

RIDGEGATE, 4th Amendment
(an amendment to the PDD formerly known as RidgeGate, 3rd Amendment, approved by the City of Lone Tree, and recorded at 2009018241 on March 18, 2009)
Sections 13, 14, 15, 22, 23, 24 and a portion of Section 21, Township 6 South, Range 67 West of the 6th Prime Meridian.
City of Lone Tree, State of Colorado (3,515 Acres)

LEGAL DESCRIPTION

PARCEL 1:] A TRACT OF LAND SITUATED IN SECTIONS 13, 14, 15, 22, 23, AND 24, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:] BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 24 ;] THENCE SOUTH 00 DEGREES 09 MINUTES 28 SECONDS WEST ALONG THE EAST LINE OF SAID SECTION 24 A DISTANCE OF 2,646.61 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 24 ;] THENCE SOUTH 00 DEGREES 09 MINUTES 42 SECONDS WEST ALONG THE EAST LINE OF SAID SECTION 24 A DISTANCE OF 2,436.92 FEET TO A POINT 210 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SECTION 24 ;] THENCE SOUTH 88 DEGREES 41 MINUTES 09 SECONDS WEST ALONG A LINE 210 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION 24 A DISTANCE OF 2,636.95 FEET TO THE WEST LINE OF THE EAST HALF OF SAID SECTION 24; SAID POINT BEING 210 FEET NORTH OF THE SOUTH QUARTER CORNER OF SAID SECTION 24 ;] THENCE SOUTH 89 DEGREES 38 MINUTES 26 SECONDS WEST ALONG AFORESAID PARALLEL LINE 2,596.29 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 23, SAID POINT BEING 210 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SECTION 23 ;] THENCE SOUTH 89 DEGREES 53 MINUTES 53 SECONDS WEST ALONG A LINE 210 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION 23 A DISTANCE OF 2,635.52 FEET TO THE WEST LINE OF THE EAST HALF OF SAID SECTION 23, SAID POINT BEING 210 FEET NORTH OF THE SOUTH QUARTER CORNER OF SAID SECTION 23 ;] THENCE NORTH 89 DEGREES 49 MINUTES 54 SECONDS WEST ALONG AFORESAID PARALLEL LINE 2,616.28 FEET TO THE WEST LINE OF SAID SECTION 23;] THENCE SOUTH 89 DEGREES 49 MINUTES 15 SECONDS WEST ALONG AFORESAID PARALLEL LINE 1,305.67 FEET TO THE EAST LINE OF INTERSTATE HIGHWAY NO. 25 RIGHT OF WAY;] THENCE NORTH 21 DEGREES 49 MINUTES 20 SECONDS EAST ALONG SAID EAST LINE 726.19 FEET ;] THENCE NORTH 66 DEGREES 49 MINUTES 31 SECONDS EAST ALONG SAID EAST LINE 141.3 FEET;] THENCE NORTH 21 DEGREES 49 MINUTES 20 SECONDS EAST ALONG SAID EAST LINE 149.88 FEET;] THENCE NORTH 23 DEGREES 10 MINUTES 40 SECONDS WEST ALONG SAID EAST LINE 141.31 FEET;] THENCE NORTH 21 DEGREES 49 MINUTES 20 SECONDS EAST ALONG SAID EAST LINE 1,562.29 FEET TO A POINT ON THE EAST FENCE LINE OF A COUNTY ROAD ;] THENCE NORTH 27 DEGREES 51 MINUTES 14 SECONDS EAST ALONG SAID EAST FENCE LINE 631.7 FEET ;] THENCE NORTH 16 DEGREES 30 MINUTES 31 SECONDS EAST ALONG SAID EAST FENCE LINE 720.92 FEET;] THENCE NORTH 30 DEGREES 19 MINUTES 02 SECONDS WEST ALONG SAID EAST FENCE LINE 92.85 FEET ;] THENCE NORTH 1 DEGREE 33 MINUTES 33 SECONDS WEST ALONG A FENCE LINE 483.24 FEET TO A POINT ON THE EAST LINE OF INTERSTATE HIGHWAY NO. 25 RIGHT OF WAY ;] THENCE NORTH 2 DEGREES 14 MINUTES 40 SECONDS WEST ALONG SAID EAST LINE 2,341.08 FEET ;] THENCE NORTHERLY ALONG SAID EAST LINE AND ALONG THE ARC OF A CURVE TO THE LEFT 329.34 FEET (SAID CURVE HAS A RADIUS OF 11,553.5 FEET AND A CENTRAL ANGLE OF 01 DEGREE 38 MINUTES) ;] THENCE NORTH 03 DEGREES 52 MINUTES 40 SECONDS WEST ALONG SAID TANGENT AND ALONG SAID EAST LINE 598.84 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 14;] THENCE NORTH 00 DEGREES 23 MINUTES 27 SECONDS WEST ALONG SAID WEST LINE AND ALONG THE EAST LINE OF SAID INTERSTATE HIGHWAY NO. 25 RIGHT OF WAY 333.4 FEET ;] THENCE NORTH 22 DEGREES 41 MINUTES 20 SECONDS

EAST ALONG SAID EAST RIGHT OF WAY LINE 66.37 FEET ;] THENCE NORTH 03 DEGREES 52 MINUTES 40 SECONDS WEST ALONG SAID EAST LINE 427.75 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 14 ;] THENCE NORTH 0 DEGREES 23 MINUTES 27 SECONDS WEST ALONG SAID WEST LINE 153.39 FEET ;] THENCE NORTH 30 DEGREES 26 MINUTES 40 SECONDS WEST ALONG SAID EAST RIGHT OF WAY LINE 132.57 FEET;] THENCE NORTH 03 DEGREES 52 MINUTES 40 SECONDS WEST ALONG SAID EAST RIGHT OF WAY LINE 599.51 FEET ;] THENCE NORTH 03 DEGREES 43 MINUTES EAST ALONG SAID EAST RIGHT OF WAY LINE 1,058.41 FEET ;] THENCE NORTH 69 DEGREES 04 MINUTES 20 SECONDS EAST ALONG THE SOUTH LINE OF SAID INTERSTATE HIGHWAY NO. 25 RIGHT OF WAY 28.88 FEET TO THE EAST LINE OF SAID SECTION 15 ;] THENCE NORTH 69 DEGREES 04 MINUTES 20 SECONDS EAST ALONG SAID SOUTH RIGHT OF WAY LINE 69.62 FEET ;] THENCE NORTH 77 DEGREES 51 MINUTES 50 SECONDS EAST ALONG SAID SOUTH RIGHT OF WAY LINE 305.88 FEET;] THENCE NORTH 00 DEGREES 20 MINUTES 51 SECONDS EAST ALONG SAID SOUTH RIGHT OF WAY LINE 27.24 FEET TO THE SOUTH LINE OF A COUNTY ROAD ;] THENCE SOUTH 89 DEGREES 39 MINUTES 09 SECONDS EAST ALONG SAID SOUTH LINE 164.5 FEET ;] THENCE SOUTH 72 DEGREES 57 MINUTES 12 SECONDS EAST ALONG SAID SOUTH LINE 52.2 FEET ;] THENCE SOUTH 89 DEGREES 39 MINUTES 09 SECONDS EAST ALONG SAID SOUTH LINE 2,063.98 FEET TO THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 14;] THENCE NORTH 00 DEGREES 25 MINUTES 57 SECONDS WEST ALONG SAID WEST LINE 15 FEET ;] THENCE NORTH 89 DEGREES 40 MINUTES EAST ALONG THE SOUTH LINE OF SAID COUNTY ROAD 2,615.47 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 14 ;] THENCE NORTH 89 DEGREES 28 MINUTES 22 SECONDS EAST ALONG THE SOUTH LINE OF SAID COUNTY ROAD 411.92 FEET ;] THENCE NORTH 89 DEGREES 19 MINUTES 56 SECONDS EAST ALONG SAID SOUTH LINE 2,204.23 FEET TO A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 13, SAID POINT BEING 30 FEET SOUTH OF THE NORTH QUARTER CORNER OF SAID SECTION 13;] THENCE NORTH 89 DEGREES 19 MINUTES 21 SECONDS EAST ALONG THE SOUTH LINE OF SAID COUNTY ROAD 660.07 FEET TO A POINT ON THE WEST LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 13 ;] THENCE SOUTH 00 DEGREES 26 MINUTES 29 SECONDS EAST ALONG SAID WEST LINE 304.46 FEET TO THE SOUTHWEST CORNER OF SAID NORTH HALF NORTHEAST QUARTER NORTHWEST QUARTER NORTHEAST QUARTER ;] THENCE NORTH 89 DEGREES 35 MINUTES 05 SECONDS EAST SAID SOUTH LINE 2,204.23 FEET TO THE SOUTHEAST CORNER OF SAID NORTH HALF NORTHEAST QUARTER NORTHWEST QUARTER NORTHEAST QUARTER ;] THENCE NORTH 00 DEGREES 19 MINUTES 46 SECONDS WEST ALONG THE EAST LINE OF SAID NORTH HALF NORTHEAST QUARTER NORTHWEST QUARTER NORTHEAST QUARTER 307.48 FEET TO THE SOUTH LINE OF SAID COUNTY ROAD ;] THENCE NORTH 89 DEGREES 19 MINUTES 21 SECONDS EAST ALONG SAID SOUTH LINE 1,298.21 FEET ;] THENCE SOUTH 00 DEGREES 09 MINUTES 28 SECONDS WEST ALONG THE WEST LINE OF A COUNTY ROAD 2,626.6 FEET TO THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 13 ;] THENCE NORTH 89 DEGREES 25 MINUTES 49 SECONDS EAST ALONG SAID SOUTH LINE 34 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 13 ;] THENCE SOUTH 00 DEGREES 42 MINUTES 17 SECONDS EAST ALONG THE EAST LINE

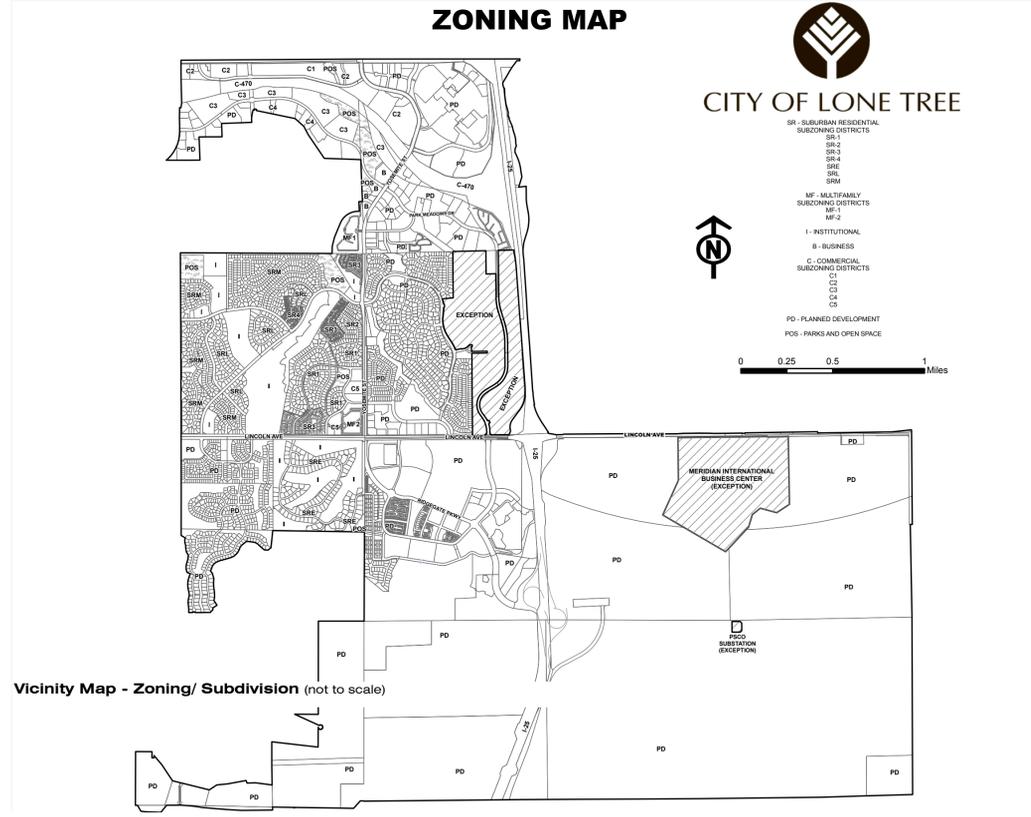
OF SAID SECTION 13 A DISTANCE OF 2,653.24 FEET TO THE POINT OF BEGINNING, COUNTY OF DOUGLAS, STATE OF COLORADO;] PARCEL 2:] A TRACT OF LAND SITUATED IN SECTIONS 15, 21, AND 22, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:] BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 15 ;] THENCE NORTH 00 DEGREES 33 MINUTES 19 SECONDS EAST ALONG THE WEST LINE OF SAID SECTION 15 A DISTANCE OF 2,564.9 FEET TO THE WEST QUARTER CORNER OF SAID SECTION 15 ;] THENCE NORTH 00 DEGREES 41 MINUTES 35 SECONDS EAST ALONG SAID WEST LINE 2,662.77 FEET TO A POINT ON A LINE 30 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 15 ;] THENCE NORTH 89 DEGREES 49 MINUTES 43 SECONDS EAST ALONG SAID PARALLEL LINE 4,098.04 FEET TO THE WEST LINE OF INTERSTATE HIGHWAY NO. 25 RIGHT OF WAY;] THENCE SOUTH 00 DEGREES 49 MINUTES 40 SECONDS EAST ALONG SAID WEST LINE 51.66 FEET;] THENCE SOUTH 79 DEGREES 31 MINUTES 10 SECONDS EAST ALONG SAID WEST LINE 305.66 FEET;] THENCE SOUTH 65 DEGREES 58 MINUTES 40 SECONDS EAST ALONG SAID WEST LINE 152.58 FEET ;] THENCE SOUTH 13 DEGREES 36 MINUTES 19 SECONDS EAST ALONG SAID WEST LINE 1,064.43 FEET ;] THENCE SOUTH 03 DEGREES 52 MINUTES 40 SECONDS EAST ALONG SAID WEST LINE 2,290.92 FEET TO A POINT OF CURVE ;] THENCE SOUTHERLY ALONG SAID WEST LINE AND ALONG THE ARC OF A CURVE TO THE RIGHT 322.24 FEET (SAID CURVE HAS A RADIUS OF 11,303.37 FEET AND A CENTRAL ANGLE OF 01 DEGREE 38 MINUTES) TO A POINT OF TANGENT ;] THENCE SOUTH 02 DEGREES 14 MINUTES 40 SECONDS EAST ALONG SAID WEST LINE 979.7 FEET ;] THENCE SOUTH 24 DEGREES 19 MINUTES 14 SECONDS WEST ALONG SAID WEST LINE 223.43 FEET ;] THENCE SOUTH 02 DEGREES 14 MINUTES 40 SECONDS EAST ALONG SAID WEST LINE 324.24 FEET TO THE SOUTH LINE OF SAID SECTION 15 ;] THENCE SOUTH 2 DEGREES 14 MINUTES 40 SECONDS EAST ALONG SAID WEST LINE 837.3 FEET TO A POINT OF CURVE ;] THENCE SOUTHWESTERLY ALONG SAID WEST LINE AND ALONG THE ARC OF A CURVE TO THE RIGHT 1,097.48 FEET (SAID CURVE HAS A RADIUS OF 2,612.78 FEET AND A CENTRAL ANGLE OF 24 DEGREES 04 MINUTES) TO A POINT OF TANGENT ;] THENCE SOUTH 21 DEGREES 49 MINUTES 20 SECONDS WEST ALONG SAID TANGENT AND ALONG SAID WEST LINE 1,033.34 FEET ;] THENCE SOUTH 66 DEGREES 49 MINUTES WEST ALONG SAID WEST LINE 42.39 FEET ;] THENCE SOUTH 21 DEGREES 49 MINUTES 20 SECONDS WEST ALONG SAID WEST LINE 267.79 FEET ;] THENCE SOUTH 18 DEGREES 43 MINUTES 01 SECOND EAST ALONG WEST LINE 199.84 FEET ;] THENCE SOUTH 21 DEGREES 49 MINUTES 20 SECONDS WEST ALONG SAID WEST LINE 799.34 FEET ;] THENCE SOUTH 63 DEGREES 48 MINUTES 45 SECONDS WEST ALONG SAID WEST LINE 134.42 FEET ;] THENCE SOUTH 21 DEGREES 49 MINUTES 20 SECONDS WEST ALONG SAID WEST LINE 199.84 FEET ;] THENCE SOUTH 16 DEGREES 50 MINUTES 20 SECONDS EAST ALONG SAID WEST LINE 63.98 FEET ;] THENCE SOUTH 21 DEGREES 49 MINUTES 20 SECONDS WEST ALONG SAID WEST LINE 747.39 FEET TO A POINT ON A LINE 210 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION 22 ;] THENCE SOUTH 89 DEGREES 49 MINUTES 15 SECONDS WEST ALONG SAID PARALLEL LINE 3,659.43 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 22 ;] THENCE NORTH 0 DEGREES 29 MINUTES 35 SECONDS EAST ALONG SAID WEST LINE 7 FEET ;] THENCE NORTH 88

