required Starbucks parking.

Chair Kirchner said he had shared the previous comment that it will be busy during weekend mornings. He inquired about hours for trash pickup and deliveries, relative to potential conflicts with parking. The applicant stated these were done during off-business hours. He said he appreciated the application.

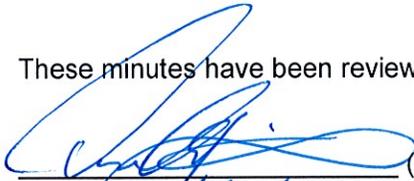
Chair Kirchner opened the meeting for public comment, and there being none, closed it.

Commissioner Dodgen moved to approve SIP amendment, and Commissioner Steele seconded, and the motion passed unanimously.

Adjournment

There being no further business, Chair Kirchner asked for a motion to adjourn. Commissioner Dodgen made the motion to adjourn and Commissioner Steele seconded. The motion was approved unanimously. The meeting was adjourned at 10:11 P.M.

These minutes have been reviewed and confirmed by

 (name), on 4/12/2016 (date)
DAVID KIRCHNER