

To: City of Lone Tree
Community Development
ATTN: Chuck Darnell

From: Project Team

Date: May 10, 2024

Re: **Ambleside School of Colorado (ZR24-0001 & SP24-0003)
Citizen Comments – Applicant Responses**

As part of the subject project's Referral Review process per City of Lone Tree's LUC which includes Public notification to surrounding property owners and registered Home Owner's Associations (HOA), a variety of public comments have been provided to the Applicant by staff as an email submitted to staff, a PDF letter submitted to staff, as well as an online survey that was hosted by the City; with some being duplicated as well. In total, there were the following letters and/or emails received:

- Online Referral Responses as of 5-13-24 (Total of 91 respondents)
- Letter from Dan Coxall dated 05-01-24.
- Letter from David Dean on PD Amendment dated 05-01-24.
- Letter from David Dean on SIP Amendment dated 05-01-24.
- Letter from Bill Clendenning dated 05-02-24.
- 2nd Letter from Bill Clendenning dated 05-02-24.
- Letter from Centennial Ridge HOA dated 05-02-24.
- Letter from Dana & Dawn Jewell dated 05-02-24.
- Letter from Mary Daugaard dated 05-02-24.
- 2nd Letter from Mary Daugaard dated 05-02-24.
- Letter from Mary Kennedy dated 05-03-24.
- Letter from Stephen Mikolajczak dated 05-03-24.
- Letter from Nick Komninos dated 5-3-24.
- Letter from Jeff Tatnall dated 5-5-24.
- Direct emails received from other members of the public, including:
 - Email from Brian Friedman 04-01-24
 - Email from Erica Maciel 04-01-24
 - Email from Rob Tapparro 04-01-24
 - Email from Dick Thomas 04-06-24
 - Email from Don Deckard 04-06-24
 - Email from Bill Clendenning 05-02-24
 - Letter attached to Bill Clendenning's email dated 05-02-24
 - Email from Jamie Lynn Cooke 05-02-24

Given that there were over 100+ citizen comments submitted for this project, with a wide array of issues, concerns and misunderstandings, the Project Team has summarized the key issues and concerns, as well as provided facts applicable to the project below with analysis in *italics*.

Development Proposal & Entitlement Process:

Public Comment key issues and concerns:

- *Private School, exclusive to limited public.*
- *Bylaws are subjective and can change.*



- *Planned Development versus Use by Special Review.*
- *Future Phasing, build-out and Townhomes.*

Although Ambleside Colorado is considered a Private School in land use, it is not an exclusive or elite school by practice or precedent. Ambleside's heritage is one of a neighborhood community school, where local residents send their children because they desire its unique education. Its membership includes families of various backgrounds and diverse economic situations, and any family wanting to register its child(ren) for enrollment is able to do so by meeting with the school staff to discuss available openings and engaging in the application process.

Per its Mission Statement and Bylaws, Ambleside School of Colorado views the ideal classroom size as 16 students, and is limited to one class per grade level. This ultimately limits the total number of students enrolled in the K-12 school. While a nonprofit's bylaws are able to be amended from time to time by its board, Ambleside Colorado is additionally required to maintain its small size through its contract with its parent organization, Ambleside Schools International. In essence, having a limited school size to facilitate individual attention on students and families, where every child is known, is one of Ambleside's core values and perpetual commitments.

The Planned Development (PD) and Site Improvement Plan (SIP) Application were submitted to and accepted by the City of Lone Tree pursuant to Sections 16-15-140 and 16-27-40, respectively. Pursuant to Section 16-15-90, the Director of Community Development determines if the development proposal warrants an Administrative Amendment, Major Amendment or a rezoning based on the criteria established in Section 16, PD Planned Development. Upon review of the submittal documents made for at the time of Preapplication Review with City staff, it was determined that the applicable application type should be a Major Amendment to a Planned Development per Section 16-15-130 as identified in Staff's meeting notes dated October 14, 2023. Consequently, the specific request is to amend the existing Centennial Ridge Planned Development to update the Planning Area A to allow for Public and Private Schools under Section B of the PD document. Currently, Planning Area A allows for a variety of recreational, institutional and a multi-family land use component with a maximum allowance of 211 dwelling units. The remainder of the Planning Areas within the PD zoning document, B and C, allow for Public and Private Schools as a Use by Special Review. A Major Amendment to a PD zoning document, which requires a rezoning process per Section 16-15-160, and a Use by Special Review per Section 16-21-90 both follow the procedures identified in Section 16-15-50 under the Planned Development District and generally have the same Approval Criteria as well.

As part of the Major Amendment to Planned Development application, city staff requested that the high-level Conceptual Master Plan presented at the Preapplication Meeting phase be made as supplemental to the application for reference only, and not evaluated by staff per any CoLT LUC sections. The Conceptual Master Plan was created by the design consultant for Ambleside to understand their vision of a campus environment with future phasing being the goal as funding sources become available. In addition, it was used for discussion purposes with city staff to understand the entitlement requirements for the potential future phasing; of which would be additional Major Amendment(s) to the Site Improvement Plan (SIP) as all proposed land uses in the Conceptual Master Plan, except the proposed school use, are currently Permitted by Right under Planning Area A.

Traffic Impact Study (TIS):

Public comment key issues and concerns:

- *Questions regarding how the TIS was conducted.*
- *Misunderstanding on how traffic counts and time of year/day are captured for analysis.*
- *Average Daily Trip (AM/PM peaks) concerns.*
- *Existing usage of unsignalized intersection on Lone Tree Parkway.*
- *Misunderstanding on impacts to current Level of Service (LOS).*
- *Concerns with the timing of Pick-up and Drop-off windows.*

- *On-site queuing impacts and potential spill over to public ROW.*
- *Area historical increases in traffic.*

A significant number of comments were related to assumptions and methodologies presented in the Traffic Impact Study (TIS). The main purpose of the TIS is to determine if infrastructure improvements would be necessary to support a proposed project. Improvements may be turning lanes or changing operations of intersections (i.e. adding a signal) as examples. In order to determine this, a comparative analysis is performed utilizing established best practices, of the local network with and without the proposed development. Typically, the analysis is conducted during the two worst peak hours of the local network so that the design can accommodate the worst case scenario. This area experiences two individual peaks of traffic between the times of 7:15 AM – 8:15 AM and a second peak between 4:30 PM – 5:30 PM. The study analyzes what the school would add to these peak hours so that a worst case scenario can be studied and designed for. For instance, the school's PM peak does not coincide with the network peak. Meaning, when school is dismissed at 3:30 PM traffic is less intense on the neighboring streets and an analysis at this time would show better results than the actual PM peak. The results of a 3:30 PM analysis would show a less intense impact than the 4:30 PM analysis that was provided.

Due to the necessity of completing any TIS in a timely manner, the criteria for a TIS data collection is during a Tuesday, Wednesday, or Thursday when area schools are not on break. The data collection satisfies these requirements and provides a baseline for the comparative analysis. This is national best practice for TIS analyses as it allows for studies to be completed in a timely manner.

School traffic is assigned to the network consistent with a generalized distribution based on student population. The generalization is made because student populations change from year to year. Due to the proximity of the school to a signal intersection it is anticipated that the majority of school traffic would utilize the signal operations as it is a more favorable means to get back onto the local network.

A small number of townhomes were shown on the Conceptual Master Plan explained above. The townhomes presented on the plan are intended as an affordable housing option for future staff use. From a traffic perspective, this would reduce the amount of traffic generated by the site as the habitants would be working on the premises. A certain number of staff would essentially live on site and not have to drive to/from work each day. If the townhomes are not provided, those staff members will likely drive to school each day, adding vehicular traffic to the network. With or without the proposed townhomes, the impact to existing and proposed traffic from the townhomes would be minor.

Additionally, the site is currently zoned as a Permitted Use by Right for Multi-family dwelling units (DU) with a maximum DU of 211 multifamily units. A comparison of trip generation suggests that a development of this type would generate 3 times the amount of daily traffic to the site. This traffic would be distributed consistently throughout the day and would have peaks consistent with the existing network discussed above. The proposed use of a school has two small peak times with a PM peak that happens before the peak of the network and is a third of the trips over the course of day. The proposed use of a school, from a traffic generation standpoint, will have less impact to the existing streets than what could be built by-right on the property. Another important note related to the peak nature of a school use is that signal timing adjustments are not often made related to school impacts as the impact of the school typically only lasts about 30 minutes.

Trip generation estimates in the traffic study were questioned in a number of ways. As detailed in the operations plan, which is described, the number of students attending does not equal the number of vehicles that visit the site. Ambleside has provided data of current and future enrollment that suggests the majority of families have more than one student attending. Many families have 3 or 4 students that attend. This higher level of auto occupancy, multiple people in a vehicle, is accounted for in this and all TIS that look at school uses. By example, Ambleside currently processes approximately 46 vehicles during the morning drop-off timeframe, which accounts for approximately 167 students.

The main goal of the TIS is to understand what infrastructure improvements would be necessary to accommodate the proposed project. Improvements can be things like additional or longer turn lanes, intersection signalization, or movement restrictions, to name a few. The study concluded that no additional improvements would be warranted to accommodate the proposed project.

The onsite operations of a school are not typically considered in a TIS and are usually part of planning efforts. An operations plan has been provided by the school and provided within the TIS to give additional confidence that drop off and pick up operations will not impact public ROW. Per the operations plan and the calculations provided there is not anticipated to be any back up into the public ROW. The school has also agreed to and is interested in having ongoing conversations with the City to modify the plan if opportunities to improve operations are identified.

Mixed comments were provided on increases to traffic on Lone Tree Parkway. Average Daily Trip (ADT) data was pulled for Lone Tree Parkway at a count station nearby that suggests that ADTs along Lone Tree Parkway have remained around 30,000 going back to 2007. There was a peak to 33,600 in 2017 and a dip during the Covid pandemic, but ADTs have since returned to approximately 30,000. This data is available on CDOT's MS2 data app.