DEGREES 49 MINUTES 50 SECONDS WEST PARALLEL WITH THE SOUTH LINE OF SAID SECTION 21 AND ALONG THE NORTHERLY RIGHT OF WAY LINE OF THE PUBLIC SERVICE COMPANY 95.62 FEET; THENCE SOUTH 42 DEGREES 47 MINUTES 41 SECONDS WEST ALONG SAID RIGHT OF WAY LINE 290.28 FEET MORE OR LESS TO THE SOUTH LINE OF SAID SECTION 21, AS ESTABLISHED BY ORDER RECORDED JULY 24, 1985 IN BOOK 586 AT PAGE 273; THENCE WEST ALONG SAID SOUTH LINE AS ESTABLISHED BY SAID ORDER, TO THE SOUTH QUARTER CORNER OF SAID SECTION 21; THENCE NORTH 01 DEGREE 16 MINUTES WEST 1,195.29 FEET TO AN EXISTING FENCE CORNER; THENCE NORTH 88 DEGREES 44 MINUTES 40 SECONDS EAST ALONG AN EXISTING FENCE LINE 2,654.93 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 21, SAID POINT BEING 35.05 FEET SOUTH OF THE NORTHEAST CORNER OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 21; THENCE NORTH 0 DEGREES 29 MINUTES 35 SECONDS EAST ALONG THE WEST LINE OF SAID SECTION 22 A DISTANCE OF 4,060.09 FEET TO THE POINT OF BEGINNING, COUNTY OF DOUGLAS, STATE OF COLORADO;] EXCEPTING FROM THE ABOVE DESCRIPTIONS THOSE PORTIONS CONVEYED IN THE FOLLOWING DEEDS:] THE BOARD OF COUNTY COMMISSIONERS JANUARY 20, 1984 IN BOOK 1175 AT PAGE 1845;] THE BOARD OF COUNTY COMMISSIONERS JULY 15, 1957 IN BOOK 121 AT PAGE 323] SEARS, ROEBUCK AND CO. ADCOR REALTY CORPORATION AND J.C. PENNEY COMPANY, INC. JULY 1, 1974 IN BOOK 264 AT PAGE 425.]] FURTHER EXCEPTING THE FOLLOWING THREE PARCELS DEEDED TO THE STATE DEPARTMENT OF HIGHWAYS AS RECORDED MARCH 24, 1989 IN BOOK 846 AT PAGE 338:] A TRACT OR PARCEL OF LAND NO. 2 OF THE STATE DEPARTMENT OF HIGHWAYS, DIVISION OF HIGHWAYS, STATE OF COLORADO, PROJECT NO. IR 25-2(201), IN THE NORTHWEST QUARTER OF SECTION 14 AND THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, IN DOUGLAS COUNTY, COLORADO, SAID TRACT OR PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:] BEGINNING AT A POINT ON THE EASTERLY RIGHT OF WAY LINE OF I-25 (SEPTEMBER 1988) FROM WHICH THE NORTHWEST CORNER OF SECTION 14 BEARS NORTH 03 DEGREES 39 MINUTES 05 SECONDS EAST, A DISTANCE OF 1,283.27 FEET;] 1. THENCE NORTH 04 DEGREES 13 MINUTES 29 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE OF I-25 (SEPTEMBER 1988), A DISTANCE OF 60.08 FEET;] 2. THENCE NORTH 03 DEGREES 22 MINUTES 12 SECONDS EAST, CONTINUING ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 1,059.29 FEET, TO THE SOUTHERLY RIGHT OF WAY LINE OF LINCOLN AVENUE (SEPTEMBER 1988);] 3. THENCE NORTH 68 DEGREES 41 MINUTES 15 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF LINCOLN AVENUE (SEPTEMBER 1988), A DISTANCE OF 24.46 FEET (27.50 FEET DEED) TO THE WEST LINE OF SAID SECTION 14;] 4. THENCE NORTH 69 DEGREES 53 MINUTES 00 SECONDS EAST, CONTINUING ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF LINCOLN AVENUE, A DISTANCE OF 71.00 FEET;] 5. THENCE NORTH 78 DEGREES 40 MINUTES 30 SECONDS EAST, CONTINUING ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF LINCOLN AVENUE, A DISTANCE OF 305.90 FEET;] 6. THENCE NORTH 89 DEGREES 34 MINUTES 53 SECONDS EAST, CONTINUING ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF LINCOLN AVENUE, A DISTANCE OF 164.50 FEET;] 7. THENCE SOUTH 73 DEGREES 43 MINUTES 07 SECONDS EAST, CONTINUING ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF LINCOLN AVENUE,

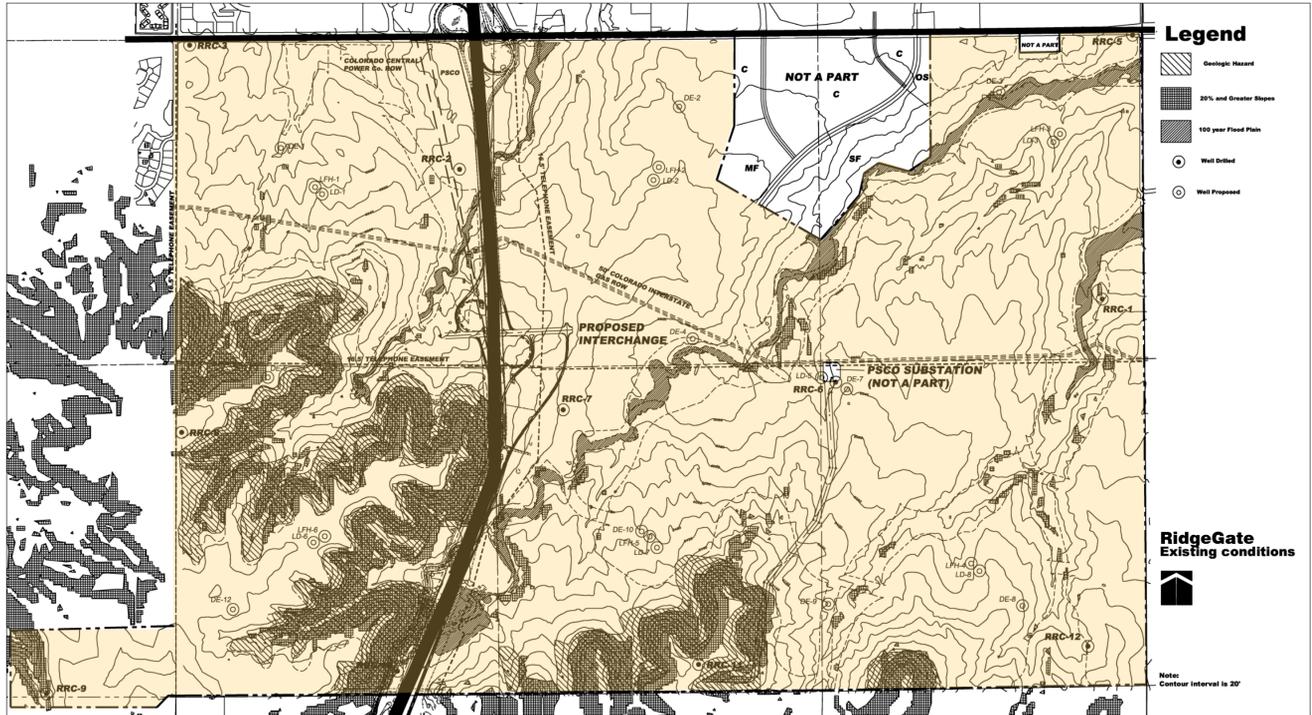
A DISTANCE OF 52.20 FEET;] 8. THENCE SOUTH 89 DEGREES 34 MINUTES 53 SECONDS WEST, A DISTANCE OF 117.82 FEET;] 9. THENCE SOUTH 56 DEGREES 15 MINUTES 55 SECONDS WEST, A DISTANCE OF 86.89 FEET;] 10. THENCE SOUTH 0 DEGREES 05 MINUTES 30 SECONDS EAST, A DISTANCE OF 200.91 FEET;] 11. THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 340.50 FEET, A DISTANCE OF 222.42 FEET (THE CHORD OF THIS ARC BEARS SOUTH 18 DEGREES 37 MINUTES 19 SECONDS WEST, A DISTANCE OF 218.49 FEET);] 12. THENCE SOUTH 37 DEGREES 16 MINUTES 06 SECONDS WEST, A DISTANCE OF 416.89 FEET;] 13. THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 733.94 FEET, A DISTANCE OF 441.90 FEET (THE CHORD OF THIS ARC BEARS SOUTH 20 DEGREES 05 MINUTES 11 SECONDS WEST, A DISTANCE OF 435.26 FEET), MORE OR LESS, TO THE POINT OF BEGINNING;] AND] A TRACT OR PARCEL OF LAND NO. 2A OF THE STATE DEPARTMENT OF HIGHWAYS, DIVISION OF HIGHWAYS, STATE OF COLORADO, PROJECT NO. IR 25-2(201), IN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, IN DOUGLAS COUNTY, COLORADO, SAID TRACT OR PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:] BEGINNING AT A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF LINCOLN AVENUE (SEPTEMBER 1988) FROM WHICH THE NORTHEAST CORNER OF SECTION 15 BEARS NORTH 84 DEGREES 29 MINUTES 57 SECONDS EAST, A DISTANCE OF 968.80 FEET;] 1. THENCE SOUTH 89 DEGREES 27 MINUTES 47 SECONDS WEST, PARALLEL WITH THE NORTH LINE OF SAID SECTION 15, A DISTANCE OF 84.70 FEET;] 2. THENCE NORTH 87 DEGREES 45 MINUTES 05 SECONDS WEST, A DISTANCE OF 285.24 FEET, TO THE SAID SOUTHERLY RIGHT OF WAY LINE OF LINCOLN AVENUE (SEPTEMBER 1988);] 3. THENCE NORTH 89 DEGREES 27 MINUTES 47 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 300.28 FEET;] 4. THENCE SOUTH 79 DEGREES 13 MINUTES 43 SECONDS EAST, CONTINUING ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 70.69 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.]

