MINUTES OF THE
Lone Tree Planning Commission Meeting
April 12, 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
- Hans Friedel, Planner III

2. **Opening of Meeting / Roll Call**

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

3. **Conflict of Interest Inquiry**

There were none stated.

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 March 22, 2016 Planning Commission meeting**

Commissioner Carlson moved to approve the minutes of the March 22nd Planning Commission meeting, Commissioner Dodgen seconded, and the minutes were approved unanimously.

6. **Site Improvement Plans for the Regional Transportation District's Southeast Rail Extension Stations:**

   a. **Sky Ridge Station (SP16-09R)**
   b. **Lone Tree City Center Station (SP16-10R)**
   c. **RidgeGate Station (SP16-11R)**

Ms. First provided an overview of the three stations of the Southeast Rail Extension (SERE) project from the Regional Transportation District (RTD). This is a 2.3 mile extension of the existing RTD light rail currently terminating at Lincoln Station. The Sky Ridge Station would be a kiss-n-ride station intended for drop-off only. It is part of the Sky Ridge transit-oriented-development (TOD) Sub-Area Plan. The City Center station would initially be a green-field station consisting of a platform. The surrounding amenities would come online as future development occurs. Finally, the RidgeGate or end-of-line station would feature a structured parking lot. The plans for these stations have gone through a series of regular working group meetings and staff referral.

Staff found that the applications were in conformance with the SIP requirements of the Lone Tree Zoning Code, the Subdivision Code, the Comprehensive Plan, the RidgeGate PDD, 4th Amendment, and the Sky Ridge Station TOD Sub-Area Plan, as applicable.

Tim Johnson, RTDs contractor with Balfour Beatty, is doing the design-build contract. They hope to start construction next month. They are still awaiting final 2016 Federal Transportation Administration (FTA) funding which is expected later this spring. The canopies at each station would feature a white steel barrel-vault design, with station amenities including windscreens, benches, and landscaping. He provided an overview of the architecture and design for the stations. He described the City Center station as a build-it-and-they-will-come station. It is a stripped down design; however, it will feature the same basic design elements as the other stations. The site will not initially have water service. There will be approximately 1,300 parking stalls at the RidgeGate station park-n-ride. Access will be provided at two points from Havana Street. The columnar towers elements at the corners of the Sky Ridge parking garage would be faced with rose strip-stone, matching with the circular retaining wall at Sky Ridge station and other elements in the City.

Molly Blakely with Iron Horse Architects provided an overview of the RidgeGate station parking garage. Elevations consist of screening elements, precast concrete, rose strip-stone, and spandrel to screen vehicle headlights.

Mr. Johnson mentioned that there would be prewired with distribution capability for 60 electric vehicles at the parking garage.

Chair Kirchner commenced discussion on the Sky Ridge Station.

Commissioner Spencer congratulated the applicant on beautiful stations. He inquired about the paver material around the planting areas within the circular feature at the Sky Ridge station. He wanted to ensure there was some visual interest and not just a large wave of concrete. The applicant pointed out the walkway area that would have earth-toned colored paving. Other areas would of flatwork would be concrete, have a medium broom finish for texture to prevent slips and falls, and be scored in a roughly five-foot grid pattern of expansion joints.

Commissioner Spencer had questions about the architecture of the circular retaining wall at Sky Ridge Station – it would be articulated by columnar pilasters, approximately located at every other fence post, topped with pediments constructed of a contrasting material. Up-lighting was not planned. Mr. Johnson added that the design development was still in progress. He stated that there would likely be some up lighting at the base of the circular retaining wall.

Mr. Spencer inquired about whether the station would feature the Lone Tree logo. Mr. Cotton noted that the logo is planned on the bridges, and could be added to the stations by the City later.

Commissioner Dodgen inquired about whether the Planning Commission would get to see the landscape plan. Ms. First said that final plans would comply with City requirements and recommended they be subject to administrative approval. Commissioner Dodgen inquired about the frequency of pedestrian-train accidents at light-rail stations. The applicant was unaware of exact numbers; however, they said the frequency was probably low. Mr. Johnson responded that care was being taken regarding safety for everything from slips, trips, and falls, to separation from overhead power lines, to preventing pedestrians from being run over by trains.