Summary:

Ambleside School of Colorado, through its parent organization, Ambleside Schools International, provides a unique and diversified educational program that is open to all families and financial backgrounds. Through their Charter Mission Statement and Bylaws governing documents, limitations are placed on the classroom size, which ultimately creates a maximum enrollment for the K-12 school that helps foster their core values of placing individual attention on students and families.

The PD Amendment and SIP Amendment applications, with supplemental TIS submitted for staff's review and evaluation, have demonstrated full compliance with the City of Lone Tree's applicable MUC sections. In addition, the Project Team has provided additional information to staff regarding the proposed school use to better understand the unique characteristics of how the school operates and its often-misunderstood impacts and implications to surrounding neighborhoods and street networks. The TIS was prepared by licensed professionals in traffic operations per industry best practices and standards; the findings and results of the study indicate that no additional improvements would be required to the existing network to accommodate the proposed use.

Throughout their existence as an affiliated school operating in Colorado, Ambleside School has been an integral asset to its surrounding neighborhoods by having a commitment to partnering with the residents and city officials to ensure that its operations do not negatively impact the character of the community. To that end, Ambleside desires to continue this positive partnership with its new community and city officials to preserve the character of the neighborhood and make a positive contribution to the area.

The citizen comments provided to City staff as part of the Referral Phase have been carefully read and considered by the entire Project Team, giving us a better understanding of their perception on key issues and concerns regarding the proposed school use and related operations. We understand the sensitive nature of a change in land use and the related impacts and the implications to surrounding neighborhoods; however, we believe that this change in land use will be a better alternative to benefit the surrounding community given the currently allowed land uses in the PD zoning document.

Date Received	Your Name	Organization	Repr Email Address	Address	Comments	Applicant Responses
03/30/24 9:05 AM	Katharine Aarnio		kaarnio@comcast.net	7668 Lebrun Court	<p>1. Traffic study needs to be more than 1 day and around the time of the school schedules. As earlier as 6am, mid day around lunch time and then again starting at 2pm. We have 4 high schools in close proximity. Rock Canyon, Highlands Ranch, Valor and Skyview.</p> <p>2. Future planning shows 4 townhomes that will on LT Pkwy across from Marin Ct... what is the projected date of built, what are the lot and home sizes....believe we need more details on these future plans</p> <p>3. Traffic Volumes Weekday AM and PM peak hour traffic volumes counts were conducted on Tuesday, December 12, 2023 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM at the study intersections by IDAX Data Solutions.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
#####	Rick Solomon		Dirtbag918@aol.com	9568 La Quinta Drive	<p>No objections to the change of use, as long as existing site access remains unchanged. Strongly recommend that the City: advance consideration of a safer grade separated pedestrian under or overpass of Lincoln aligned with the Wildcat Ridge regional trail (flanking the west edge of this property) and if a school safety zone is to be created, ensure through-traffic on Lincoln is prioritized. When a traffic study is prepared, would appreciate a review of it, engaging CDOT's safe routes to school principles.</p>	<p>Thank you for your comment and support.</p>
04/01/24 8:42 PM	Brian Friedman		Brianjaysfriedman@yahoo.com	10044 Armadillo Drive, Lone Tree, CO	<p>1 - Will the school be providing sufficient parking ONSITE for both Teachers and students of driving age? Will the City of Lone Tree mandate onsite parking only vs teacher and students parking in the neighborhood.</p> <p>2 - Why is the school requesting Teacher Townhomes (aka Multi-family) in a neighborhood without any multi family units? Centennial Ridge and Carriage Club are exclusively single family homes. Townhomes are entirely out of place in the neighborhood and will look out of place. The city should not approve this future request.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
04/04/24 8:30 AM	Scott Stene	South Metro Fire Rescue	scott.stene@southmetro.org	9195 E. Mineral	Attached	<p>Responses to letters submitted via the Online Survey have been provided under separate cover.</p>
04/05/24 4:37 PM	Kamyar Mohager		Kamyar.mohager@gmail.com	10380 Carriage Club Drive Lone Tree CO 80124	I believe a private school operating on the site listed in this planned development would cause a significant increase in traffic on Lone Tree Parkway and cause disruption to existing residents	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
04/05/24 4:43 PM	Ana Engel		ana_engel@comcast.net	10023 Astoria Ct	<p>I am concerned with the traffic impact of changing the church to a school.</p> <p>The intersection where the church is located is the main access to Lincoln to and from Carriage Club, as it has a traffic light. The other access (also to Lincoln) is only practical for turning right (going east). It's almost impossible to turn left since it has no traffic light. So creating traffic congestion at school drop off and pick up times would negatively impact Carriage Club.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
04/05/24 4:59 PM	Curt Winn		curtwinn@gmail.com	7475 Pirlot Place	<p>Hello,</p> <p>I have no problem with a school going in. My concern is with traffic. The school is on a corner and I don't want to see the drop off/pickup line extending around the corner on to Lincoln. Also, since the only way to safely leave Carriage Club to eastbound Lincoln is the light at the intersection where the school will be, anything that can be done so that the intersection doesn't get clogged up would be helpful. Thank you</p>	<p>Thank you for your comment and support.</p>
04/05/24 5:16 PM	Rob Knapp		Knapprentals@yahoo.com	7756 Lebrun Ct. lone tree CO 80124	<p>As a 20 year owner in Carriage Club I have always dealt with traffic from the church. The very idea of twice daily traffic to and from a school on Lone Tree parkway would cause a huge amount of traffic. This would definitely make Carriage Club homes loose value. This can not happen. I would be forced to move.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>

04/05/24 6:10 PM	Vamsee Amara	vamseea@yahoo.com	10139 Longview Dr, Lone Tree, CO 80124	I have a several concerns as a resident of Carriage Club community. It will add significant traffic making it difficult to get out of community and the difficulty on the entire infrastructure (neighborhood park, etc.) will be tremendously negative.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/05/24 6:13 PM	Karen Tiemeier	Ktiemeier@msn.com	10397 Weeden Pl, Lone Tree 80124	This isn't a good location for a school, even a small one. Lone Tree parkway is the only access our neighborhood has to access Lincoln and the light at Lone Tree Parkway is the most efficient way to access west bound Lincoln. We have no other way to go and with the increase in traffic every day for people to pick up and drop off their kids it would backup onto Lincoln. They have the same problem with the Montessori school on University and it's a nightmare traffic situation. Please don't approve this	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/05/24 6:30 PM	S shunk	Sshunk08@comcast.net	7656 Lebrun court	Concerns about traffic. Particularly at light to Lincoln. It's a quick light and there will be traffic back ups. Also concerns about students being allowed to leave during lunch hours and perhaps increased issues with break ins and or mischief. There may need to be another light installed at the other exit of lone tree parkway?	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/05/24 6:44 PM	Kathy Hassoldt	khas50@msn.com	7508 LeBrun CT	Great idea!	Thank you for your comment and support.
04/05/24 7:02 PM	Wayne Williams	Lone Tree homeowner goodtogo007@aol.com	9938 Bronti Circle	We live right down the street past the park, right off Lone Tree Parkway. We are concerned about the increased traffic flow in our neighborhood already. It is impossible to get onto Lincoln Avenue at Cornerstone (very few cars can turn from Cornerstone onto Lone Tree Parkway to get to the light at Lincoln), and most likely would make a hefty stream of traffic move through our streets in Carriage Club to get to Lincoln going east. It will create a traffic nightmare morning and afternoon, in an already robust traffic area.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/05/24 7:37 PM	Gary S Cochrane	gsczr1@gmail.com	7855, Arundel LaneArunde	There is only two ways out of Carriage Club. Both on Carriage Club Drive. The West entrance has a traffic light by the planned development and the East entrance only has a stop sign. It is almost impossible to make a left on Lincoln from the East entrance. I would strongly recommend putting a traffic light there. By the way, I bet none of the people who want to move forward on this project live here in Carriage Club. Just saying.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/05/24 9:15 PM	Kathy Ritter	Renritter87@gmail.com	9935 BRONTI CIR	I am against this amendment and would certainly vote against it.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/06/24 5:24 AM	Adam Hillard	Carriage Club HOA Yellowdog337@hotmail.com	7806 Aravon Court	I would like to present a mixed reaction to the proposed change to the Cornerstone Church property. I strongly support the repurposing of the property to convert it to the Ambleside School project. Our community is in such desperate need of quality education opportunities for our children, as the Douglas County Schools have so miserably failed us. In addition, I would strike the plan to include townhomes on the property, or anywhere else in Lone Tree. We have TOO MANY apartments, condos, and townhomes as it is. Lone Tree should focus on decongestion, not adding more congestion. The area suggested for townhomes should be preserved for future school expansion.	Thank you for your comment and support.