AMENDMENTS SUMMARY

Table with 2 columns: PDD, Amendment Purpose. Row 1: Original, n/a. Row 2: 1st, PDD name change from Rampart Range to RidgeGate and amending certain Planning Area boundaries. Row 3: 2nd, Various text and map changes. Row 4: 3rd, Correction and clarification of various land area calculations. Row 5: 4th, Inclusion of .7 acres into the PDD from CDOT.



Vicinity Map - Zoning/ Subdivision (not to scale)



Existing Conditions/ Constraints Map (not to scale)

Note: All geologic hazards, 20% and greater slopes and 100-year flood plains, are preserved in Open Space Planning Areas. Development of the project will not result in the removal of any existing, mature cottonwood trees or significant scrub oak stands located in delineated open space planning areas on the site, without prior referral to the Division of Wildlife and approval by the City, with consideration given for condition and health as major criteria in determining removal. A weed control program, comparable to those recommended by Douglas County, shall be implemented for Open Space Planning Areas and undeveloped portions of the project that are to be developed in the future, in consultation with the Division of Wildlife, in order to improve wildlife habitat in certain areas of the plan.

LANDOWNER/APPLICANT: RidgeGate Investments, Inc.
REPRESENTATIVES: Design Workshop
WATER RIGHTS OWNER: Parker Water District
MINERAL RIGHTS OWNERS: RidgeGate Investments, Inc.
Union Pacific Land Resources Corporation
Federal Land Bank of Wichita

RIDGEGATE, 4th Amendment

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 Sections 13, 14, 15, 22, 23, 24 and a portion of Section 21, Township 6 South, Range 67 West of the 6th Prime Meridian.
 City of Lone Tree, State of Colorado (3,515 Acres)

PLANNING CONCEPT

RidgeGate is envisioned as an example for smart growth along Colorado's Front Range. It locates an integrated community of housing, employment and services immediately adjacent to existing urban development. The property consists of approximately 3,500 undeveloped acres and is located in northern Douglas County. RidgeGate's position at the natural edge of the metro-Denver area and its adjacency to existing surface and planned light-rail transportation systems creates a unique set of circumstances and opportunities.

RidgeGate's development framework builds on this locational advantage to create a series of planning areas - relatively concentrated, efficient mixed-use neighborhoods that help to reduce the cost of infrastructure, services and transportation. These neighborhoods are clustered within a quarter mile walking radius around a "centerpiece" (a neighborhood retail center, a park, a school or other similar centers of neighborhood activity.) These centerpieces allow for connections with a shuttle system and bicycle trails while neighborhood street systems are designed to create an interconnected web of routes between destinations thereby minimizing traffic concentration.

The City Center Planning Area is a compact, pedestrian oriented and mixed-use environment providing a wealth of choice for retail, business, civic, cultural and residential uses as well as an anchor for the community. It is home to a multi-modal transportation center that further supports the area as a center of activity.

The Planning Areas have distinct edges defined by an open space system that also serves to protect sensitive watersheds and habitat and provide a framework for an integrated trail system. This open space system also serves to maintain distinct community separation from the Towns of Parker and Castle Rock and from open lands in Northern Douglas County.

Individual Sub-Area Plans and related Design Guidelines will be developed prior to or concurrent with platting. Sub-Area Plans may include complete or partial planning areas, or a combination of multiple planning areas. These will serve to further define development standards that allow for flexibility to respond to market conditions yet provides specificity so that development implements the planning concepts. If there is any conflict in provisions between the PDD and the Sub-Area Plans and Design Guidelines, the provision which is the most restrictive or imposes higher standards or requirements shall govern, unless determined otherwise by the City of Lone Tree Director of Community Development (the "Director," as referred to in the City of Lone Tree's Planned Development District Ordinance General Provisions), in consultation with the City Council.

The following process of planning approval shall be applied:

The PD shall provide the framework for development, including permitted/prohibited land uses.

Following this shall be the development of Sub-Area Plans, which may be accompanied by and reviewed concurrently with subdivision platting and site improvement plans. Otherwise, subdivision platting and site improvement plans shall follow the development of Sub-Area Plans and in all cases shall be consistent with them.

Sub-Area Plan Content

- Conceptual Major Street Layout
- Conceptual location of elementary schools, as applicable
- Conceptual location of other lands to be dedicated for public purposes, as stated in the project commitments, as applicable
- Conceptual location of parks, trails and the delineation/refinement of open space areas
- Conceptual location and design of directional/entryway monument signs
- Specific land use framework. Otherwise, land uses shall be in accord with the PDD's matrix of planning areas and uses.
- Setbacks may be established, or deferred to individual plats or site improvement plans.
- Conceptual design features to promote effective transit, through enactment of standards including modal splits and usage enhancement features (i.e. transportation demand management, park-n-rides, bus turn-out lanes, etc.).
- TOD Sub-Area Plans will be developed prior to or concurrent with development in or adjacent to each designated area, to include specific criteria to ensure a balance of desired uses.

Note: "Conceptual" shall mean preliminary, to be refined at subdivision and site plan stages of review.

Design Guideline Content

- Site Planning Criteria
- Transportation, Streetscape and Parking Criteria
- Architectural Criteria
- Landscape Architectural Criteria
- Lighting Criteria
- Signage Criteria

Sub-Area Plan Approval Process

- Submission of Sub-Area Plan/Guidelines to City by landowner or developer
- Preliminary staff review
- Referral to agencies as determined by the Director
- Planning Commission public meeting at regular business session, with recommendation to city council
- City Council public meeting at regular business session with final action.

Subdivision plats and site improvement plans shall be consistent with Sub-Area Plans. Refinements and modifications of Sub-Area Plans would be permitted and considered amendments to the Sub-Area Plans, as approved by the City.

General Intent of PDD Implementation

Due to the long-term nature of the development, it is possible that the provisions of this PDD may not address every subject. The Director shall have the authority to interpret future Sub-Area Plans and Design Guidelines, and to interpret certain City regulations and standards for consistency with the planning concepts and objectives of the PDD, the Annexation and Development Agreement, the Sub-Area Plans and the Design Guidelines, provided that such interpretations do not conflict with the City of Lone Tree's Comprehensive Plan, as reasonably determined by the Director in consultation with the City Council.

PLANNING FRAMEWORK

City Center Planning Area

The City Center Planning Area is a mixed-use urban neighborhood. It arranges residential and commercial uses, hotel, office and retail, relative to a centrally located intermodal transportation facility. The City Center is sited at a knoll that affords visibility from I-25 and views to the Front Range. It is adjacent to one of the RidgeGate's major open space systems to provide easy access and establish the relationship of "a city in a landscape". The City Center Planning Area is intended to create an urbanized environment with buildings at the edges of sidewalks, on-street and structured parking, an interconnected street network and a commitment to high quality and functional public spaces. It is also envisioned that this area will be home to City of Lone Tree municipal offices, government offices and a range of cultural facilities. Office and other non-residential components will be required to meet a minimum FAR in order to support the character and intensity required to create a vibrant urban environment. Residential components are expected to be of a higher density with only limited single-family detached homes allowed. The Subarea plan for the City Center will include standards and criteria to promote a balance of mixed uses considering but not limited to ranges of percentages of various land uses.

Commercial/ Mixed Use Planning Area

The Mixed Commercial/ Mixed Use Planning Areas are mixed use neighborhoods with an emphasis on commercial uses. They arrange residential, office and retail uses around a central focus like public spaces and buildings that are generally within walking distance to the edge of the area. The Commercial/ Mixed Use Planning Areas are intended to create a balanced mix of uses in a pedestrian friendly environment with an interconnected street network and multiple connections to open space systems that define edges of the district. Residential components are expected to be of a higher density and will buffer themselves from adjacent non-residential components. It is expected that some residential components may be located on floors above non-residential uses and other creative approaches of housing densities and styles will be encouraged.

Residential/ Mixed Use Planning Area

The Residential/ Mixed Use Planning Areas are mixed use neighborhoods with an emphasis on residential uses. They arrange residential, office and retail uses around a central focus like public spaces and buildings that are generally within walking distance to the edge of the area. The Residential/ Mixed Use Planning Areas are intended to create a balanced mix of uses in a pedestrian friendly environment with an interconnected street network and multiple connections to open space systems that define edges of the district. Residential components are expected to reflect a range of densities with attached and detached housing styles encouraged through creative planning that minimizes streets with garages or parking areas. Non-residential components will be connected to but appropriately transitioned from single family detached residential components and will not be located on residential level local streets, unless appropriate and as determined by the Director. Multi-family residential (attached residential units in excess of three stories or more in height) will be limited to certain percentages of some Planning Areas, as referenced on Sheet 4 of the PDD.

R/MU Parcel #11:

The Detailed Plan for R/MU parcel #11, will provide for the reconfiguration of the southern portion of that parcel, surrounded by the bluffs, to allow for its shifting to the northern half of the valley area, thereby preserving the middle and southern area. It is recognized that such shifting may entail development on slopes exceeding 20 percent in this particular parcel (irrespective of previous references indicating that slopes greater than 20% would be in open space), in which case appropriate mitigation measures for development shall be employed. The Sub-Area Plan for this parcel will be prepared in consultation with the Division of Wildlife. Additional requirements in this area may involve the maintenance of natural vegetation and restricted landscaping through building envelopes and the consideration of a regional trail connection through the area. Subsequent Sub-Area Plans and Design Guidelines will consider alternative residential development design, including reduced street width, common open areas, and a mix of housing types. Design Guidelines shall also incorporate common building materials and a palette of building colors for homes in this area. Low profile and stair-stepped buildings will be considered in the Design Guidelines for the Sub-Area Plans of areas that are located along the toes of the bluffs, in order to conform to the topography.

Rural Residential Planning Area

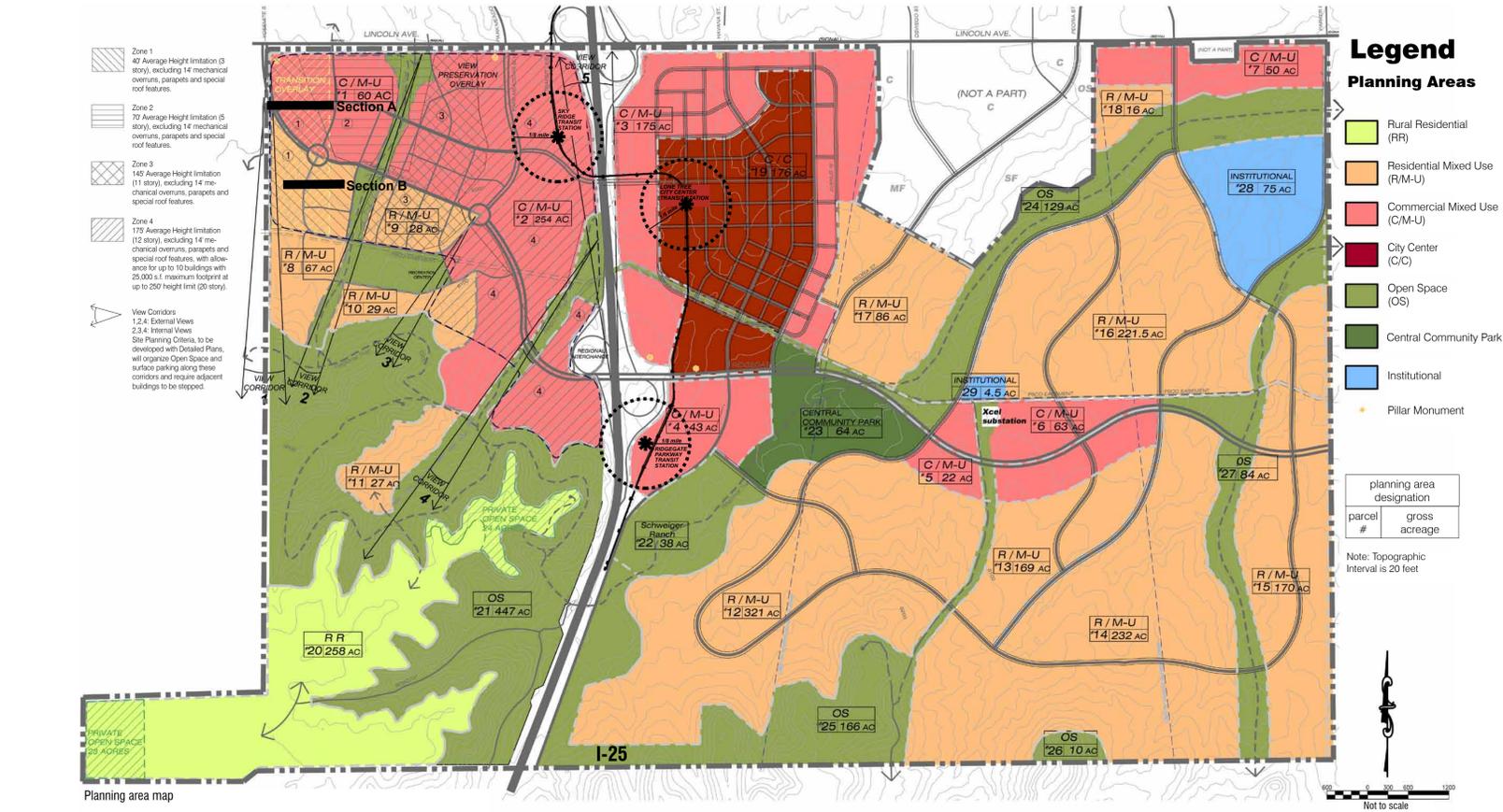
The Rural Residential Planning Area is a residential neighborhood set back from the top of the mesas in the southwest portion of the community. Due to their abrupt rise in elevation and the expansive views to the west and northwest, these mesas are a visually dominant landscape feature and regional landmark. Therefore, development of these areas is guided by standards intended to preserve visual character from I-25. Homes located in the Rural Residential Planning Area may be arranged in a clustered pattern, or utilize other techniques such as restricted building envelopes and fencing restrictions to provide for continuous areas of natural open space, with the objective of preserving views and maintaining areas for wildlife habitat and movement.