Commissioner Dodgen inquired about the small outbuildings. Mr. Johnson responded that these were bike lockers where riders can store their bikes.

Commissioner Dodgen inquired about station access for development immediately to the east. Mr. Johnson responded that the station was laid out in anticipation of a plaza to the east.

Commissioner Carlson appreciated the materials sample boards. She stated that the materials and colors were tasteful and very "Colorado". She inquired about the proposed monument sign. The monument recalls the style of the one at Lincoln Avenue and Yosemite Street. The monument sign would have similar columns.

Commissioner Carlson commended the applicant on their emphasis on safety, recognizing that Lone Tree emphasizes dark skies. In this context, lighting for

safety would be important. Mr. Johnson stated that the FTA mandates a certain level of lighting around transit stations. The photometric plan therefore was a requirement that had to be met; however, appropriate down-cast lighting fixtures were utilized.

Commissioner Carlson inquired about solar panels on the canopies. Tom Papadinoff with RTD responded that RTD is investigating system-wide solar panels, but they are not planned at this location.

Commissioner Heskin complimented the applicant on using indigenous stone. He took issue with the contract documents being 90 percent complete and the applicant's statement that changing things at this point would be a huge effort. Mr. Johnson described the progression of the design work, which started when they were awarded the contract last fall, and were now working towards being ready-for-construction.

Commissioner Heskin expressed concern that at something like this you would usually have a traffic pattern that went counter-clockwise so that riders could be let off from the passenger side of a vehicle adjacent to the Station as opposed to being let off on the side of the street opposite the Station. What would the path be if someone in a wheelchair were dropped off on southwest-bound Trainstation Circle, they would have to travel down a long ramp all the way to the southern end of the station to ascend to platform grade.This long ramp was there due to the substantial grade. There is also a highblock to gain access to door-level for people with disabilities.

Commissioner Dodgen inquired if the southern edge of the station was closer to grade. Tom responded that there was insufficient right-of-way (ROW) at the southern intersection of Trainstation Circle and Sky Ridge Avenue for a drop-off there. The driving factor was the grade of station and specific safety requirements that cause the geometries of the project to be set.

Commissioner Heskin inquired about vehicular access from the east. Mr. Cotten responded that this was more of a requirement than a need – as they did not anticipate heavy traffic from the east. Commissioner Heskin was interested in a receiving/drop-off area from Trainstation Circle to the east. Mr. Cotton said there were issues from the Public Utilities Code (PUC) that would preclude this. Commissioner Heskin suggested building a turnaround on Trainstation Circle east so that mobility-impaired folks could be dropped off closer to the platform.

Mr. Jones with Coventry Development, responded that the land had a higher dollar value, and was dedicated developable land. Providing an additional drop-off might be undesirable to the land owners.

Commissioner Heskin further inquired about why there could not be a left turn movement onto Trainstation Circle West from east-bound Sky Ridge Avenue. Mr.

Cotton explained that there is not enough distance between this intersection and the Park Meadows Boulevard/Sky Ridge Avenue intersection to allow for left θ turn stacking to occur in a left-turn bay.

Commissioner Heskin inquired about the mesh paneling on the fence above the wall, as it was rendered differently in two places.. Mr. Johnson responded that there would be rectilinear mesh panels as design elements within the metal fencing. One rendering is intended to depict that panels are easily retrofit-able to solid rectangular panels that could accommodate artwork.

Commissioner Heskin asked if RTD knows how many riders will be dropped off versus walk-up. Nathan Herman, with RTD, said they did not have this data, but said they could provide overall estimated ridership for each station. Commissioner Heskin inquired about vehicle stacking, especially during major events, for people being dropped off from Trainstation Circle. Mr. Herman said that Lincoln Station is a better alternative that would capture more riders for large events, and said their models support that. The Sky Ridge Station is a different ridership model.

Chair Kirchner asked if the distance traveled by someone in a wheelchair would be comparable to Yale Station and other stations. Tom responded that the distance traveled at Yale Station was greater.