04/06/24 6:25 AM	Troy Deering	tdeering002@gmail.com	8008 Witney Place	OPPOSED. Very much opposed to this change. A school of that size will cause significant traffic congestion for the surrounding community attempting to exit the neighborhood via the only traffic light available. The only access west on Lincoln is the stop light which will become unusable and backed up consistently at morning and afternoon school traffic times. This is a significant negative impact versus the current/prior usage, which only occurred one day per week - and not during workweek traffic hours for all other residents.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/06/24 8:58 AM	Donald Deckard	Resident of Carriage Clu dondeckard@outlook.com	7940 Witney PlaceLone Tree, CO 80124	A private school will attract a student population that needs to be dropped off and picked up causing a traffic mess twice a day on Lone Tree Parkway (our only exit from our neighborhood). It is already congested in the morning without this change. I completely oppose this change!	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/06/24 1:37 PM	Margaret Hutchinson	Peggyhutch@gmail.com	7549 Bantry Court	We do not need any high density housing in that area with the traffic already bad!	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/06/24 2:57 PM	Angela Barela	Ambarela@comcast.net	10220 Dunsford Drive, Lone Tree	As long as school starts AFTER 8am, I do not have an issue. Traffic light is already slow to get on Lincoln. They should not be allowed to interfere or stop regular traffic to accommodate their flow.	Thank you for your comment and support.
04/06/24 7:39 PM	Corinna Robert	corinnamke@aol.com	7518 Lebrun Court, Lone Tree, CO	If the school will pay for a stop light at the other end of Lone Tree Pkwy and Lincoln- so one on the west end and one on the east end of the same street so we can get out of the neighborhood safely then that's the only way I approve.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/07/24 2:59 AM	Diana McFail	Diana.mcfail@yahoo.com	10510 Lieter place, lone tree 80124	Though I greatly appreciate the intent of this proposed change, as a resident of Carriage Club, I cannot support this proposed change of use for the church. Adding a school of 200 children at this corner would make a traffic nightmare for residents whose only entrances into our neighborhood is along Lone Tree Parkway. That intersection by the church cannot support the volume of cars during pickup and drop off times and the line of cars waiting for turn lights would be ridiculous. If cars proceed to the east entrance of Lone Tree Parkway after drop off/pickup, the line to turn at the stop sign would be incredibly long, especially during busy times on Lincoln, and that's assuming that all cars are turning right. If a car is turning left, it would cause an even bigger backup. Likewise, the turn lanes on Lincoln to turn onto Lone Tree Parkway would be very long as well. I implore you to please deny the request. Thank you for your consideration.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
#####	Cynthia Miller	Carriage club neighborhc georgiapeachy90@gmail.com	7988 Witney PL	A school at this location is going to create traffic that may impede the flow of residents who use this entrance to the subdivision. I do not see how drop off and pick up of 200 students can not create a clog at a widely used intersection which could potentially back up on Lincoln and cause accidents or cause issues with residents trying to leave the neighborhood . Terrible idea for a school at this location. I also think building 4 townhomes on the property is ludicrous. What is the purpose of 4? Makes no sense. Our community is homes. I am opposed to both proposals.....	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.

04/07/24 3:10 PM	Bruce Swedal	bruceswed@gmail.com	9981 Bronti Circle, Lone Tree 80124	I live in the carriage club community. There are only two entrance/exits into this area. Both enter into Lincoln and only one has a traffic light. With all the development in lone tree over the past several years the traffic along Lincoln has increased to the point that it is extremely difficult getting into and out of our community already. Adding a private school to the only inlet/outlet to the community will dramatically increase traffic during times where traffic is already at its peak. We already need to wait at that light 3to 5 minutes to get through that intersection. Adding more traffic to get 200 students dropped off and picked up from a private school will cause too much hardship to our community. There are other, far better options for kids education.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/07/24 3:38 PM	Stacy kinder	Stacykinder@comcast.net	10160 Longview dr	Regarding changing cornerstone Church into a school- we are definitely against that. It is hard enough to get out of our neighborhood as it is let alone having the added traffic of even a small school. that is not what is originally zoned for and that's not what we signed up for.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/07/24 5:36 PM	Michael Ng	medsmkn@hotmail.com	10468 Carriage Club DrLone Tree, CO 80124	As a resident of Carriage Club, I am concerned that the proposed change in use from a church to a school will increase traffic congestion during the hours that residents will need to enter/exit the neighborhood at this intersection. This is an intersection with a traffic signal that allows safe turns onto west bound Lincoln. I was also not able to find the traffic study results.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/07/24 6:36 PM	Dow Phumiruk	tphumiruk@hotmail.com	10468 Carriage Club Drive, Lone Tree, CO 80124	I believe a school at this corner will cause significant congestion at the intersection of Lone Tree Parkway and Lincoln. It's the only way out of the neighborhood with a stoplight, and I don't support increasing traffic through this corner. Thank you. Dow Phumiruk	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/07/24 6:36 PM	Michael Ng ##### Cynthia Close	medsmkn@hotmail.com werecose2you@aol.com	10468 Carriage Club DrLone Tree, CO 80124 10049 Longview Dr.	Please disregard my comment about not finding the traffic study - I did find them. I am very concerned about the amount of traffic this project would bring to our neighborhood. I am opposed to allowing a school to be created in this space. We do not have sufficient ingress and egress to allow for the associated traffic. We residents only have one road to our home--Lone Tree Parkway, specifically the single loop south of Lincoln. This is the same road used to access the church parking lot. There is no other access to the church. All students will be driven to school and even with carpooling, there would be at least 150 cars flooding our only ingress and egress at the same time, twice daily. This will prevent us, the residents, from being able to enter or exit our neighborhood without a huge traffic jam. Please do not approve this request for a school. Thank you!	Ok The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
#####	Roberta Hillard	ralaraway@gmail.com	7806 Aravon Ct	I am not in favor of either of the two parts of this proposed project in this proposed location. First, regarding the townhomes: the immediate surrounding area is all single-family homes, and with most of the recent growth in Lone Tree being multi-family units, it is imperative for Lone Tree to preserve the remaining areas dedicated to single-family homes. Also, allowing townhomes at the entrance to our neighborhood has the potential to negatively affect our property values since it is introducing the multi-family units into an area dedicated to single-family homes, so such a drastic change should not be allowed without a 10-15 year grace period to allow current residents to research and find acceptable alternatives, and sell their current homes before any negative impact. Regarding the school, while I fully support the idea of a private school, this location is not suitable for it due to the enormous congestion it will bring to the neighborhood's only stoplight-equipped exit/entrance twice a day for 9-10 months of the year. The current homeowners and residents of Centennial Ridge and Carriage Club chose to purchase a home and/or live in a home that is not adjacent to a school to avoid the constant congestion a neighborhood school brings. Pre-planned neighborhood schools tend to have much larger parking lots and better ingress/egress than this parcel provides. And with the proposed school being private rather than even a neighborhood school, there is a decreased likelihood of significant attendance by neighborhood families, meaning up to 200+ parents will be dropping off their kids every weekday morning and picking them up every afternoon! That's an additional ~400 visits to our neighborhood every school day! And finally, given the limited parking area and the proximity of this parcel to Lincoln, the twice-daily congestion is likely to spill over onto Lincoln, the busiest thoroughfare through Lone Tree! Besides being a hassle for the commuters trying to get east or west, such congestions brings a huge safety risk with it, as drivers going 45mph may not be prepared to stop on short notice. An additional safety risk is imposed by the parcel being on a slight hill, causing limited line of sight for drivers as well as bright sun right in the line of vision each morning.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
#####	Mark Rankin	Douglas County Assessc mrankin@douglas.co.us	301 WilcoxCastle Rock, CO 80104	None	
#####	Mark Rankin	Douglas County Assessc mrankin@douglas.co.us	301 WilcoxCastle Rock, CO 80104	None	

04/10/24 1:29 PM	Rick Morris	runningplanet@gmail.com	10010 LONGVIEW DR, LONE TREE, CO 80124	I am very much against this development. The intersection at Lincoln Ave. is a primary ingress/egress into the neighborhood. The additional traffic will cause a dangerous and disruptive situation.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/11/24 9:08 PM	Trish Morris	Happy Inspirations trishmorris25@gmail.com	10010 Longview Drive, Lone Tree, CO, 80124	U I feel that turning the church into a public private school is wrong for the area. The traffic has more than doubled on Lincoln Ave. causing backups and accidents at Lone Tree Parkway. It is the only light that Carriage Club residents have to be able to turn left on to Lincoln Ave. from the subdivision. This is a bad idea and I am firmly against it.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
#####	Shelby King-Grubert	shelbyking@gmail.com	10326 Erin Place	I am concerned that a new school brings a huge amount of traffic (pick-up/drop-off) - as experienced by the school we attend and battle through traffic everyday.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/12/24 5:07 PM	Paula Ramey	prheritage@aol.com	8050 Witney Place, Lone Tree, Colorado 80124	I'm extremely concerned because of the additional traffic that a proposed school located at Cornerstone Church will cause in the Carriage Club neighborhood. It is proposed that there will be around 200 students (plus teachers, support staff and parent volunteers). The traffic would be impacted 5 days a week mornings and afternoons plus evenings during school programs. In addition if there are school sports, other school teams would play there too.... More traffic. The one light by the proposed school is already slow and traffic is often backed up. The other Carriage Club entrance/exit does not have a light. Currently when vehicles try to turn left out of that exit, it creates an extremely dangerous traffic situation. Drivers wanting to turn right cannot see past the left turning vehicle. Additional school traffic will just make the safety of this intersection even worse. Has there been any consideration to creating a 3rd entrance/exit from the neighborhood? (Maybe on the other side of the neighborhood by McAuthur Ranch?)	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/15/24 3:05 PM	Darrel Palmer	bigdp2010@gmail.com	9918 Bronti Circle, Lone Tree, CO 80124	As a 22 year resident of Carriage Club, I have watched traffic on Lincoln continually increase to the overcrowded street it is today. Adding a school adjacent to Lincoln is only going to make traffic worse twice a day. The danger is real. Look at any school in the metro that is adjacent to a major street and you see huge traffic problems in the morning and afternoon. Those schools that are set back have huge traffic as well but it does not impede the major roadways. The distance from the driveway to Lincoln will not hold many cars while waiting for a light change. This will push traffic into the neighborhood on Lone Tree Parkway as they try to exit the other end on Lincoln without a light. We don't need another light, and we don't need more traffic in the neighborhood. If you insist on approving this change, please prevent the other end of Lone Tree Parkway from being able to turn left without a light. You will need to put in a concrete barrier, not just signage. This should happen with or without the school. I am also against allowing Townhomes on the property. This is being done under the guise of faculty housing. Given the unobstructed mountain view these townhomes would have, I suspect this would become more administrator housing. The townhomes should not be approved. Please see through their plan on this. Those are million dollar views and should not be developed. It's either a school, or it's multi-family housing. In closing, Lone Tree Parkway is in need of maintenance. Adding more traffic does not fix roads or lessen the impact to the neighborhood. Thank you.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
#####	Erik Vik	Southgate Water and Sa reviews@southgatedistricts.org	3722 E Orchard Rd, Centennial, CO 80121	Attached	Responses to letters submitted via the Online Survey have been provided under separate cover.
#####	Erik Vik	Southgate Water & Sanit reviews@southgatedistricts.org	3722 E Orchard Rd, Centennial, CO 80121	Attached	Responses to letters submitted via the Online Survey have been provided under separate cover.
04/17/24 9:13 AM	Lara and Mike Barker	Self mike.lara.barker1@gmail.com	7659 Lebrun Court, Lone Tree, CO 80124	We think a multi day study should be done for this proposed school. And not in December when schools are in finals and people are not likely to be going into work everyday due to various holiday commitments, and weather that occurs during this time of year. The times for this study, done again, should be between expanded between 6am - 9am, adding lunchtime, and from 2pm - 6pm. We have families in the neighborhood that go to potentially four different high schools in close proximity to the Carriage Club neighborhood. This proposed school would cause potential issues exiting the neighborhood at the corner of Lincoln and Lone Tree Parkway (turning left), when this is already an appalling set of traffic lights when turning left in the direction of Wholefoods Highlands Ranch.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.