Open Space Planning Area

Open space is an important framework element of the RidgeGate community to create a "city in a landscape". This open space system is concentrated to preserve sensitive riparian and floodplain habitats, create neighborhood edges and to connect Planning Areas with trail systems. A majority of the system provides passive recreation opportunities incorporating regional trail connections and buffers with native landscape character. A Central Community Park of approximately 64 acres, will be located in close proximity to the greatest concentration of housing and jobs and will provide opportunities for active recreation uses. Local neighborhood park sites identified in the Statement of Commitments will be located by a subsequent detailed Parks Open Space and Trails Master Plan and in the Sub-Area Plans.

The Owner and the City have agreed to explore the concept of equestrian uses as part of the on-site trail network through the Happy Canyon trail system, with careful consideration given to public safety issues in light of the urban nature of the project. The Owner would not be liable or responsible for equestrian crossings at Lincoln Avenue, to connect these trails to equestrian communities located to the northeast.

The subsequent Master Plan for Parks, Trails and Open Space will include provisions for limited access to the bluffs. The provision will include details to carefully locate, construct and maintain trails with lookout/picnic area(s), to be designed in an environmentally and visually sensitive manner, with consideration given to connections with other trail networks and amenities in the plan, as well as a connection between the bluffs on the east and west sides of I-25. Said trails shall be accessible only by non-motorized means. Lookout areas may include limited provisions for emergency and maintenance vehicles, but no public vehicle access or parking would be allowed without the written consent of the Owner.



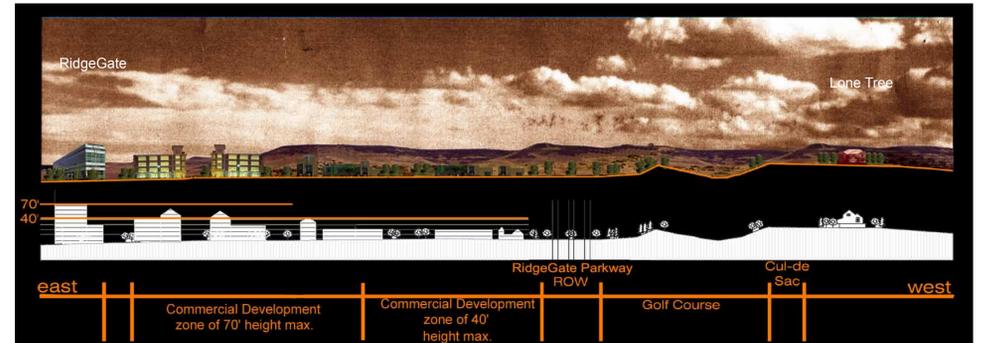
Circulation Elements

RidgeGate will provide an interconnected system of circulation elements to distribute, not concentrate traffic, and to offer choices in transportation methods and routes. Emphasis is placed on connecting neighborhoods and individual uses with each other by employing a modified urban grid form with a hierarchy of through streets, and sharing access drives between projects. Gated residential communities are not in keeping with interconnectedness and public access and are generally discouraged, except in locations where neighborhood interconnectivity is prohibited by topography.

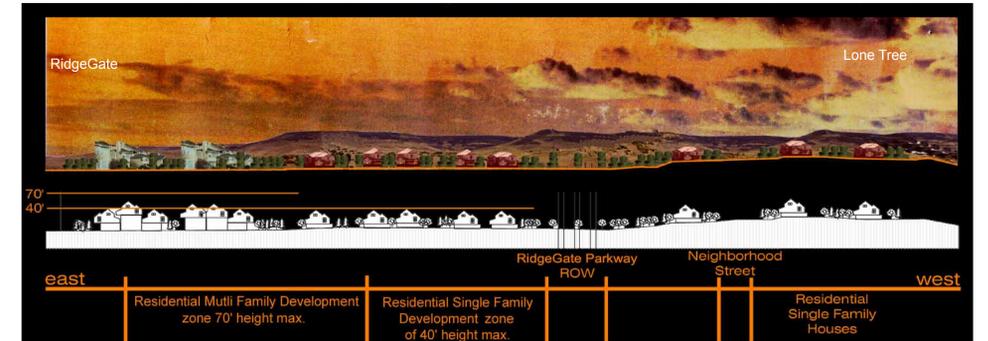
Transit Station legend

- **Sky Ridge Station**
In-line mixed-use/neighborhood station with shops, restaurants, and office space with pedestrian connections to the adjacent medical center, Commonwealth Street, and medium density residential. Station is within walking distance to adjacent neighborhood and features a Kiss-and-Ride loop with RTD bus connections and a RidgeGate loop bus service.
- **Lone Tree City Center Station**
Urban below ground downtown station with high density mixed-use commercial, office retail and residential. 10-30 story high density mixed-use buildings with shared parking and features a curb-side bus stop, layered rail/bus connection, RTD local bus connections, and RidgeGate loop service.
- **Ridgegate Parkway Station**
End-of-line station with medium density development surrounding the site consisting of commercial, office, and retail uses. The station features 2,000 surface parking spaces, RTD local and regional bus connections, and RidgeGate loop service.

- **Boulevard:** A long-distance, regional connecting, medium speed corridor that traverses an urbanized area. It is lined by wide sidewalks and buildings close to its edges. Trees are located in center and side medians.
- **Avenue:** A short-distance, local connecting, medium speed corridor that traverses an urbanized area. Its axis may be terminated with a civic building or monument. Avenues provide frontage for high-density buildings and feature an urban character with raised curbs, detached sidewalks, continuous trees, short building setbacks and on-street parallel parking.
- **Drive:** A drive defines the edge between an urban and natural condition, usually along a park, and is a low speed local connection. One side has the urban character of a boulevard while the other side features naturalistic planting and rural detailing.
- **Street:** A small-scale, low speed local connector. Streets provide frontage for high-density buildings and feature an urban character with raised curbs, detached sidewalks, continuous trees, short building setbacks and on-street parallel parking.
- **Road:** A small-scale, low speed local connector. Roads provide frontage for mid to low-density buildings such as houses and may include raised or open curbs, narrow sidewalks, continuous or irregular tree plantings and moderate or varied building setbacks.
- **Roundabout:** A roundabout serves to slow and distribute traffic without signalization. They also promote opportunities for community identity and image through unique landscape treatments.



Section A: Transition overlay district illustrative cross-section at C-MU#1



Section B: Transition overlay district illustrative cross-section at R-MU#9

Revised: 04/19/2011

RIDGEGATE, 4th Amendment

(an amendment to the PDD formerly known as RidgeGate, 3rd Amendment, approved by the City of Lone Tree, and recorded at 2009018241 on March 18, 2009)
 Sections 13, 14, 15, 22, 23, 24 and a portion of Section 21, Township 6 South, Range 67 West of the 6th Prime Meridian.
 City of Lone Tree, State of Colorado (3,515 Acres)

Planned Development District

MATRIX OF PLANNING AREAS AND USES

Use Legend		Planning Area Legend			
Blank = Prohibited	OS = Open Space and Public and Private Parks	R-MU = Residential Mixed Use	C-MU = Commercial Mixed Use	CC = City Center	RR = Rural Residential
P (formerly A) = Permitted					
SR = Special Review					

USE	OS	R-MU	C-MU	CC	RR
(a) Residential Uses					
1. Artist Studio ¹ :		P	P	P	P
2. Abbey, Convent, Monastery, Priory, or other similar residence for clergy:		P	P	P	SR
3. Fraternity or Sorority House ² :		SR	P	P	
4. Home Occupation:		P	P	P	P
5. Multifamily Dwelling ³ :		P	P	P	
6. Retirement Home:		P	P	P	P
7. Rooming and/or Boarding House:		P	P	P	
8. Single Family Attached Dwelling:		P	P	P	P
9. Single Family Detached Dwelling:		P	P	SR	P

(b) Civic Uses					
1. Ambulance Service ⁴ :				P	
2. Church or Religious Institution - Community Scale:		P	P	P	
3. Church or Religious Institution - Neighborhood Scale:		P	P	P	
4. Club or Lodge:		P	P	P	P
5. Community Center:	SR	P	P	P	SR
6. Day Center/Preschool or Day-Care Home:		P	P	P	
7. Fire Station ⁵ :		SR	P	P	
8. Gallery:		P	P	P	
9. Golf Course, not including Miniature Golf Courses:	SR	P	P		
10. Library:		P	P	P	
11. Major Impact Utility/ Public Works Facility ⁶ :	SR	SR	SR	SR	SR
12. Miniature Golf Courses:		P	P	P	
13. Minor Impact Utility ⁷ :	SR	P	P	P	SR
14. Museum:	SR	SR	P	P	
15. Office for Park Purposes:	P	P	P	P	P
16. Parks and Open Space:	P	P	P	P	P
17. Police Station:		P	P	P	
18. Postal Facility, Contract and Finance:		P	P	P	
19. Postal Facility, Neighborhood:	SR	P	P	P	
20. Postal Processing Center:		P	P	P	
21. School, Private, Boarding:		SR	P	P	
22. School, Elementary or Secondary:	P	P	P	P	

(c) Commercial Uses					
1. Agriculture, Limited ⁸ :	P	P	P	P	P
2. Airline Reservation Center:		P	P	P	
3. Animal Care or Boarding ⁹ :	SR	SR	P	P	SR
4. Animal Sales or Service:		SR	P	P	
5. Automobile Gasoline Filling Station:		SR	P	P	
6. Automobile Laundry or Polishing Shop ¹⁰ :			P	P	
7. Automobile, Motorcycle or Light Truck Sales, Leasing or Rental ¹¹ :			SR		
8. Automobile Repair Garage:		SR	P		
9. Banking and Financial Services:		P	P	P	
10. Bed and Breakfast:		P	P	P	SR
11. Building Contractors, General:		P	P	P	
12. Building Maintenance Service:		P	P	P	
13. Building Materials and Supplies, Sales or Rental:			P	P	
14. Business Equipment Sales or Service:		P	P	P	
15. Business Support or Printing Service:		P	P	P	
16. Clinic or Office, Dental or Medical:		P	P	P	

Note: Building setbacks will be established through subsequent Sub-Area Plans and Design Guidelines or established on a case by case basis at the time of final platting and will be consistent with their associated land use.

Use definitions are per Lone Tree Zoning Ordinance or as defined through subsequent Sub-Area Plans.

- A maximum of 30% of each R-MU Planning Areas can be developed with non-residential uses
- A maximum of 40% of each C-MU Planning Areas can be developed with residential uses
- Multi-Family Housing (attached residential units in excess of three stories or more in height but not exceeding 55', unless otherwise restricted by the View Preservation Overlay or other provisions of this PDD) will be limited to the following percentages of the gross acreages of the Planning Area
 - R-MU #9, #10, #11: no more than 20% of the land area
 - R-MU #12, #13, #14, #15, #16: no more than 30% of the land area
 - R-MU #17: no limitation
 - R-MU #18: no more than 60% of the land area
 - R-MU #11 shall be limited to residential uses (a) only.

- Informational signs required to be posted at time of platting for sites being considered as mixed-use or non-residential use in R-MU Planning Areas
- Commercial Uses shall be prohibited on local streets in residential neighborhoods unless approved by the Director of Community Development as a compatible use, such as customary neighborhood services.
- Golf courses shall be predominantly located in R-MU or C-MU Planning Areas and developed in an environmentally sensitive, low water use manner.

- Use requiring SR in "Transition Overlay" District
- Use prohibited in "Transition Overlay" District
- Use requiring SR if located west of Park Meadows Drive in C/MU parcel #1
- Allow new or expanded heliports with Special Review
- Limited agricultural includes ranching that historically occurred in the area and shall be permitted in Planning Area #22 (Schweiger Ranch) or as otherwise stipulated by the PDD, but is not intended as an ancillary use to any commercial or residential property.