Chair Kirchner noted that this station is intended to serve capture more commuter ridership.

Commissioner Rodriguez asked about the dimensions and screening of the traction power substation (TPSS). Mr. Johnson responded they are about half the size of a house trailer, and would be screened with landscaping. Mr. Herman added that they will try to balance the desire to screen these facilities, with the need to also maintain some lines of sight for safety purposes.

Commissioner Rodriguez inquired when he anticipated the 100% designs would be complete. Mr. Johnson responded that this would be was anticipated in May or early summer. Commissioner Rodriguez inquired to staff whether there would be an additional review of the 100 percent plans when they were submitted – as this would be post-City Council approval. Ms. First responded that this afforded us through the "pending final Public Works approval" standard condition attached to all site-improvement-plans (SIPs), and added that the main aspects of the station designs are complete and will not change; only minor details are being refined at this point.

Commissioner Steele stated asked about the intended use of the circular plaza area. Mr. Johnson responded that it was intended for public use. Commissioner Steele asked who would be responsible for landscaping and who would be responsible for reserving the space. Mr. Herman with RTD responded that there

would be a maintenance agreement entered into between the City and RTD. He added that RTD does not have a system for "reserving" spaces.

Ms. First added that the Sky Ridge TOD Subarea plan called for this station to feature a plaza area. Commissioner Steele further inquired about conditions for maintenance of the Sky Ridge Station plaza. Mr. Herman stated that there would be no "grey lines" in terms of maintenance – that RTD would maintain it. Commissioner Steele stated in his experience these things needed to be legally documented, as opposed to entered into on trust, for long term accountability.

Commissioner Steele also inquired about pedestrian access. Mr. Johnson stated that there would be controlled access points for pedestrians so they did not cross the tracks. He stated that the PUC had strict guidelines for pedestrian and vehicle crossings of rail tracks.

Commissioner Steele expressed concern over the fenced track becoming a pedestrian barrier in a major commercial center. Mr. Herman guided the commission through the overall alignment of the track, describing where the track is above grade and at-grade, and how pedestrians would have access underneath bridges. Also, there are crossings at the platforms, and at an at-grade crossing at the edge of the station without fenced guideways.

The applicants also stated that the future pedestrian bridge crossing I-25 at Sky Ridge would link pedestrians to the future east-side infrastructure. Mr. Johnson stated that an estimated quarter-mile bridge would link the future City Center with the west village.

Mr. Herman stated that there would be a future grade separated crossing north of RidgeGate Parkway in the east village. Also, there would be a future multi-use path along the guideway connecting the end-of-line station to the sidewalk along RidgeGate Parkway.

Commissioner Steele inquired of staff, when this becomes operative in 2019, will the Lone Tree Link expire. Mr. Cotten responded that it remains to be seen based on budget and participation. He stated that he thinks the Link will continue to exist in some form, but perhaps morph into something different in the future.

Chair Kirchner stated that one of the notes states 10 bicycle racks and lockers; however another note calls for three spaces. Ten lockers equals 20 bicycle spaces.

Chair Kirchner asked that ticket validators be located at convenient places for people to check tickets at different points throughout the stations. Mr. Johnson responded that they are located at the ends of the stations and intermittently throughout the stations.

Chair Kirchner inquired about the number of parking spaces at Lincoln Station – it is 2000 – however RTD does not use all of these, some are leased out to adjacent businesses.

Commissioner Dodgen moved to recommend approval of the RTD Sky Ridge Station subject to the following conditions:

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

2. Prior to final SIP approval, the landscape plan shall be further detailed per City Zoning requirements to specify proposed plant species, quantities, and sizes.

Commissioner Spencer seconded, and the motion passed unanimously.

Chair Kirchner opened the discussion on the City Center Station.

Commissioner Rodriquez and Steele inquired about access to the City Center station. Mr. Herman responded that the City Center station was part of the project, and needed to be open with access on opening day; however, it was built in anticipation of future growth. However, due to FTA funding requirements, RTD might have to create a road to the station if development did not occur prior to opening. There will also be an IGA with the City that states if all parties are in agreement that access is not necessary, then a road will may not be built.