#####	Charlene Smith	self	charlene5798@aol.com	10150 Longview DrLone Tree 80124	I am opposed to the proposed change. Entry and exit of the neighborhood is difficult as it is. The addition of school traffic will make access and exit a nightmare.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/17/24 2:45 PM	Joe Ott	SSPRD	Jott@ssprd.org	4810 E County Line Rd	Attached	Responses to letters submitted via the Online Survey have been provided under separate cover.
04/17/24 3:19 PM	John Brehmer	Self	Johnbrehmer@hotmail.com	7538 Lebrun Ct	I am opposed to the change due to the safety concerns of additional traffic on an already overly used problem intersection. A school drop off on that portion of the street would be a disaster and poses a safety hazard to the neighborhood residents as well as the parents and children getting dropped off. I am very concerned that this request is starting with 208 Students + support staff and faculty and will be increased in the future. There is no way that this group will plan on staying at such a small enrollment. I believe they are just trying to get a foothold by claiming such a small enrollment and will quickly ramp up to many more kids. This neighborhood is already difficult to exit in the morning and this change will only make it worse.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
#####	Elin Robinson		Elin.m.robinson@gmail.com	7622 Bantry Ct.	At first, I was happy to learn about the proposed development of the former Cornerstone Church into Ambleside School. The building is a perfect size and location for the school and allows for growth of opportunities at the school. However, my biggest concern for turning the former church into a school is the traffic flow at the intersection of Lincoln and Lone Tree Parkway. Because of a lack of funding in the DCSD transportation department, many parents are driving their students to school every day. In addition, the district has instituted a policy where, on a rolling basis, there is no bussing for students one week out of each month. This has increased the daily traffic at this intersection. Where, at one time it was mainly students who drove themselves, now, it is those students plus all the families who must drive their students because of a lack of reliable school transportation. The Project Narrative states that it is anticipated that the proposed school will have less vehicular trips and traffic-related impacts to the surrounding neighborhood. My question is: less than what? Are we to believe that a school that meets Monday through Friday with drop off and pick up times that coincide with other schools in the area is actually going to have less of an impact on the neighborhood than a church with a congregation that meets only on Sundays? I feel that particular piece of the narrative is wildly exaggerated. Before any agreement is reached, I highly recommend an in-depth traffic study be done with particular notice given to traffic flow onto Lone Tree Parkway from the Lincoln/University direction as well as egress from the church onto LT Parkway to the traffic light. In addition, with a stream of cars entering the area at particular times of the day, I believe it might also be appropriate to have an air quality study done to measure the additional impact of CO2 exhaust on the surrounding homes. I think the addition of Ambleside school could be a benefit to our neighborhood, but I do believe there are some significant issues that need to be addressed before this project should commence.	Thank you for your comment and support.
04/22/24 7:33 AM	George Heinert		george.heinert@gmail.com	10087 Andrush CtLone Tree CO 80124	A school at this location will cause traffic congestion. The intersection of Lone Tree Parkway and Lincoln Ave is already a very busy intersection. Also, the property is not zoned for residential use. Four townhomes should not be allowed.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/25/24 8:22 PM	Steve Gomez		srgg80124@yahoo.com	9914 bronti cr	It is hard enough getting out at the light adding schools students pick up an d dropping kids off will not work...totally opposed to it being a school...It's a church...not a school....	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.

04/26/24 4:45 AM	Fred Guerin	Personal	fredguerin@gmail.com	10045 Teton Ct	My biggest concern with this proposal is the already "speedway" type traffic along the section of Lone Tree Pkwy south of Lincoln Ave. A high percentage of drivers are driving 35-50 mph on this 25mph speed limit section, right past Centennial Ridge Park. Adding school traffic is only going to exacerbate the problem. Speed bumps might help, or maybe some attention from LTPD.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/26/24 5:20 AM	Adrian & Steve Tidball		steve_adrian@q.com	7740 Barkway Ct Lone Tree, CO 80124	We are against the school development due to increased car traffic.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
#####	Rebecca and Andrew Cardegna		family@cardegna.com	10390 Weeden Place Lone Tree CO	We are concerned about the increased traffic and congestion at an already busy intersection. The intersection serves as the best way in and out of several neighborhoods off of Lincoln. The introduction of a school with over 200 students would create chaos and frustration for people who use and rely on that intersection throughout the day.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
#####	David Baker		DavenDenver94@gmail.com	10368 Dunsford Drive Lone Tree, CO 80124	I am concerned with the increased traffic each day on the intersection and traffic flow on Lincoln. This intersection is only 1 of 2 available for the residents of Carriage Club to exit onto Lincoln. This intersection currently does have a traffic light whereas the other does not. With the increase traffic flows the ability to access Lincoln will be made more difficult.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/29/24 1:52 PM	Martha and Roger Sipp	Homeowners in Carriage	azuwrite@comcast.net	10524 Dacre Place	Attached	Responses to letters submitted via the Online Survey have been provided under separate cover.
04/29/24 4:29 PM	Frank Kinder		frankkinder@comcast.net	10160 Longview Drive	208 students arriving and assume some siblings, some carpool and possibly a few walking...so assuming about 150 vehicles needing to go through a drop off process in about 20 minutes. The intersection at morning drop off with limited storage will be back up and I predict grid lock situation. I looked over the traffic study and I can't see how that intersection with minimal storage won't be in a failure situation in the morning and afternoon drop off. I'm against the rezoning for that plot of land. If you could limit the students to 120 and have a staggered start for the various grades, just might work???	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
04/29/24 8:36 PM	John		johnhcg1@gmail.com	10591 Lieter place, Lone Tree Colorado	I am concerned about the extra traffic this will bring on Lone Tree Parkway and Respectfully into Carriage Club. The east entrance into Carriage Club community on Lone Tree Parkway is already so difficult to get in or out without a Traffic signal. If there is going to potentially be a school with up to 200 children that could potentially mean 200+ cars trying to come in and out of Lone Tree Parkway, Monday through Friday. We do not need this extra congestion without some type of mediation or remedy to reduce the already overwhelming congestion. They should consider putting their own entrance to the west of the church for their Proposed school. I would be in favor for the school if they're tax dollars are going to help reduce my property taxes, but they need to find a way to eliminate the traffic which intern could add to the automobile pollution from all of the Excess vehicles that will be coming and going at all times of the day.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.