USE	OS	R-MU	C-MU	CC	RR
17. Commercial Food Preparation and Sales:		P	P	P	
18. Consumer Retail, Large Scale ¹ :		SR	P	P	
19. Consumer Retail, Medium Scale:		P	P	P	
20. Consumer Retail, Small Scale:		P	P	P	
21. Consumer Service, Large Scale ¹ :			P	P	
22. Consumer Service, Medium Scale:		P	P	P	
23. Consumer Service, Small Scale:		P	P	P	
24. Consumer Retail, Personal Services:		P	P	P	
25. Eating Place:	SR	P	P	P	
26. Food Sales or Market, Small:		SR	P	P	
27. Food Sales or Market, Large:		SR	P	P	
28. Garden Supply Store:		P	P	P	
29. Hospital ^{2,3,4} :			P	P	
30. Hotel ¹ :			P	P	
31. Husbandry ⁵ :	SR				
32. Laundry or Dry Cleaning, Commercial ¹ :		P	P	P	
33. Liquor Store:		P	P	P	
34. Mortuary ¹ :			P	P	
35. Office: Non-Dental or Non-Medical:		P (Less than 5,000 square feet individually and no more than 10,000 square feet in aggregate)	P	P	
36. Parking Off Street/Lot:	SR		P	P	
37. Recreation Facilities, Indoor:	SR	P	P	P	SR
38. Recreation Facilities, Outdoor ¹ :	P	P	P	P	SR
39. Recycling Collection Station ⁶ :		SR	P	P	
40. Repair Service, Consumer:		P	P	P	
41. School, Vocational or Professional, Large ¹ :		SR	P	P	
42. School, Vocational or Professional, Small:		P	P	P	
43. Sexually Oriented Business ² :				SR	
44. Storage Services ¹ :		SR	P	P	
45. Terminal, Public Transportation, Intercity ² :			P	P	
46. Terminal, Public Transportation, Local ¹ :		P	P	P	
47. Theater, Indoor ¹ :		SR	P	P	
48. Theater, Studio:		SR	P	P	
49. Trailer or Recreational Vehicle Sales, Leasing or Rental ¹ , and			SR		
50. Utility Service or Telecommunications Facility ¹ :		P	P	P	
51. Wholesale Sales ¹ :			P	P	

(d) Industrial Uses					
1. Air Courier Service ² :			P	P	
2. Aircraft Maintenance and Repair Facility ² :			P	P	
3. Asphalt and Concrete Plant and Contractors ² :			P	P	
4. Automobile Parts Recycling ² :			P	P	
5. Building Contractors, Heavy ² :			P	P	
6. Commercial Services ² :			P	P	
7. Concrete, Asphalt, and Rock Crushing Facility ² :			P	P	
8. Manufacturing, Fabrication, and Assembly, Custom ² :			SR		
9. Manufacturing, Fabrication, and Assembly, General ² :			SR		
10. Manufacturing, Fabrication, and Assembly, Light ² :			P		
11. Recycling Plant ² :					
12. Recycling Center ² :			SR		
13. Research, Development or Technological Service ² :			P	P	
14. Terminal, Freight ² :			SR		
15. Truck or Equipment Sales, Leasing or Rental ² :			SR		
16. Warehousing ² :			P		
17. Wholesale Trade, Light ² , and			P	SR	
18. Wholesale Trade, General ² :				SR	

PERMITTED BUILDING HEIGHTS³

Maximum Permitted Building Heights (excluding mechanical equipment, penthouses, parapets and special features which may exceed this limit by no more than fourteen (14) feet)	
Planning Area	Height (in feet) ¹
OS	30
R-MU	55
C-MU	250
CC	360
RR	35 ²

Note: Federal regulations related to Centennial Airport may limit building heights in some areas.

- Height is measured from the average proposed finished ground elevation.
- The maximum height of dwelling units in the Rural Residential Planning Area may be further limited as required by the City in accordance with the standards set forth in the Rural Residential Design Guidelines.
- A View Preservation Overlay as shown on the PDD Land Use Plan defines maximum height limitations and shall apply to all residential and non-residential development west of I-25.

The View Preservation Overlay identifies four areas, utilizing major roadway alignments and drainage ways to establish view corridors. Future Sub-Area Plans shall outline specific restrictions and development standards designed to preserve these major view corridors as seen from key areas internal and external to the project. Specific restrictions and standards may include setback requirements and stair-stepped building techniques.

Buildings in any C/MU Planning Areas covered by the View Preservation Overlay that exceed 150' in height must obtain City Council approval at a public meeting, as a part of Site Plan Review, upon staff review, analysis and recommendation of conformance with the following criteria:

- Designated bluff view preservation corridors must be maintained and not compromised by the building height approval.
- The building height appears compatible with the bluffs, including parapets and other mechanical screening details, specifically considering the building's relative bulk, where narrower unobtrusive buildings would be preferable to wider buildings.
- The building height in relation to its proposed design is compatible within the Planning Area as it has developed and its corresponding Sub-Area Plan.

FLOOR AREA RATIOS

	OS	R-MU	C-MU	CC	RR
The gross floor area ranges from .35 to 6.0 of the area of the lot on which structures are located.	NA ¹		X		
The gross floor area ranges from 1.0 to 20.0 of the area of the lot on which structures are located.	NA ¹			X ²	

- Structures in Open Space planning areas do not have FAR limitations.
- FAR's less than the minimum shown are allowed at the Director's discretion.

LAND USE SUMMARY

Land Use	Acre	Percentage
OS - Open Space	1,000.5	28.464%
Central Community Park	64.0	1.821%
Schweiger Ranch	38.0	1.081%
R/M-U Residential / Mixed Use	1,229.5	34.979%
C/M-U Commercial / Mixed Use	665.0	18.919%
C/C City Center	163.0	4.637%
RR Rural Residential	211.0	6.003%
Public Land Dedication (295.5 ac)	34.5	0.982%
Public Works Facility	4.5	0.128%
I-25 Improvements	30.0	0.853%
Middle / High School	75.0	2.134%
Total Land Area	3,515.0	100%

Land Area Acreage Calculation Assumptions:

OS - Total Open Space is based on a 938 ac baseline (includes 64 acre Central Community Park and 38 acre Schweiger Ranch); however, these acreages are then subtracted and listed as subcategories because they are identified Planning Areas = 836 ac.) Add 103 ac for required parkland dedications from the R/M-U zone = 939 ac; add 47 ac from area provided in the RR zoned area = 986 ac; add 10 ac from the R/M-U zone for recreation center & 4.5 ac for the CC required parks = **1,000.5 ac total**.

Central Community Park - 64 ac (planning area #23).

Schweiger Ranch - 38 ac designation is comprised of 14 ac from land previously designated as C/M-U and 24 ac of land zoned as open space (planning area #22).

R/M-U - The Residential Mixed Use zone consists of a 1,366.5 ac baseline; less 24 ac for elem. schools = 1,342.5 ac, and further reduced by 103 ac for required parklands = 1,239.5 ac; subtract 10 ac for a recreation facility from the R/M-U area = **1,229.5 ac total**.

C/M-U - The Commercial Mixed Use zone consists of a 667 ac baseline; subtract 2 ac for public land dedications (cultural ctr & fire station) required in the C/M-U area = **665 ac total**.

C/C - The City Center consists of a 176 ac baseline; less 4.5 ac for park land dedications = 171.5 ac, less 8.5 ac for a city hall, cultural facility, library, and a police station = **163 ac total**.

RR - The Rural Residential zone consists of a 258 ac baseline; less an open space/set back area of 47 ac = **211 ac total**.

Public Land Dedications - 34.5 ac (land dedications NOT specifically identified or in a planning area) is comprised of 24 ac for elementary schools, 8.5 ac & 2 ac for various public land dedications in the CC & C/M-U areas respectively. The total of all public land dedications required in the PDD is approximately 295.5 ac combined, and redistributed into various land-use categories such as open space. Acreage shown as land contributions is delineated to avoid "double counting" land acreage.

Public Works Facility - 4.5 ac (planning area #29).

I-25 Improvements - 30 ac provided for highway improvements at the new RidgeGate Parkway interchange (not identified within any particular planning area; results in an additional 23 ac reduction of the surrounding C/M-U zoning; in addition to the 7 ac land commitment/estimate previously identified).

Middle / High School - 75 ac (planning area #28).

NOTE: ELEMENTS DEPICTED ON PDD LAND USE PLAN ARE FOR ILLUSTRATIVE PURPOSES AND ARE SUBJECT TO REFINEMENT AND MODIFICATION AT SUBSEQUENT REVIEW STAGES.

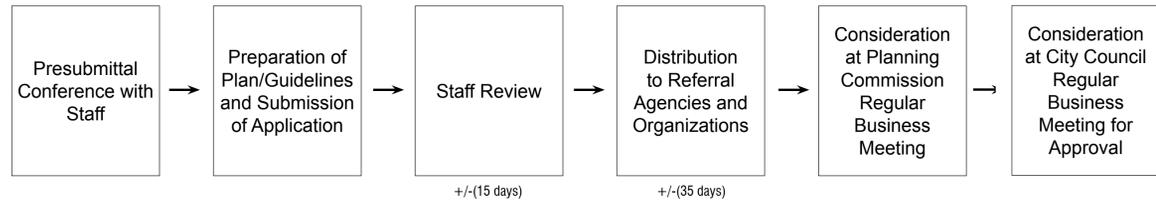
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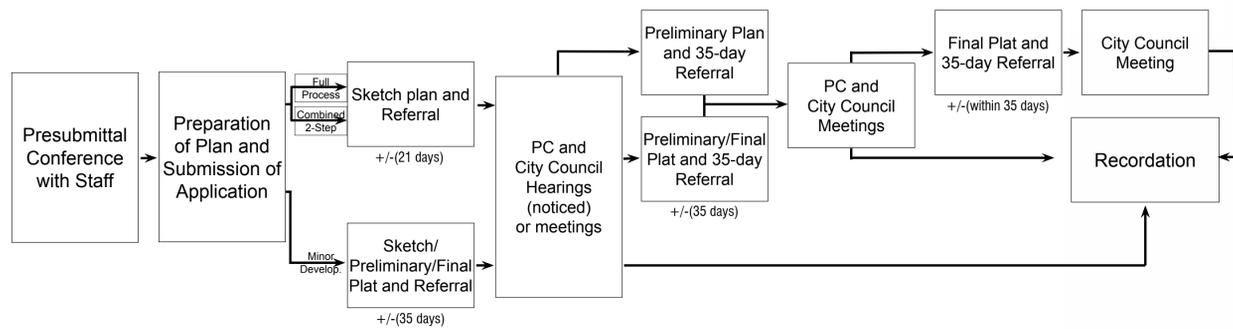
Planned Development District

Subarea Plan and Design Guidelines Review and Approval Process*

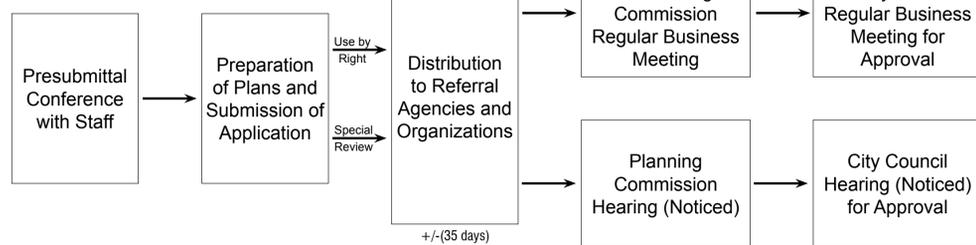
(Prepared prior to or concurrent with Subdivision or Site Improvement Plan actions in a Planning Area.)



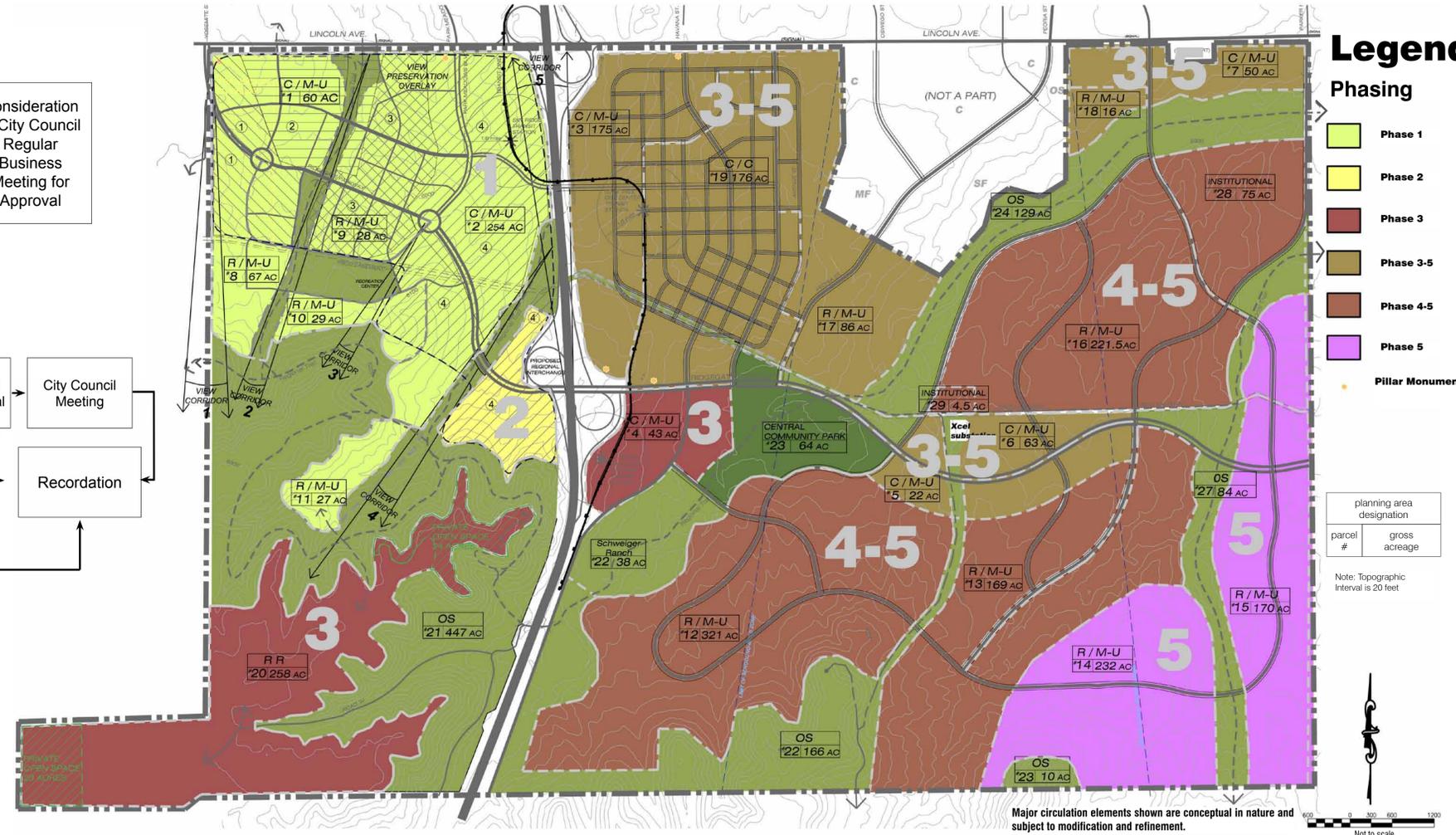
Land Subdivision Review and Approval Process*



Site Improvement Plan Review and Approval Process*



* Actual process and time frames are subject to change. Refer to Lone Tree Municipal Code for specific information on subdivision and site improvement plan applications.