Commissioner Spencer inquired about any conflict between the helicopter that comes to Sky Ridge hospital and the bridge crossing I-25. The only difference between this bridge and Lincoln is the contact wire about 20 feet above the bridge. Mr. Cotten responded that the buildings at Sky Ridge were much taller.

Commissioner Dodgen moved to recommend the City Center Station SIP subject to the following condition:

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

Commissioner Steele seconded, and the motion passed unanimously.

Chair Kirchner opened the discussion on the Ridge Gate Station.

Commissioner Dodgen inquired about the access drive shown to the southwest of the garage. Mr. Johnson responded that this was for maintenance access.

Commissioner Dodgen inquired about bicycle and pedestrian connectivity to the

Ridge Gate Station. Mr. Cotton said there would be a sidewalk/bike path under at the RidgeGate interchange that would extend to Havana. With a TIP grant from DRCOG, the City also plans to construct a separated bike lane along RidgeGate Parkway east to the City limits. There will be bike lanes along the north station access road from Havana.

Commissioner Carlson inquired about having a separated, elevated bike path for safety. Mr. Cotten responded that there were a hierarchy of streets, larger streets would have separated bike paths.

Commissioner Heskin inquired about ADA parking in the parking garage. Ms. Blakely responded that there would be about 24 spaces designated at the same level of the parking garage as the station platform – this would be level 2.

Commissioner Rodriquez inquired about vehicular access and the purpose of the turnaround to the north of the platform. Mr. Johnson responded that the purpose of the round-about would be as a kiss-n-ride drop off – drivers would not have to enter the garage to drop people off. Also, there would be ample signage to keep people from driving down the bus drop-off lane.

Commissioner Rodriguez asked about the green space to the north of the garage. Mr. Jones replied that this was originally intended for trail space, but the owners has since decided to locate the retail on the north side of the drive instead. The owner will retain the property as a park or open space.

Commissioner Steele inquired about what drove the ratio of parking provided. Mr. Herman responded that 1,300 spaces was the number created to service the station to a horizon year of 2035 based upon future demand modeling. Part of the purchase agreement is that another parcel of land was being held for development of a future parking structure for an anticipated need of 800 spaces. Commissioner Steele added that he was not fond of large parking structures as he felt that autonomous cars, ride-sharing, Uber, and other transportation trends were reducing the need for large parking lots.

Commissioner Steele inquired about security for cars left in the garage on extended trips. Mr. Herman indicated that RTD allows in-District patrons to park 24 hours for free and after that the rate is $2 per day. The applicant responded that they would have the same level of security as other RTD parking garages – this includes video monitoring (recorded surveillance) not active surveillance.

Commissioner Steele reiterated that now that RTD was connected to the airport, and presumably more people using RTD stations as long-term parking, security should be increased.

Commissioner Steele inquired about RTD investigation into an adequate number of electric car stations. The applicant responded that they were carefully investigating

the need for electric charging stations.

Commissioner Steele inquired about how many trains would be stored over night at the station and during the day. There would be some storage of likely 1-2 trains overnight and possibly during the day. There would be no maintenance of cars at this location.

Chair Kirchner noted that the bike racks and lockers shown on the plan did not match what was called for (24 show-26 provided).

Chair Kirchner thanked RTD for this application and the work involved.

Commissioner Dodgen moved to recommend approval of the RidgeGate station subject to the following conditions:

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

2. Prior to final SIP approval, the related replat (SB16-23R) shall be approved by City staff and recorded.

3. Prior to final SIP approval, the landscape plan shall be further detailed per City Zoning requirements to specify proposed plant types, quantities and sizes.

Commissioner Spencer seconded, and the motion passed unanimously.

7. Adjournment

There being no further business, Chair Kirchner asked for a motion to adjourn. Commissioner Steele made the motion to adjourn and Commissioner Spencer seconded. The motion was approved unanimously. The meeting was adjourned at 8:57 pm.

These minutes have been reviewed and confirmed by

DAVID KIRCHNER (name), on 5/24/2016 (date)