04/30/24 5:41 PM	Sean Mentzer		seanmentzer@yahoo.com	9992 Tiburon Ct. Lone Tree, CO 80124	<p>Hello, I am a resident of the Centennial Ridge neighborhood where this current church property is petitioning for a change of use to allow a school to take over the property. I am very concerned about the potential traffic that a school with hundreds of students would introduce. I know a traffic study was submitted, but that seems out of touch with the actual existing traffic much less additional traffic that would be added. The biggest concerns in my mind are the fact that the parking lot is so close to Lincoln, I could very easily see that traffic will back up onto Lincoln itself when all the students are being dropped off in the morning, which would cause backups along at least eastbound Lincoln if not also westbound in the morning when people are trying to commute to work. Additionally, the east end of Lone Tree Parkway is unsignaled and given how busy Lincoln already is, that intersection would be absolutely backed up with people attempting to go both east and west on Lincoln both in the morning and evening, again while people are trying to leave the community (with only 2 means of exit) to commute to work. The other concern is that this is a for-profit school, so enrollment will only be increased over time, worsening the traffic situation. Please consider the impact to both the neighborhoods that use these two exits onto Lone Tree, but also traffic along Lincoln in both directions backing up with people trying to pass our area. This proposed change would negatively impact the home values in our area as well as our ability to enjoy the neighborhood during the week, with the only benefit being to the owners of the school itself.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
05/01/24 8:18 AM	Dan Coxall	Self	dcoxall@yahoo.com	10046 Genesee Ct. Lone Tree, CO 80124	Attached	<p>Responses to letters submitted via the Online Survey have been provided under separate cover.</p>
05/01/24 3:53 PM	Katie Larson		Katie_Maul@yahoo.com	7753 Barkway Court Lone Tree 80124	<p>I am not in favor of having this rezoned for a school. There is only one way in and out for carriage club and to add morning drop offs and afternoon pickups to be within the neighborhood will cause a large amount of backups on lone tree parkways as well as Lincoln. This can also be a hazard for emergencies that may arise. How the infrastructure is now does not allow this much traffic within those short amount of times without disrupting the neighborhoods everyday flow as well as everyday traffic on Lincoln and still be safe for traffic during emergency situations.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
05/01/24 5:20 PM	Shannon Early	Terra Ridge/Lone Tree/S	shanelarly@gmail.com	7530 Indian Wells Pl	<p>I think this school project is not well thought out. They mean well but they aren't thinking of their neighbors outside their own community and organization. I live on the corner of a busy intersection directly across from the building. Air quality is my first concern. This will cause more congestion and more noise. I would prefer this project/school be moved to another location better suited for it.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
05/01/24 5:31 PM	Brittany Connolly		bnotconnolly@gmail.com	7510 Indian Wells Place, Lone Tree	<p>My family lives directly across the street from where this school would be and we would be directly impacted in negative ways. We did not move here with the intention of living across from a school with a playground which would create daytime disturbance for work at home parents. This school is not needed in Lone Tree. Eagle Ridge and Lone Tree Elementary are only minutes away from the proposed school and they are free to residents, paid for by our tax dollars. Eagle Ridge just won the John Irwin School of Excellence award- these schools are excellent. The traffic this would cause would be horrendous. It'd be like making the construction at Lincoln and Quebec permanent. This school only benefits a specific religious set, not all of Lone Tree. We neighbors are NOT in favor. Please reject this proposal. We have no need for or desire for a private school.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
05/01/24 5:57 PM	Ryan Connolly		Ryanconnollydenver@gmail.com	7510 Indian Wells Pl	<p>My family and I have lived in this neighborhood since 2018 and we love it here. I am strongly against having a school built across the street. I work from home and my window directly points in the direction of the proposed school. Not only would the noise affect my daily work, but it would make traffic worse. Considering traffic is backed up at the intersection of Lincoln and Lone Tree parkway already, I can't imagine how bad it would be with 200+ more people in that area every morning. We have two great, award winning schools in Lone Tree already, and really do not see the need for another.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
05/01/24 7:10 PM	Gantuya Brown	Home owner	Egantuya@hotmail.com	7503 rattlesnake dr lone tree co 80124	<p>I am a homeowner residing right next to the parking lot of the property in question. I am against school being built next to where i live. The noise and the traffic associated with the school will be too much of a disturbance for my lifestyle. I vote against this project. Thank you for consideration.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>

05/01/24 7:30 PM	David A Dean	self	dadean1973@gmail.com	10023 ARMADILLO DR, Lone Tree, CO 80124	The application is lacking detail and support for claims the project would adhere to Lone Tree code and comprehensive plan standards. The application should be deemed incomplete and rejected. Further comments are included in my attachment. thank you for your consideration of my comments!	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/01/24 7:37 PM	David A Dean	self	dadean1973@gmail.com	10023 ARMADILLO DR, Lone Tree CO 80124	The proposed amendment should be denied b/c a public or private school located in planning area A of the planned development would not meet Lone Tree code and comprehensive plan standards, goals, and requirements. The provided application does not provide adequate information, has errors through out, and makes false claims. The application should not be deemed complete and the amendment should be denied. Additional details are included in my attached comments. Thank you for considering my comments.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/01/24 8:36 PM	Russ McNally		russelmcnally1@gmail.com	9861 Indian wells drive	I do not support this!	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/02/24 7:29 AM	Tony Laleh		21broker@gmail.com	7517 Indian Well Line	I am very concern about the traffic that will add on top of the existing traffic. I think the intersection will be a disaster area.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/02/24 8:11 AM	Parke W Nimmons		parke@nimmons.com	7528 Indian Wells Lane	I oppose this project due to the increased traffic it will bring to the intersection. The intersection of Lincoln and Lone Tree Parkway is already congested and adding 548 more trips to that intersection will make it more congested.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/02/24 9:22 AM	Shelly Nimmons	Resident	shelly@nimmons.com	7528 Indian Wells Ln	I live near the intersection of Lone Tree Parkway and Lincoln Avenue. This area cannot handle the additional traffic a school would cause, it's already bad! Please do not allow this to happen.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
#####	Kate Mackey	Individual Household	KateMackey1@comcast.net	9878 Cypress Point Cir, Lone Tree CO 80124	I support allowing the change of use from the church to the private school. There will be more traffic, but the intersection can handle increased traffic easily with some changes to the timing of the stoplight cycle. I believe using the building as a private school will be beneficial to our community.	Thank you for your comment and support.

#####	ken browder	centennial ridge resident kw.browder@gmail.com	10013 armadillo dr lone tree co 80124	Regarding the cornerstone church turning to school, We are against this proposal/project...not enough information provided, it will bring the value of the subdivision down.. traffic will be a nitmare for CR residents. DO NOT want to see condos/apt being built there. Please do not consider making this a school or condo/apt complex. Thank you	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
#####	ken browder	centennial ridge resident kw.browder@gmail.com	10013 armadillo dr lone tree co 80124	regarding the cornerstone church turning to school. We are AGAINST this proposal. Traffic will be a nitmare, along with house values decreasing. Whom ever did this proposal did not give enough information. We were never advised of this proposal, is carriage club been notified. This is a terrible idea. I'm sure there is a better need for this building , other than becoming a school or condo/apt bldg. Thank you	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/02/24 4:17 PM	Kimberly Sherman	kimbarra7536@gmail.com	7536 Indian Wells way	It's already dangerous to cross the street, I've seen people hit, I don't need anymore traffic.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/02/24 5:31 PM	Joe and Becky Carcich	Centennial Ridge residen mjcbiker53@gmail.com	7442 Powderhorn Dr Lone Tree CO 80124	My apologies if this is a duplicate submission, but I had a problem with this site on my initial attempt to comment. I've read that the anticipated peak loads for the involved intersections of Lincoln and Lone Tree Parkway have been studied and have been judged to be within existing design parameters and would stay that way without the proposed site development. Then the study says "Under total future 2025 and 2045 traffic conditions, with development of the site, the intersections within the study area would operate consistent with background conditions." I don't believe it. I think the study was inadequate and naive to the congestion that would be created with the proposed development, especially with the addition of over 500 new daily trips, particularly at the unsignalized intersection E. Consider northbound traffic that wishes to turn left (west) from Lone Tree Pkwy. Today, it takes only 1 or 2 vehicles to totally backup up multiple cars who wish to turn east, and since it is unsignalized, it often takes minutes to clear. Your study already observes that this intersection is already stressed at peak hours. I can tell you that if only a few of the additional departing vehicles choose to take their chances by swinging over to intersection E and try to turn west, NB traffic will get so congested that local residents will become prisoners. Dozens of additional vehicle trips at peak hours would be a disaster and back up traffic not only Lone Tree Pkwy (departing vehicles) but arriving vehicles would back up on Lincoln (at both intersections). The stated 548 new weekday total daily trips would be a nightmare for the student vehicles and would be quality-of-life changing for local residents. Without additional road improvements such as additional right turn lane (NB at intersection E), and/or possibly placement of islands that prevent NB left turn at this location, and uniformed police at the signalized intersection, this proposed development must not be approved.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/02/24 6:05 PM	Bill Clendenning	Lone Tree resident bclendenning@comcast.net	10039 GENESEE CTLone Tree	Attached	Responses to letters submitted via the Online Survey have been provided under separate cover.
05/02/24 6:07 PM	Bill Clendenning	Lone Tree resident bclendenning@comcast.net	10039 Genesee CourtLone Tree	Attached	Responses to letters submitted via the Online Survey have been provided under separate cover.
05/02/24 8:13 PM	Mary K Daugaard	Homeowner - Centennial mkdaugaard@msn.com	10074 Armadillo Dr, Lone Tree, CO 80124-9719	Attached	Responses to letters submitted via the Online Survey have been provided under separate cover.
05/02/24 8:15 PM	Mary K Daugaard	Homeowner - Centennial mkdaugaard@msn.com	10074 Armadillo DrLone Tree, CO 80124-9719	Attached	Responses to letters submitted via the Online Survey have been provided under separate cover.
05/02/24 9:15 PM	Dawn Jewell	Centennial Ridge Homeo dawnjewell@yahoo.com	7647 Marin Ct, Lone Tree, CO 80124	See attached	Responses to letters submitted via the Online Survey have been provided under separate cover.
#####	Dawn Jewell	dawnmjewell@yahoo.com	7647 Marin Ct, Lone Tree, CO 80124	See Attached.	Responses to letters submitted via the Online Survey have been provided under separate cover.