Conceptual Phasing Plan Map

The development may be required to construct RidgeGate Parkway to connect with the project's eastern boundary if jurisdictions to the east have made provisions to timely connect with said road via West Parker Road/Main Street, as determined by the City, and in order to alleviate traffic volumes on Lincoln Avenue and the I-25/Lincoln Avenue Interchange. Construction shall be based initially on a two-lane road, to be expanded over time to meet the demands of the project. Said construction will occur concurrently or immediately subsequent to completion of the I-25/RidgeGate Interchange and contingent upon the progression of development on the east side of I-25.

Community Landscape Concept

The community landscape development concept for RidgeGate combines three principal zones of landscape types to create an aesthetically pleasing environment that balances the unique existing landscape characteristics with new, man-made landscapes. These new landscape elements will be generally composed to minimize water consumption for irrigation through the use of drought tolerant and native plant materials, including native and drought tolerant grasses, shrubs and large trees in areas not irrigated by recycled water. However, key entrances, parkways, parks, campus-like settings, urban plaza spaces and other highly utilized places will be landscaped with traditional palettes of less sensitive plant materials to withstand the rigors of human use and create pleasant, shady environments that provide contrast. These areas will be irrigated with recycled water to minimize overall consumption.

As Sub-Area Planning Area Plans and Guidelines are being developed, the identification and integration of these zones will be conceptually defined. Subsequent site specific designs will be required to respond to these zones with detailed planting designs.

It is a goal of RidgeGate to establish a water recycling system that allows for the application of treated effluent on a majority of the landscape areas. If treated effluent is not feasible for irrigation, the existing project stipulations regarding water conservation measures and the use of native or drought tolerant vegetation may be further expanded to include other appropriate means for water conservation, to be included in the development of Sub-Area Plans, consistent with and based upon regional usage and application. Conversely, if treated effluent is abundantly available, said stipulations regarding water conservation measures would be modified to allow additional irrigated landscaping.

Residential Mixed-Use Planning Areas located generally adjacent to open space, and the Rural Residential Planning Area will be restricted in the amount of irrigated landscaping allowed, through the use of designated building envelopes and other measures to be identified as part of the Sub-Area Plans for these areas. In order to avoid abrupt change from natural to irrigated landscapes, gradual transitions should be made between the naturally vegetated and landscaped areas along the tops of the bluffs as well as all delineated open space corridors and the more formally landscaped and irrigated landscape portions of the Planning Areas.

Existing Native Landscape Zone

This zone is defined by the areas of the "bluffs" greater than 20% in slope on both the west and east side of I-25 and by the 100-year floodplains that move through the property in a northeast direction. Native vegetation in these areas will be preserved and enhanced where necessary with repairs to eroded areas and removal of non-native species. Native wildflowers may be introduced to add visual interest and diversify habitat. No new irrigation is anticipated, except as necessary to establish new habitat.

New Drought Tolerant Landscape Zones

These zones may occur in a wide variety of areas across the community including major arterial roadways, open space and drainage areas of commercial and multi-family developments, the landscapes of homes in the Rural Residential Planning Area (with the exception of courtyards inside walls) and the front yards of homes in the RMU and C/MU Planning Areas. Generally, they should be utilized in areas not requiring high levels of human use and they should incorporate a broad plant palette of grasses, perennials, shrubs and trees to provide visual variety and interest. The application of large areas of rock mulch is not the objective of this zone. New low-volume application irrigation, utilizing recycled water, is anticipated for establishment and periods of severe drought, but is expected that minimal usage will be required once plants are established (generally two years).

New Traditional Landscape Zones

These zones may occur in a wide variety of areas across the community including neighborhood streets and parkways, key entrance and identity elements, private outdoor living areas of residential development and semi-public outdoor use areas of commercial developments, neighborhood and other active use parks, urban plazas and outdoor spaces. Generally, they should incorporate a broad palette of grasses, annuals, perennials, shrubs and trees to provide functional, durable and visually pleasing environments. New low and high volume application irrigation utilizing recycled water is anticipated and technologies to maximize "smart" management of water resources will be highly encouraged.



Major Community Identification Signage

Where appropriate, major community entry points and Gateway Areas should incorporate signs recognizing the City of Lone Tree as suggested in the City's Comprehensive Plan. Conceptual locations have been identified on the Development Plan.

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Planned Development District

CITY CENTER DESIGN CRITERIA

I. Overview

The City Center represents a destination, focal and identity point for the region and serves local needs for RidgeGate and the City of Lone Tree. The City Center also represents an opportunity to create and demonstrate an "Urban Center" as envisioned by the Denver Regional Council of Governments in their Metrovision 2030 Plan -- locating employment, services, housing and other development in close proximity so that walking between activities is easier, multi-purpose trips are encouraged and automobile travel is reduced.

The City Center is primarily a retail, commercial and office destination but also includes a variety of residential options responding to the increasingly diverse population of the area. The City Center includes a range of civic and cultural facilities to serve as the heart of Lone Tree. The mixed-use character of the City Center creates choices and extends activity time in the area. The Center is shaped by a compact development pattern and is anchored with a multi-modal transit station. It provides housing opportunities for approximately 40-50% of the jobs within a two square-mile area.

Higher densities and more intensive uses are located closer to the transit center. Further from the center, land use densities decrease to create a physical hierarchy and to transition the center into its context.

The location of the City Center, adjacent to the Central Community Park, also presents a unique opportunity to create a "city in the landscape" that connects people not only with people, but also with nature.

II. Land Use Pattern

Mixed Use

Diversity of uses:

- transit station, park & ride center
- retail, office, schools, services, civic and cultural facilities
- daycare, teen/senior center, cultural facility,
- variety of housing types - integrated vertically over other uses, when possible

Densities

Variety of densities in both residential and commercial/employment units:

- minimum gross residential density 15du/ac
- minimum FAR 1.0 FAR

Limited areas of single family detached development

Adjacent Uses

Mix and balance of uses, complimentary uses

Transition of densities

Continuation of existing street pattern from City Center into adjacent Planning Areas

Scale and mass of buildings do not overwhelm neighborhood structures

Building Prototypes

Minimum set back through "built-to" lines at sidewalks or edges of plazas

Corner buildings highlight presence with special architectural elements or features

Uses on ground floor that stimulate pedestrian activity

Variety of building types:

- residential and office use above ground floor retail or office
- street entrances to spaces above the ground floor
- retail uses with large, display windows and transparent entrances.
- building elevation enhanced with balconies, roof decks, etc.
- building should step back from commercial street at relatively consistent height above either the third or fourth floor.

Building types and structures that can be adapted to different uses.

Wide-range in pricing structure of units that will be sold or leased.

Building height:

- Minimum 50' (four story) preferred, but Planning Director may approve lesser heights in consultation with the City Council.
- Maximum 360' (30-story) focused within a confined area to create a skyline effect

III. Transportation and Services

Circulation System

Coherent, continuous, visually related, functionally linked pattern of streets

Pattern of streets and blocks is built by series of rectilinear blocks in a grid:

- block length 300' -600'

Variety of street widths, narrower street as a balance for pedestrian and cars:

- neighborhood connectors; alleys, lanes, street
- 15 - 20 mph, offer access, parking, and safety

- roadways; avenues and main streets offer multi-points of access, carry large, more diverse traffic, serve pedestrian, bicycles

Pedestrian / bicycle connections

Connections to amenities

Ample sidewalks

Alignments to preserve view corridors and vistas

Distances

Distance to bus / light rail service:
 1/4 - 1/2 mile

Residential proximity to food/convenience, school, daycare, Rec. Center:
 1/3 -1/2 mile

Employment proximity to housing, entertainment, restaurants:
 1/3 -1/2 mile

Transit

Integration of multi-modal transit center

- light rail commuter service
- regional and local bus service
- circulation bus or shuttle system
- multi stops and destinations
- incorporation public and private parking facilities
- oriented and/ or mixed use development incorporated with transit
- control and easily accessible locations(s)
- pedestrian friendly, connections to other areas in the core

Parking

Parking spaces under building or decked:

- minimum of 50% of total spaces (located behind buildings).

On street parking; parallel or diagonal

Shared parking concept (Parking Districts)

The size of any single surface parking lot:

- maximum 2.5 ac

Reduced standard parking requirements by 15% to encourage transit/carpool options

Car and van pool parking in the most convenient locations

Ample bicycle parking/storage

Utility, Trash and Loading Areas

Located away from primary pedestrian walks

Must be screened or enclosed

For street side utility access provide enclosure or landscaping screening

IV. Public and Open Space

Streets and Plazas

Environments for sidewalk cafes, street vendors, etc.

Landscaped parkways and medians on key streets (incorporate Xcel easement as landscaped boulevard)

Squares, plazas of green and small parks integrated into the fabric

Retail / commercial adjacent to plazas

Landscape Elements

High quality streetscape elements: lighting, furniture, signage, graphics, and street trees

Parks

Dispersed variety of parks types and sizes

Squares, plazas of green and small parks within office district.

Retail/ commercial adjacent to the parks, or other open space

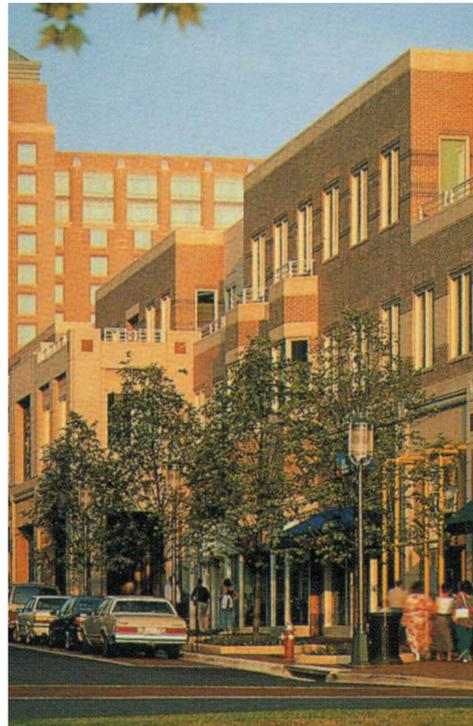
Trails

Extensive network of trails connecting :

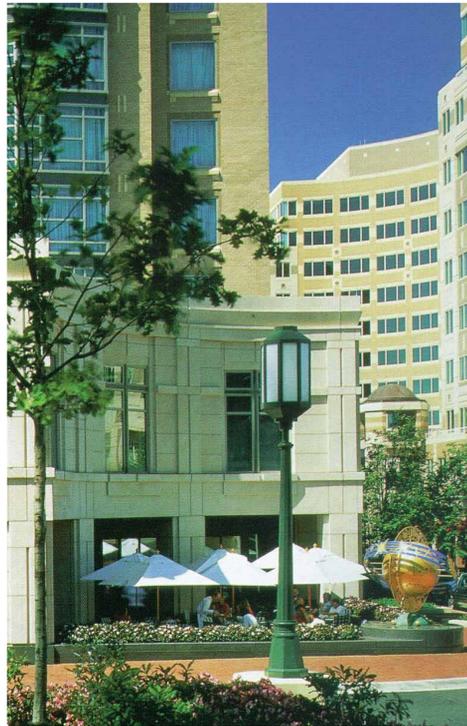
- active and passive parks
- recreational and educational facilities
- residential areas
- open space areas

Recreational Open Space

50 % of "usable" open space for recreation/plaza use (vs. other open space [parking, etc..])



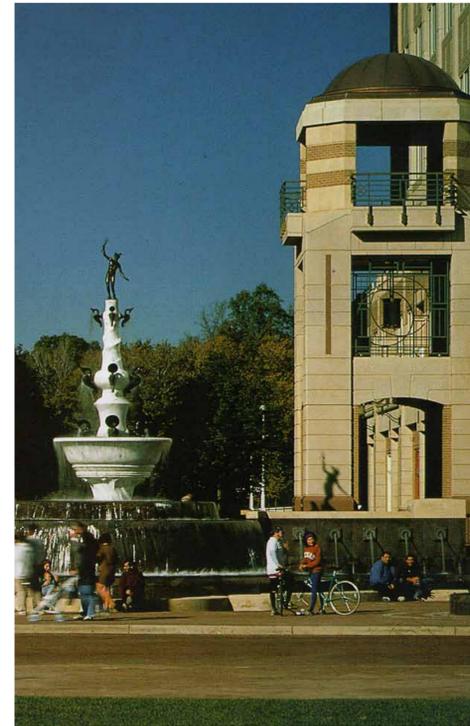
Street oriented buildings ("Built-To" lines) with on-street parking.



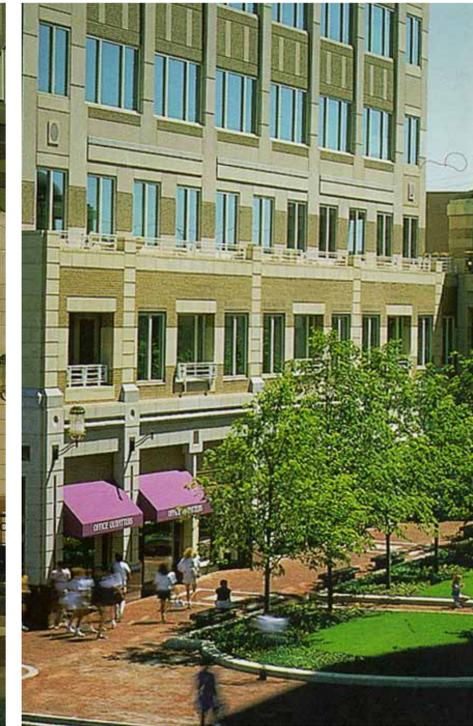
Environments for sidewalk cafes and public art.