05/03/24 8:57 AM	Randolph Rhoads	Lone Tree Resident	rhoads162000@yahoo.com	7637 Marin Ct.Lone Tree, CO 80124	<p>I am Randolph Rhoads, a long time resident of 7637 Marin Court. I am writing about the Site Improvement Plan Amendment application ZR24-0001, a proposal to allow a change of use at the property at 9941 Lone Tree Parkway to allow for a private school. I am very concerned about the proposed changes for my neighborhood, for I know the effects will be negative.</p> <p>In the conclusions of the traffic study, the following is stated: "Under total future 2025 and 2045 traffic conditions, with development of the site, the intersections within the study area would operate consistent with background conditions."</p> <p>This is highly unlikely for the intersection of Marin Court and Lone Tree Parkway, the entrance to the school. During periods of heavy traffic, the nearby intersection of Lincoln Avenue and Lone Tree Parkway would easily back traffic up to block the intersection of Marin Court and Lone Tree Parkway. I've personally observed the traffic backing up in this way during rush hour, as I live close enough to see the intersection. Virtually all traffic exiting the school would need to make a left hand turn onto Lone Tree Parkway. Anybody who has had to make left hand turns against traffic without a signal can sympathize with my assertion. This proposal would eventually require a traffic signal at the intersection of Lone Tree Parkway and Marin Court. Yet the study implies otherwise.</p> <p>This traffic study deserves more time for critical analysis, as the conclusions appear biased to favor the proposal.</p> <p>Thank you,</p> <p>Randolph Rhoads</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
#####	Stephen J Mikolajczak	Centennial Ridge neighb	stephenmisc@outlook.com	7561 Powderhorn Dr	Attached	<p>Responses to letters submitted via the Online Survey have been provided under separate cover.</p> <p>Responses to letters submitted via the Online Survey have been provided under separate cover.</p>
#####	Mary Kennedy		mkennedy624@gmail.com	7657 Marin Ct., Lone Tree, CO 80124	Attached	<p>Responses to letters submitted via the Online Survey have been provided under separate cover.</p> <p>Responses to letters submitted via the Online Survey have been provided under separate cover.</p>
05/03/24 2:54 PM	Brad Dau	Private Citizen Impacted	bradadau@gmail.com	10075 Teton Ct.Lone Tree CO 80124	<p>I generally agree with , and add my voice to, the comments submitted on behalf of the Centennial Ridge HOA which is the neighborhood most impacted by this significant Change of Use proposal. That said, I want to draw additional attention to the impact of this proposal will have on the traffic at Lone Tree Pkwy and Lincoln and especially those vehicles turning left from NB Lone Tree Pkwy onto WB Lincoln at the existing traffic light. Already, the light perhaps allows for at most 7-9 vehicles to turn left and vehicles can queue here for 2-3 minutes if they just miss the light. Currently, there is rarely that many vehicles looking to turn left, save perhaps Sunday mornings. With the proposed number of trips, it will likely mean that dozens of cars will be queuing for the left turn signal during the morning and afternoon peak times. The current location of the Ambleside school would suggest the majority of students live to the west of the proposed location. This will likely mean that vehicles exiting the proposed school location parking lot will need to turn right and then make a U-turn to join the left turn queue. And even those who intend to turn right to enter EB Lincoln will need to navigate a long line of cars waiting for the left turn signal. I do not believe this is consistent with improved safety for either the attendees/parents of the proposed school or the residents of the Centennial Ridge who are looking to exit the neighborhood. As you know, there is really only one option for going WB on Lincoln when exiting the Centennial Ridge and Carriage Club Estates neighborhoods. And we do not want to encourage more left hand turns at the 3-way intersection of LT Pkwy and Lincoln just south of the tennis courts. That turn is already treacherous regardless of the time of day. At minimum, a traffic survey consisting of more than one day (12/12/23) should be conducted to determine as better baseline for traffic impacts. Along with all of the other concerns as detailed in the letter from the CR HOA.</p> <p>Thank you for the consideration. Brad</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
05/03/24 7:04 PM	John Allen	Homeowner	junkmail@goteamallen.com	10084 Armadillo Drive	<p>The traffic study associated with the proposed change of use of the existing cornerstone Baptist Church to a private school is concerning as it seems incomplete. The impact to the community would create a burden on the immediate residents. Traffic congestion would not be an acceptable level as described within the study. Furthermore, rezoning of the property for higher volume use by those outside of the residential area would not enhance the community as described within the proposal. This study fails to consider additional use that includes after hours, special events, summer and holiday events. Additionally, there doesn't appear to be any consideration for the impact to increased noise levels or the negative impact to nearby property values.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
05/03/24 7:06 PM	John Allen	Homeowner	junkmail@goteamallen.com	10084 Armadillo Drive	<p>The traffic study associated with the proposed change of use of the existing cornerstone Baptist Church to a private school is concerning as it seems incomplete. The impact to the community would create a burden on the immediate residents. Traffic congestion would not be an acceptable level as described within the study. Furthermore, rezoning of the property for higher volume use by those outside of the residential area would not enhance the community as described within the proposal. This study fails to consider additional use that includes after hours, special events, summer and holiday events. Additionally, there doesn't appear to be any consideration for the impact to increased noise levels or the negative impact to nearby property values.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
05/03/24 7:40 PM	Jamie and David Cooke	Homeowners in Lone Tre	jamilcooke@yahoo.com	10055 Genesee Court.Lone Tree, CO 80124	<p>We are strongly opposed to Planned Development Amendment Applications ZR24-0001 and SP24-0003. The infrastructure at that site is unable to support the substantial increases in traffic and noise that will result if it becomes a school zone. The traffic study that they did was alarmingly insufficient. There are several other incorrect and misleading statements in these proposals that are detailed in the letter that the Centennial Ridge Homeowners Association will be sending to you.</p> <p>We request that you require these proposals to be resubmitted with correct information that represents the actual impact this will have for all residents in our area.</p> <p>Please contact us at 720 456 8434 if you would like additional information.</p>	<p>The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.</p>
#####	Nick Komminos	Our Family	anikmake@gmail.com	7343 Rattlesnake Drive	Attached	<p>Responses to letters submitted via the Online Survey have been provided under separate cover.</p>

05/04/24 9:42 AM	Nick Nimmons	Resident	Nick@nimmons.com	7528 Indian wells lane	There is no room for another school and the increased traffic would create a danger for kids. And I don't know if you've looked around the area but there is no zoom for school busses to come and go. So this idea of a private school in the building is a terrible idea and please do not let this happen.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/04/24 4:30 PM	Michelle Bennewitz		bennymichelle@hotmail.com	7520 Indian Wells Place, Lone Tree, CO 80124	I am commenting on the proposed school at the former Cornerstone Church. I live directly across the street (to the north) of the property at the corner of Lincoln and Lone Tree Parkway. I am in support of this commuter school. I understand that the current zoning of this property is for a church or multi-family housing (defined - apartments). I am not certain that the HOA or the neighborhood surrounding this property is aware of this particular zoning. I would MUCH rather see a zoning for a school than have a developer decide to build an apartment complex on the property - no matter the size. In my opinion, multi-family housing at this location would bring other issues to the neighborhood that would bring our property values down. Not the school. Our home is also in the neighborhood directly across the street from Thrive Church. Unlike the neighborhood surrounding the proposed school, we experience higher traffic volume from traffic taking a shortcut from Yosemite and Lone Tree Parkway to Lincoln, as well as those who attend Thrive throughout the week. I believe with a well thought out drop-off/pick-up plan for families, traffic flow will be unnoticeable. I am in favor of this rezoning proposal for Ambleside School. I wish them the best of luck through this process.	Thank you for your comment and support.
05/04/24 9:41 PM	Eric Lehman		ericjlehman@gmail.com	10081 Astoria Ct.Lone Tree, CO 80124	The location of Cornerstone Church makes this proposal very concerning regarding traffic. Coming out of Carriage Club, it feels very unsafe to turn left on the east side end of Lone Tree Pkwy. So if we want to turn left on Lincoln, the only feasible location is at the light right outside of Cornerstone Church. If you add the drop off and pick up traffic of a new school, right at that location, it would create a nightmare at that light. It would make it a nightmare to leave the neighborhood both in the morning and in the late afternoon, both at times that traffic is already increased. It would potentially create more accidents on Lincoln as people are forced to turn left from the East end of the circle, and decrease the value of our neighborhood due to traffic.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/05/24 9:47 AM	Nicole Wooton		Nicolette63@hotmail.com	10277 Hexton Ct. lone tree (Carriage Club)	We have concern over traffic and car lines during drop off and pick up. There are two ways out of Lone Tree Pkwy and the exit by the proposed school is the one with the traffic light and therefore much safer to make a left turn (which many people do to get to other schools at pickup/drop off times). There needs to be a very good afternoon plan for cars not to block the area or to get out of that light. Also waiting cars cannot block entrance/exit to school or clog the road. Perhaps there should be a light added to the other exit for Lone Tree Pkwy so the school traffic can be avoided by residents during peak times. Also, 200 cars are not going to be able to exit and fit between the school and the light. How will the traffic be funneled from the lot to the light- wait in the parking lot and then hope the line does not extend beyond the exit of the lot from residents also needing to make a turn at the light on Lone tree pkwy? My kids' car line pick up/drop off is a nightmare and I urge you to have a very very good plan for car line for Both parents at your school and for the residents that will be blocked in if a good plan is not in place for 150-200 cars moving through the area within a 15 minute timeframe twice a day.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/05/24 6:27 PM	Scott Eskanos		Esky9888@yahoo.com	9888 Falcon Creek DrHighlands Ranch 80130	I am opposed to this change of use as it will greatly increase traffic and make entrance and exit to my subdivision even more difficult than it already is.	The Project Team appreciates the citizen comments on the development proposal. The PD and SIP Amendment applications and supplemental documents including a Traffic Impact Study and Operations Plan made of record, have demonstrated full compliance with applicable Sections of Lone Tree's Municipal Code. We understand the applications are subject to a public hearing process for discretionary evaluation by the Planning Commission and City Council for final action; of which then additional project detail and specific responses to citizen inquiries can be provided by the Project Team in a public forum.
05/05/24 8:56 PM	Jeff Tatnall	Resident of Community	jeffreytatnall@comcast.net	7441 Powderhorn Dr	"Attached"	Responses to letters submitted via the Online Survey have been provided under separate cover.

SENT VIA EMAIL

May 8, 2024

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

**RE: Ambleside School of Colorado
Planned Development (PD) Amendment (ZR24-0001)
Site Improvement Plan (SIP) Amendment (SP24-0003)
2nd Technical Review and 1st Referral Review Comment Response Letter**

Dear Chuck,

Thank you for the staff comments received on May 3, 2024 regarding the subject project. We appreciate staff working with us to resolve the comments since their issuance; below is a summary in **bold and italics** of our responses that coincide with our related plan revisions submitted with this letter.

Planning

Planned Development Amendment Application (ZR24-0001) Comments

- Revise title block of both Planned Development exhibit sheets to instead read “THIRD AMENDMENT TO” in the second line.
Response: This has been corrected on the PD and resubmitted with this submittal.

Site Improvement Plan Amendment Application (SP 24-0003) Comments

- SIP Plan Set – Sheet 1 (Cover Sheet):
 - Adjust City signatory block to replace the Mayor’s name with a blank space, and change Kelly First’s title to “Community Development Director”.
Response: City signatory block revised to leave “Mayor’s Name” signatory line blank. Kelly First’s title has been modified on signatory block.
 - Add a signatory block for the owner to the SIP cover sheet. An example of the format to use for the owner signatory block is identified below:

<small>THE OWNER(S) OF THE LANDS DESCRIBED HEREIN, HEREBY AGREE(S) (1) TO DEVELOP AND MAINTAIN THE PROPERTY DESCRIBED HEREON IN ACCORDANCE WITH THIS APPROVED SITE IMPROVEMENT PLAN AND IN COMPLIANCE WITH CHAPTER 16 OF THE LONE TREE MUNICIPAL CODE AND THAT (2) THE HEIRS, SUCCESSORS AND ASSIGNS OF THE OWNER(S) SHALL ALSO BE BOUND. THE SIGNATURES OF THE OWNER(S)(S) REPRESENTATIVE(S) BELOW INDICATE THAT ANY REQUIRED AUTHORIZATIONS TO ENTER THIS AGREEMENT, INCLUDING ANY CORPORATE AUTHORIZATIONS, HAVE BEEN OBTAINED.</small>	
(NAME OF OWNER)	_____
(SIGNATURE OF OWNER)	_____
(PRINTED NAME AND TITLE)	_____
STATE OF _____) SS.
COUNTY OF _____)
SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ DAY OF _____, 20__	
_____, BY _____	
WITNESS MY HAND AND OFFICIAL SEAL.	
MY COMMISSION EXPIRES: _____ / _____ / _____	
_____ NOTARY PUBLIC	

Response: Signatory block has been added to Cover sheet as shown above.



- SIP Plan Set - Sheet 3 (Site Details):
 - A retaining wall detail was included. However, prior Planning Division technical review comment was to “Include a manufacturer’s specification and details for the proposed retaining wall materials. The specification/detail should include detail on the retaining wall material. (i.e. block type), installation pattern, and color.” Please also add a manufacturer’s specification for the retaining wall material itself, as requested previously.
Response: Retaining wall material information, color and pattern have been included in the detail along with manufacturer type.

- SIP Plan Set - Sheet 4 (Grading Plan):
 - Grading plan was provided as requested by the Public Works Department. However, height of retaining wall near sidewalk connection to Lone Tree Parkway not fully identified. Prior Planning Division technical review comment letter requested that the SIP identify the proposed maximum height of the retaining walls. Update the “Proposed Right-of-Way Sidewalk Connection to Lone Tree Parkway” detail to include a top-of-wall and bottom-of-wall grade at the highest point of the proposed retaining wall.
Response: Grading plan has been updated to reflect spot grades along retaining wall at various points of the retaining wall with highest/lowest point difference in total height of wall at ~ 1.2’.

- SIP Plan Set - Sheet 7 (Conceptual Landscape Plan):
 - Thank you for providing the additional detail on the proposed soft surface trail and outdoor play/learning area. The updated site plan on this sheet and the example images are acceptable. This area is identified as “Design/Build” on Sheet 2 and also titled “Conceptual” on Sheet 7. The City acknowledges that the design/build approach to this area, but will require that the site be improved as consistently as possible as shown on Sheet 7. Some minor adjustments in exact location of improvements could be acceptable in the field as part of the design/build approach. However, the City will expect that the same size, quantity, and general appearance of each material be as shown in the details on Sheet 7. Please verify that the improvements shown are intended to be constructed as shown on the plan.
Response: Acknowledged, every effort will be made to design and construct the proposed amenities to be consistent with the provided information. Please note that the playground/ adventure trail is currently in design development.

 - Please identify actual species for the new deciduous trees proposed to be planted in the outdoor area.
Response: Additional information has been provided for the proposed tree species.

Public Works

General Comments:

1. N/A

Response: Noted and thank you.

Traffic Impact Study

1. During the referral period, the City would like to sit down for a call with the applicant and the engineer to discuss the study’s analysis strategy.

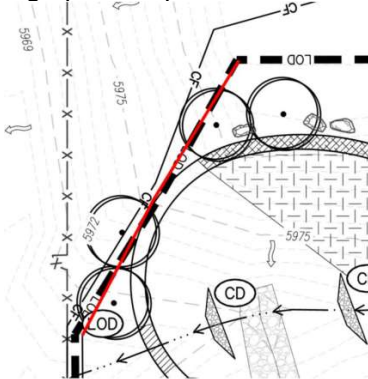
Response: Meeting was held April 12th with City Staff and the applicant team; we’ve received the follow up notes and the resubmitted TIS includes revisions per this coordination.

SIP

1. CoLT Notes: please use "City of Lone Tree" instead of "Douglas County" wherever applicable.

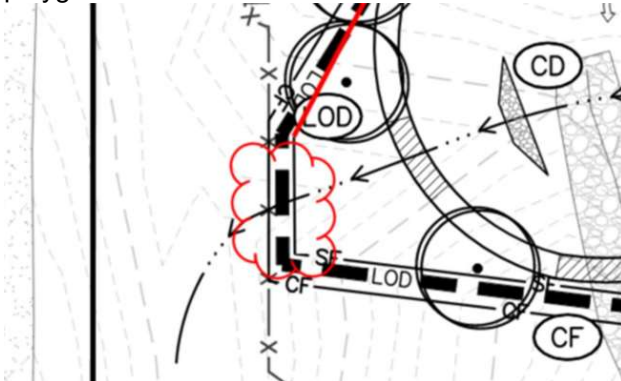
Response: City of Lone Tree notes on Cover sheet have been revised to show "City of Lone Tree" in place of "Douglas County".

2. Recommend extending silt fence from the low point exiting the playground up to the high point to prevent sediment from exiting site towards the existing sidewalk.



Response: Silt fence has been added to above-mentioned area as shown in markup.

3. Recommend adding an opening in the silt fence where concentrated flows exit playground and add an additional check dam in line with the silt fence.

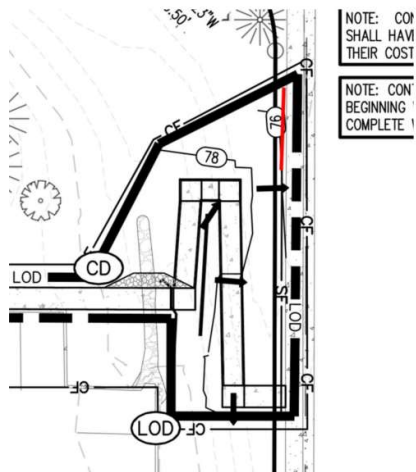


Response: Opening in silt fence is shown on plans and check dam has been added to low point as shown in markup.

4. How/where will vehicles access the playground improvement area? Since vehicles will have to traverse off of pavement a VTC will be needed where trucks enter/exit the pavement from this improvement area.

Response: VTC has been added to pavement area adjacent to area of existing LS island to be removed.

5. Please verify silt fence is extended to edge of limits of disturbance at the ramp improvements along Lone Tree Parkway. Some of the linework makes it difficult to tell if the silt fence currently extends as needed.



Response: Acknowledged – silt fence limits extended to limits of disturbance. Linework on plan adjusted as per above-mentioned comment. Thank you for your review.

6. Please use City of Lone Tree GESC detail sheets located on the City website. Please include all 3 sheets in plan set M__Archives_COLT_LONE TREE STANDARDS_Forms_GESC Forms_Current Forms_GESC Details - 11-08 UPDATE-V2007 Sheet 1 (1) (cityoflonetree.com)

Response: Sheets have been added to set at back-end of GESC plan to incorporate City of Lone Tree GESC details.

City Forester – Sam Waggener

1. Thank you for submitting your referral request to the City of Lone Tree for the proposed Centennial Ridge PD amendment and SIP amendment for the new Ambleside school. After further review of the application and the landscaping plans, more detailed information is needed to provide sufficient feedback. Specifically, I need to know specific species of trees, shrubs, plants, etc... that are slated to be planted. More detail is needed for any existing landscaping, for example, all existing trees should be on the plan, along with any trees that are to be removed. If mature trees need to be removed, then I will ask for at least a 2:1 ratio of replacement. Large mature trees should try to be saved, if possible. I will also need a tree preservation plan for all mature trees during construction, this should show protection efforts during construction.

Response: Additional information has been provided for proposed trees and landscape material. All existing trees are located on the survey base, and noted on the Conceptual Landscape Plan; no existing trees are proposed to be removed. The Landscape Permit Set will include tree protection notes and details for existing trees.

2. The last comment is regarding the fencing, this should not affect existing trees, please place or construct the fence so any existing trees are not impacted.

Response: The proposed fence location is currently not impacting any existing trees. If the fence is re-aligned, then existing trees will be taken into consideration for the new alignment, and SIP amendment submitted for review, prior to construction.

Outside Agencies

Police Department CPTED – Kyle Goudy

1. The main area, from a CPTED perspective that could use improvement is territorial reinforcement. I saw on the plan they are adding a fence, which would be my main recommendation for this property. The hill and path behind the school creates places to

hide and approach the school without being seen. A fence will help define the space and make it more secure.

Response: Acknowledged and thank you for support of fence around property

2. I also noticed some power shut offs on the outside of the building on the west side near the basement entry. I see the plans they are remodeling that area and I recommend the power boxes be secure or moved, so they cannot be tampered with.