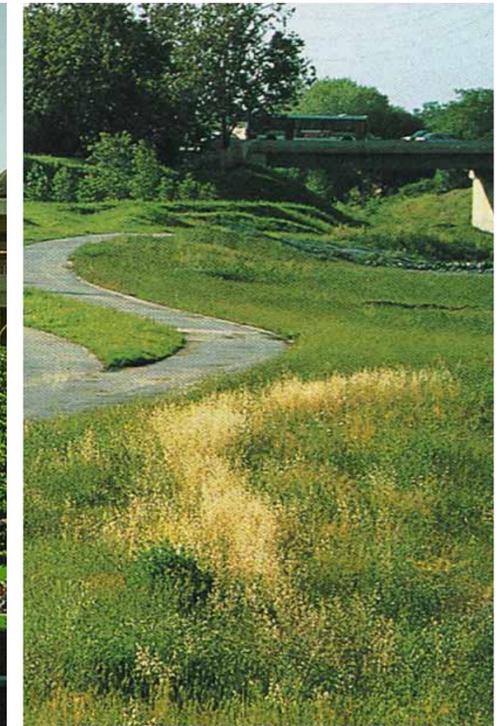
Integration of transit and structured parking.



Large scale civic and public space.



Pedestrian scale public space and urban parks.



Integration and connection of open space landscape.

RIDGEGATE, 4th Amendment

(an amendment to the PDD formerly known as RidgeGate, 3rd Amendment, approved by the City of Lone Tree, and recorded at [2009018241](#) on March 18, 2009)
Sections 13, 14, 15, 22, 23, 24 and a portion of Section 21, Township 6 South, Range 67 West of the 6th Prime Meridian.
City of Lone Tree, State of Colorado (3,515 Acres)

Planned Development District

RURAL RESIDENTIAL NEIGHBORHOOD DEVELOPMENT CRITERIA

Objectives and Principles:

It is recognized that the mesas and bluffs at RidgeGate are important natural landforms that define the physical environment and give the area part of its identity. One of the objectives of the compact development proposed by this PDD is to allow the preservation of sensitive habitats and significant visual elements such as the bluffs. The tops of the mesas present a unique opportunity to create a living environment that adds to the diversity of housing types in Lone Tree. However, a key objective will be to plan and design this living environment in a way that does not detract from the visual qualities of the area.

The principles which guide the achievement of the objectives are:

1. Preserve all areas with slopes above 20% in their natural condition.
2. Respect areas of the mesa identified as most visually sensitive from key viewpoints.
3. Maintain open space character in areas to be developed with homes or structures.
4. Create diversity in housing types.

The development criteria outlined in this PDD is intended to communicate the commitment to the objectives and principles. Prior to or concurrent with platting of the Rural Residential Planning Area, a Sub-Area Plan and a set of Design Guidelines will be developed and approved by the City.

I. Site Planning

Density and Pattern Standards will Incorporate:

- Density and lot patterns on the mesa "fingers" be predominantly larger lots (1/2 - 1 acre) lots for detached single family homes in prescribed locations (building envelopes) set back from edges.
- Density and lotting in internal portions of the mesa be predominantly smaller lots (1/2 acre) with detached single-family homes in clustered locations.
- Density and lotting in the southwestern portion of the mesa may be predominantly attached single-family homes.

Road Standards will Incorporate:

- Roads are designed to minimize disturbance of the natural topography, vegetation, and reduce visual impact.
- Variable centerline gradients are considered in order to minimize environmental impact.
- Compact road cross sections be considered including rolled curbs and gutters.
- No on-street parking be allowed to ensure that emergency vehicle access is maintained at all times.
- Longer than usual cul-de-sac lengths be considered to lessen the need for excessive roadways.
- Drainage of storm water in rights-of-way be conveyed in natural landscape swales.
- Compact rural type roads and shared drives be considered to minimize paved surfaces.
- Road alignments maintain or take advantage of significant view corridors.
- Native or drought-tolerant landscaping be used in the public right of way.
- Above grade utility structures be screened from view.
- Lighting be limited to key intersections with fixtures that do not exceed 20' in height.

Grading/ Drainage Standards will Incorporate:

- Cut and fill areas are minimized, but sculpting of knolls on mesa top allowed to enhance visual protection.
- Disturbance to native vegetation is minimized
- Disturbance or impact to natural drainage patterns or systems is minimized
- Berms planted with vegetation extend the character of the bluffs and may be added at mesa edges to further conceal views from below

Lot Access and Utilities Standards will Incorporate:

- Utility corridors should be placed under roads or driveways
- Above grade utility structures shall be screened or placed away from public view

II. Construction Practices

Minimize disturbance or impacts to the site during construction:

- Preserve natural features and vegetation by providing fencing or barricades, where possible.
- Limit the impact of construction to areas immediately surrounding the primary structures or site improvements.
- Maintain existing grade where possible, or restore it after construction is complete.

Drainage and Erosion:

- Control excess drainage, soil erosion and sedimentation during and after construction.
- Provide on-site detention to avoid storm water flows onto unprotected or unstable slopes.
- Include temporary drainage improvements as necessary.
- Establish adequate setbacks from existing drainage channels or other drainage structures.
- Re-vegetate disturbed areas with native or drought tolerant landscaping for erosion control purposes.
- Minimize impervious cover and excessive paved areas.

Fire Hazard:

- Provide adequate emergency access and water supply to the site.
- Consider fire sprinklers in homes.
- Store flammable construction materials as necessary. Keep all trash or debris in trash bins or containers.
- Clear and remove dead or dying vegetation within the construction zone. In addition, selectively remove natural vegetation within the safety zone (distances to be determined as appropriate) to protect structures from wildfire.

III. Landscape

Designing with Nature:

- Dwelling units designed to fit the site and take advantage of existing physical or environmental features.
- Dwelling units integrated with natural environment by preserving existing landforms, natural features, and vegetation

Planting/Revegetation:

- Existing and/or new vegetation placed to screen and soften the mass of the structure(s) from off site views. Plant materials selected are appropriate to the site and region with an emphasis on low water use. Use of layers of landscape to conceal and provide visual interest.
- Height limits of landscape elements at mesa edges.

Site Lighting:

- Minimize the impact of site lighting to surrounding areas through fixture selection (source, height) and location.

Irrigation:

- Permanent irrigation not be permitted within areas that are identified as being geologically unstable.
- Residential lots graded in a manner that restricts on-site irrigation water from flowing towards, or near the edge of the mesas or areas of native vegetation.

Fencing:

- Limited to building envelope areas (i.e. not along property lines)
- Selection of materials and colors that will blend with the surrounding landscape.
- Keep fencing open, not opaque.

IV. Architecture

Building Placement:

- Orient buildings to maximize view and solar access while minimizing impacts to the natural terrain and vegetation

Height:

- 20-foot height limit for homes in "Areas of Highest Visual Sensitivity" identified on the Conceptual Neighborhood Plan. Outside of these areas, 35-foot height limits are allowed following "storypoling" to verify non-visibility.
- Place buildings where natural landform and vegetation provide buffer and screening.

Materials/Colors:

- Use building materials with surface colors that compliment the surrounding natural environment.
- The following building materials are encouraged: wood siding, exposed wood structural members, bricks, stucco, and natural stone masonry. Roof shingles or tiles consisting of natural colored metals, class C or better wood shakes, slate, concrete, fiberglass, asphalt or clay. Dark, muted or earth tone colors are encouraged for roofing.
- Minimize large expanses of glass
- Avoid exterior plastic vinyl siding or any reflective or shiny polished materials in potentially visible areas.
- Avoid high contrast or bright colors.

Building Form/ Mass:

- Buildings that respect the site's natural topography are encouraged. Split level designs and stepped foundations that mimic existing landforms are examples.
- Use of varied and contrasting horizontal and vertical building planes to create various light, shade, and shadow patterns are encouraged.
- Avoid large expanses of a wall in a single plane on downhill elevations.
- Detached garages, caretaker units are encouraged to reduce overall mass.
- Avoid the use of overhanging decks or decks elevated on poles, especially on downhill elevations.

Roof lines:

- Avoid continuous rooflines. Roofs broken into smaller components to reflect the natural topographic patterns are encouraged.
- Roof pitches and planes that follow the natural slope characteristics of the site are encouraged.

V. Approval Process

Overview and Objectives

The RidgeGate Rural Residential Design Review process is intended to provide a predictable vehicle for the evaluation of new development and renovation proposals in the "Areas of Highest Visual Sensitivity", either for single custom homes or for groups of homes, in accordance with the Rural Residential Design Guidelines and Standards to be prepared subsequent to approval of this PDD. Some of the design guidelines will be written as relatively broad standards, the interpretation of which is left to the discretion of the joint Design Review Board described below. Other guidelines, such as building heights and setbacks, will be more clearly stated as "absolute design parameters". It is the intention of the design review process that all home designs comply with these standards.

The Design Review Board (DRB) is composed of five members, each with equal voting rights, who are selected to represent a cross-section of design professionals and others familiar with RidgeGate and the conditions and issues involved with designing and building in sensitive environments. The Director and the City's Principal Planner, together with two persons designated by the owner are included as a part of the DRB along with the fifth member, which the other four members will mutually agree upon the selection of. The DRB meets on a monthly or as needed basis.

The DRB will review each development proposal submittal and shall forward a recommendation to the City Council for its consideration at a regular Council meeting, to be held within 30 calendar days from the date of project submission, if the submission is complete, as determined by the DRB. Development proposals receiving City Council approval may then be submitted to the City for subdivision, site improvement and building permit approval, in accordance with City processing requirements.

At any time, the City Council may vote by resolution to modify the process to limit its involvement to consideration of only those development proposals which have received a recommendation for denial or split vote by the DRB. Or, the City Council may vote by resolution to otherwise delegate full review and approval/denial powers to the DRB.

Since each residential lot within the "Areas of Highest Visual Sensitivity" possess unique characteristics and the owners each have their own individual needs and desires, the DRB has the authority to consider deviations from any of the standards in the Design Guidelines. However, development proposals that do not literally comply with the "absolute design parameters" may be forwarded to the Lone Tree City Council at the discretion of the Director for review at a regular business meeting held within no more than 30 calendar days from the Director's decision to forward the proposal at the discretion of the Director.

It should be understood that any requests to deviate from the Design Guidelines and Standards will be evaluated at the discretion of the DRB and that the recommendation for approval of deviations will be limited to only the most creative design solutions appropriate to the unique conditions. Prior to the DRB recommending such approval, it must be demonstrated that the proposal is consistent with the overall objectives of these Rural Residential Detailed Plan and the Design Guidelines and Standards and that the deviation will not adversely affect adjoining property or Rampart Range as a whole.

Design Review Process

Note: The applicant may submit sketch/final plan materials concurrently

1. Pre-Submittal meeting with Planning Staff to review objectives and standards
2. Preparation of sketch plan submission materials (minimum):
 - Sketch Plan Submittal conveying existing and proposed conceptual conditions
 - Property survey w/2' topography
 - Photos of existing site conditions from mesa and from pre-identified viewpoints below with "storypoles" indicating proposed building height and location (storypoles to remain in place for actual viewing)
 - Proposed site plan with grading @ 1" = 20' minimum
 - Proposed building elevations and floor plans with overall dimensions
 - Site sections showing proposed grading and building in relationship to closest mesa edge condition
 - Conceptual landscape plan
 - Staking of proposed building corners on the lot
3. DRB site visit and applicant presentation
4. Preparation of final submission materials (minimum):
 - Final Plan Submittal providing all information necessary to reflect the Design
 - Final Site Plan @ 1" = 20' minimum
 - Grading and Drainage Plan @ 1" = 20' minimum
 - Footing/Foundation and Roof/Floor Plans @ 1/4" = 1' 0" minimum
 - Elevations @ 1/4" = 1' 0"
 - Building Sections
 - Ground level Perspective Sketch
 - Three-dimensional model
 - Landscape, Exterior Lighting and Irrigation Plans @ 1" = 20' minimum
5. DRB review and notification of recommendation to City Council of approval or denial (within 10 days of DRB meeting)
6. Review and action by City Council at a regular Council meeting, to be held within 30 days from the date of the original submission, if the DRB determines that all necessary materials have been submitted.
7. Construction Period requirements
 - Notification to DRB of intent/schedule for construction
 - Staking of final approved building footprints and building envelope, if there is one (construction fencing at envelope required)
 - Site inspection and pre-construction meeting with DRB representative
 - Periodic construction inspection by DRB representative to verify compliance with approved plans
 - @ completion of site grading
 - @ completion of foundation staking
 - @ completion of mock-up of building exterior wall system materials
 - @ completion of final framing
 - prior to and during landscape installation

Mesa Visual Sensitivity Analysis

Although this analysis is substantially not accurate because it excludes current and future buildings on the north side of Lincoln on adjacent land off the property and the respective Planning Areas, this computer analysis identifies areas where 20' tall structures could be visible with no mitigation (such as landscaped berms or other techniques) from key view points.

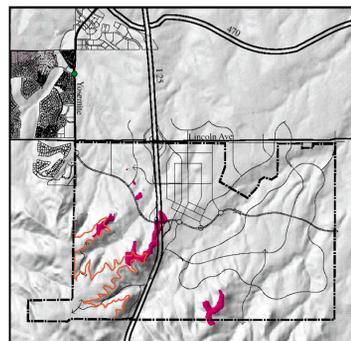
Legend:

■ Areas where 20-foot tall structures can be seen

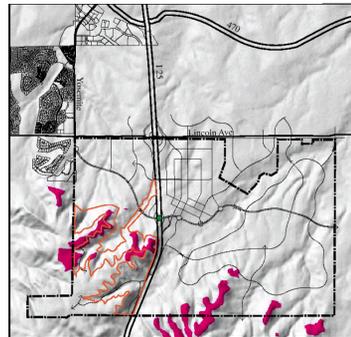
● Viewpoints

~ Limit of 20% slope (top of mesa)

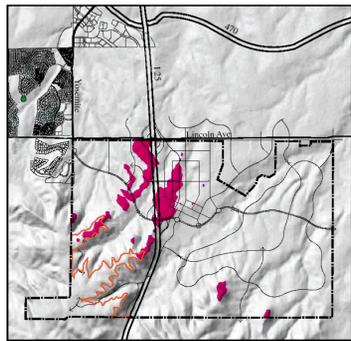
Distant Viewpoints (as identified by the City of Lone Tree)



Yosemite at Lone Tree Parkway

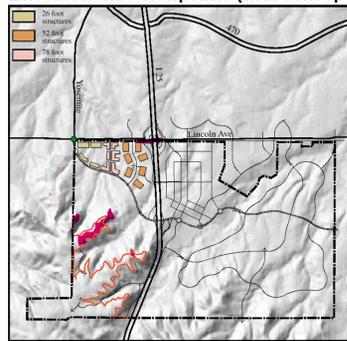


RidgeGate Interchange at I-25

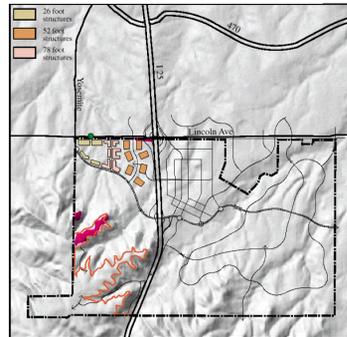


Lone Tree Parkway

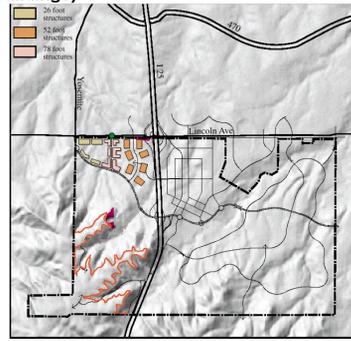
Lincoln Avenue Viewpoints (with conceptual foreground buildings)



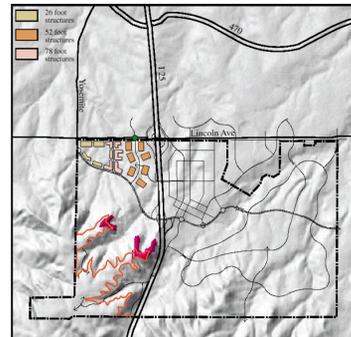
At Yosemite



At entry point #2



At entry point #1



At Park Meadows Drive

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Planned Development District

Existing Conditions from Key Viewpoints (with 20-foot storypoles on mesa top)



From I-25 at the Proposed RidgeGate Interchange



From Park Meadows Drive and Lincoln Avenue



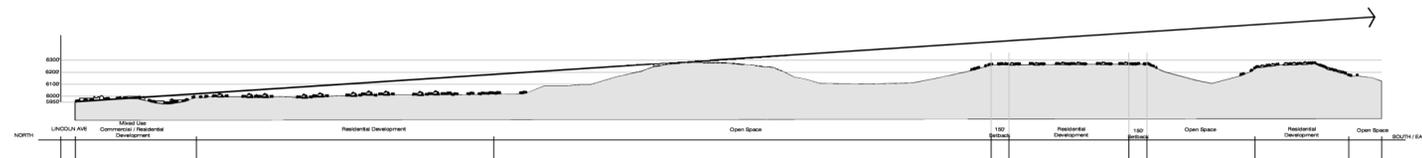
From Yosemite Street and Lone Tree Parkway



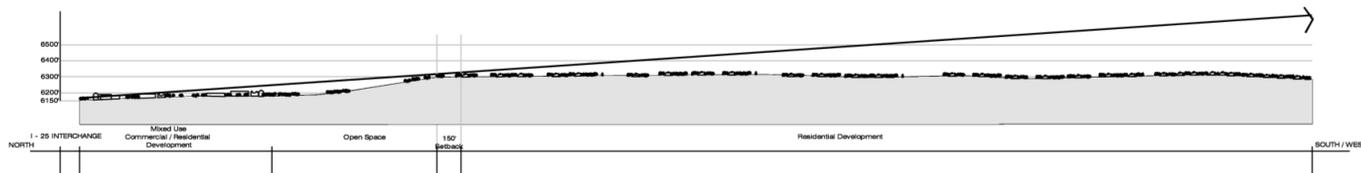
From Lone Tree Parkway



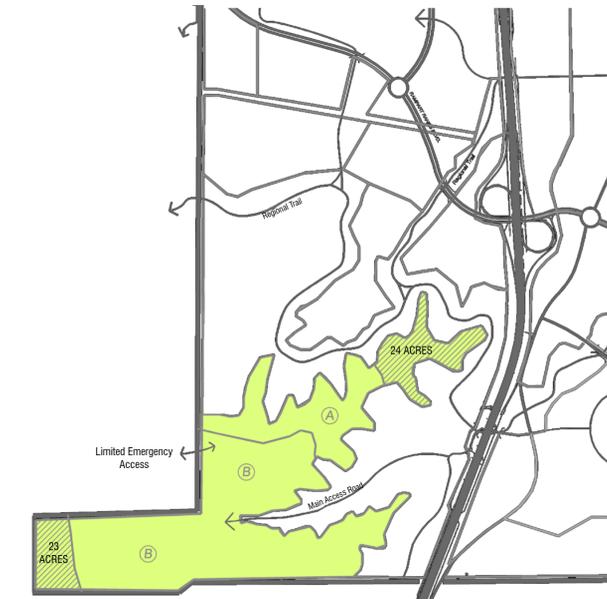
From I-25 and County Line Road



Representative Cross Section from Lincoln Avenue at Yosemite Street from North to South



Representative Cross Section from I-25 at RidgeGate Interchange, from East to Southwest



Limit of Rural Residential Planning Area as Defined by 20% Slopes

Private Open Space Areas (±47 AC)

Area of "Highest Visual Sensitivity" Limited by the Following Criteria

1. All Basic RRPA Criteria
2. 20' Height Limit
3. 150' Minimum Building Setback From Edge of Planning Area, unless Mitigated with Berming

Area of "Lowest Visual Sensitivity" Limited by the Following Criteria

1. All Basic RRPA Criteria

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Planned Development District

Transition Overlay
 Use Restrictions
 - See Land Use Matrix contained in PDD

View Preservation Overlay

- Zone 1
40' Average Height limitation (3 story),
excluding 14' mechanical overruns,
parapets and special roof features.
 - Zone 2
70' Average Height limitation (5 story),
excluding 14' mechanical overruns,
parapets and special roof features.
 - Zone 3
145' Average Height limitation (11
story), excluding 14' mechanical
overruns, parapets and special roof
features.
 - Zone 4
175' Average Height limitation (12
story), excluding 14' mechanical
overruns, parapets and special roof
features, with allowance for up to 10
buildings with 25,000 s.f. maximum
footprint at up to 250' height limit (20
story).
- View Corridors**
 1,2,4: External Views
 2,3,4: Internal Views
 Site Planning Criteria, to be de-
 veloped with Detailed Plans, will
 organize Open Space and surface
 parking along these corridors and
 require adjacent buildings to be
 stepped.

Transit Station legend

- Sky Ridge Station**
 In-line mixed-use/neighborhood station with
 shops, restaurants, and office space with pe-
 destrian connections to the adjacent medical
 center, Commonwealth Street, and medium den-
 sity residential. Station is within walking distance
 to adjacent neighborhood and features a Kiss-
 and-Ride loop with RTD bus connections and a
 RidgeGate loop bus service.
- Lone Tree City Center Station**
 Urban below ground downtown station with high
 density mixed-use commercial, office retail and
 residential. 10-30 story high density mixed-use
 buildings with shared parking and features a curb-
 side bus stop, layered rail/bus connection, RTD
 local bus connections, and RidgeGate loop ser-
 vice.
- RidgeGate Parkway Station**
 End-of-line station with medium density de-
 velopment surrounding the site consisting of
 commercial, office, and retail uses. The station
 features 2,000 surface parking spaces, RTD local
 and regional bus connections, and RidgeGate loop
 service.

Legend

- Planning Areas**
 (See PDD for detailed infor-
 mation and standards)
- Rural Residential
(RR)
 - Residential Mixed Use
(R/M-U)
 - Commercial Mixed Use
(C/M-U)
 - City Center
(C/C)
 - Open Space
(OS)
 - Central Community Park
 - Institutional
 - Pillar Monument

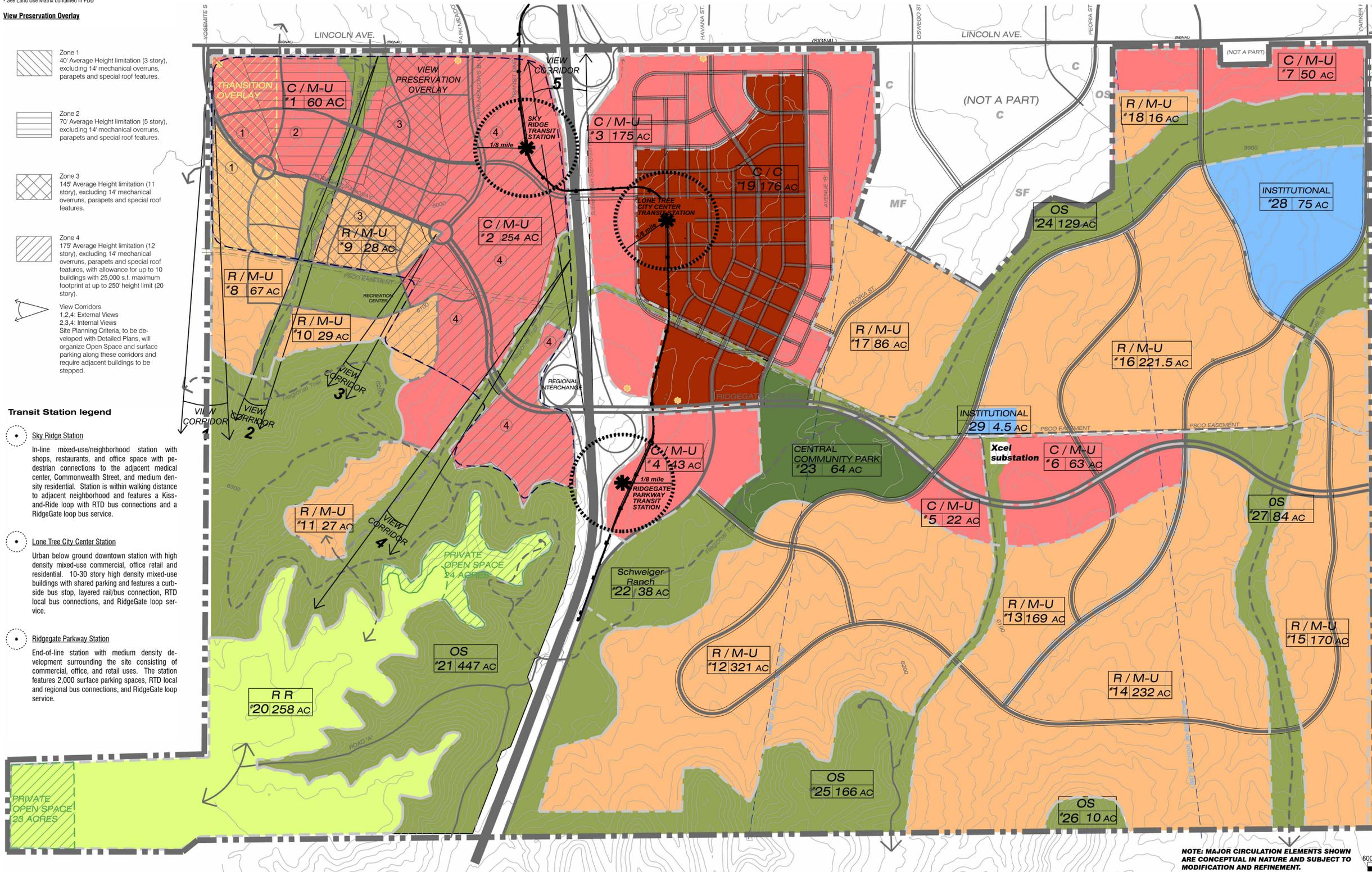
**Note: Topographic
 Interval is 20 feet.**

planning area designation	
parcel #	gross acreage

Middle / High School and Central
 Community Park sites shown are subject
 to mutually agreed upon refinements of
 location and boundaries, but total size
 will not be reduced or increased.

Landscape Architect:
DESIGNWORKSHOP
 1390 Lawrence Street, Suite 200
 Denver, Colorado 80204
 (303) 623-5186

Amended: 19 April 2011



**NOTE: MAJOR CIRCULATION ELEMENTS SHOWN
 ARE CONCEPTUAL IN NATURE AND SUBJECT TO
 MODIFICATION AND REFINEMENT.**