Response: Thank you for raising this concern. Unfortunately, we cannot move the power boxes and disconnect due to the location to the existing electrical service and the main service inside the building. Proximity is important. However, we will specify a tamper resistant cover for this to deter any child from interacting with these items. This area is inside of a secured fence as well, deterring any exterior risk of interference.

3. I would recommend, if not already installed, for the lower (basement, garden level) windows to have a 3M film put on to slow down or stop people from being able to break the windows and gain access through those areas that are less visible.

Response: We are adding 3M safety and security film on all windows below 8' from finished floor inside the building.

4. Last recommendation is for additional security cameras outside. I saw a few already but they are needed in the west play area on the Lincoln side.

Response: We are adding security cameras around the building to have visibility of every entrance into the building including the west entry by the play area.

South Metro Fire Rescue – Scott Stene

1. Fire sprinkler systems for townhomes shall be installed in accordance with the 2021 IRC sections R313.1 and R313.2 and any adopted/amended city ordinance.

Response: Townhomes are not part of this phase of the project however, this is noted for future submittals should townhomes be proposed.

2. Student drop off and pick up shall not impede/obstruct fire lanes; provide traffic study/evaluation.

Response: Please see traffic report provided for further clarification. A traffic operations plan is provided within the TIS in Appendix G that details pick up and drop off operations to ensure that these operations would not impede fire service operations.

3. One additional fire hydrant is required with the installation of the new gymnasium.

Response: Given new gymnasium is not part of this phasing of the project, no additional improvements are being made at this time. Thank you for your review.

4. Provide auto-turn analysis.

Response: Auto-turn analysis has been provided in the form of an exhibit – existing conditions along shown path are not being improved at this time. Thank you for your review.

5. An additional point of access may be required when the new gymnasium is constructed; see 2021 IFC section D104.

Response: Acknowledged, gymnasium not part of this phasing of the project.

Southgate Water and Sanitation Districts – Erik Vik, PE

ZR24-0001 Comments

1. Southgate's comments pertaining to Centennial Ridge Planned Development Amendment are somewhat generic in nature. For more specific comments pertaining to the redevelopment planned within this project area, see Southgate's referral response to

Ambleside School – Change of Use (SP24-0003).

Response: Acknowledged, thank you for your review.

2. As applicable, water and sewer main extensions, fire hydrant, water and sewer service plans, with applicable fees, shall be submitted directly to Southgate for review and approval prior to construction. The design and construction of water and wastewater systems or facilities shall be in strict accordance with Southgate Water & Sanitation Districts' Rules & Regulations and Design & Construction Standards/Specifications. Information on the review process and submittal requirements can be found on Southgate's website: <http://southgatedistricts.org/181/Developer-Information>.

Response: Acknowledged, thank you for your review. No extensions or additional water or sewer features are expected with the development.

3. Any extensions to Southgate's systems, and any existing mains, are required to be located in public right-of-way (ROW) or an easement without encumbrances and encroachments and minimum required clearances from other utilities, edges of ROW/easement, flow-lines, etc.

Response: Acknowledged – no modifications are being proposed that impact the above-mentioned items at this time. Thank you for your review.

- a. Easement encroachments are not permitted. Encroachments include structures, buildings, fences, walls, retaining walls, parking, curb & gutter crossings, trees, woody plants, nursery stock, planters, islands, medians, posts, signs, etc. All easements shall be drivable with Southgate equipment, including a combination jet/vacuum truck, without traversing encroachments, such as curb and gutter, walkways, landscaping, fencing, etc.

Response: Acknowledged – no proposed scope of work affecting easements held by Southgate are proposed.

- b. Unimproved easements shall be a minimum 50' graded for driving purposes; and, may be landscaped with sod, bark or gravel. Trees, shrubs and woody plants are not permitted.

Response: Response: Acknowledged – no proposed scope of work affecting easements held by Southgate are proposed.

- c. Improved easements shall be a minimum of 30' paved (no pavers or stamped/colored concrete) roadway with a minimum paving width of 30' back-of-curb to back-of-curb or reduced to 26' back-of-curb to back-of-curb with a minimum 4' attached walk.

Response: Acknowledged – no roadways are being proposed at this time. Thank you for your review.

4. Southgate adheres to the South Platte Renew's (SPR) Pre-Treatment Policy and their Fats, Oils, and Grease (FOG) and Petroleum, Oil, Grease, and Sand (POGS) Programs. FOG and POGS policies can be found at the following website:

<https://southplatterenewco.gov>. Review and implement best management practices as necessary. If grease and/or sand/oil interceptors are required per the pre-treatment policies, plans, with applicable fees, must be submitted to Southgate for review and approval prior to construction. The design and construction shall be in strict accordance with Southgate Sanitation District's Rules & Regulations and Design & Construction Standards/Specifications. Information on the review process and submittal requirements can be found on Southgate's website.

Response: Acknowledged – see response related to review of SP24-003

5. The cost of providing services to the property, including, and not limited to, System Connection Charges, system extension projects, potential system impact studies, and potential system impact fees, will be borne by the property owner.
 - a. Tap Sale and System Connection Charge information can be found here:
<http://southgatedistricts.org/179/Service-Connection-Authorization-Tap-Sal>.
Response: Acknowledged, no additional connections proposed.
6. The legal ability to provide service continues to exist at the time of connection and has not been limited, restricted or suspended by the action of a governmental entity, agency or other regulatory body which would diminish Southgate's capability to provide such service.
Response: Acknowledged and thank you for your comment.
7. Contact Southgate's Engineering Staff as soon as possible to discuss the project and establish project-specific requirements.
Response: Acknowledged, Civil EOR will be in contact to discuss these responses further with Southgate's engineering team. As provided in responses to these comments, there are no infrastructure improvements proposed with this phase of the project that would negatively impact existing infrastructure.

Southgate Water and Sanitation Districts – Erik Vik, PE
SP24-0003 Comments

1. As applicable, water and sewer main extensions, fire hydrant, water and sewer service plans, with applicable fees, shall be submitted directly to Southgate for review and approval prior to construction. The design and construction of water and wastewater systems or facilities shall be in strict accordance with Southgate Water & Sanitation Districts' Rules & Regulations and Design & Construction Standards/Specifications. Information on the review process and submittal requirements can be found on Southgate's website: <http://southgatedistricts.org/181/Developer-Information>.
Response: Acknowledged – no water or sanitary sewer modifications are being proposed at this time. Thank you for your review.
 - a. Southgate recommends confirming hydrant and fireline coverage requirements with South Metro Fire prior to submitting plans for Southgate review.
Response: Acknowledged. Will coordinate with South Metro fire. Hydrant coverage is provided within 300' of all corners of the building.
2. Any extensions to Southgate's systems, and any existing mains, are required to be located in public right-of-way (ROW) or an easement without encumbrances and encroachments and minimum required clearances from other utilities, edges of ROW/easement, flow-lines, etc.
Response: Acknowledged, no extensions proposed with this development.
 - a. Easement encroachments are not permitted. Encroachments include structures, buildings, fences, walls, retaining walls, parking, curb & gutter crossings, trees, woody plants, nursery stock, planters, islands, medians, posts, signs, etc. All easements shall be drivable with Southgate equipment, including a combination jet/vacuum truck, without traversing encroachments, such as curb and gutter, walkways, landscaping, fencing, etc.
Response: Acknowledged – no proposed scope of work affecting easements held by Southgate are proposed.
 - b. Unimproved easements shall be a minimum 50' graded for driving purposes;

and, may be landscaped with sod, bark or gravel. Trees, shrubs and woody plants are not permitted.

Response: Acknowledged – no proposed scope of work affecting easements held by Southgate are proposed.

- c. Improved easements shall be a minimum 30' paved (no pavers or stamped/colored concrete) roadway with a minimum paving width of 30' back-of-curb to back-of-curb or reduced to 26' back-of-curb to back-of-curb with a minimum 4' attached walk.

Response: Response: Acknowledged – no roadways are being proposed at this time. Thank you for your review.

- 3. Southgate adheres to the South Platte Renew's (SPR) Pre-Treatment Policy and their Fats, Oils, and Grease (FOG) and Petroleum, Oil, Grease, and Sand (POGS) Programs. FOG and POGS policies can be found at the following website:

<https://southplatterenewco.gov>. Review and implement best management practices as necessary. If grease and/or sand/oil interceptors are required per the pre-treatment policies, plans, with applicable fees, must be submitted to Southgate for review and approval prior to construction. The design and construction shall be in strict accordance with Southgate Sanitation District's Rules & Regulations and Design & Construction Standards/Specifications. Information on the review process and submittal requirements can be found on Southgate's website.

Response: The current kitchen includes (6) 2" floor sinks, (2) hand sinks, and (1) 2" 2-compartment sink for a total of 32 DFUs. The existing grease interceptor is 1000 gallons and therefore meets the requirements set by the F.O.G. policy on page 8, Tables 1 & 2 and does not need to be replaced. At this time, no new work or changes are planned for the kitchen.

- a. Southgate will require a new, properly sized, GGI per the FOG Policy mentioned above.

Response: Existing CGI meets code and no improvements are intended.

- 4. The cost of providing services to the property, including, and not limited to, System Connection Charges, system extension projects, potential system impact studies, and potential system impact fees, will be borne by the property owner.

Response: Acknowledged, thank you for your comment.

- a. Tap Sale and System Connection Charge information can be found here: <http://southgatedistricts.org/179/Service-Connection-Authorization-Tap-Sal>.

Response: Acknowledged – thank you for your comment.

- b. Southgate records indicate the property previously paid for:
 - i. 6-inch fireline service (September 2012)
 - ii. 1-inch domestic service (April 1997)
 - iii. 2-inch domestic service (March 2013 for addition)
 - iv. 14.59 ERU's for sewer connection charge (April 1997)
 - v. 11.23 ERU's for sewer connection charge (March 2013)

Response: Acknowledged – thank you for your comment.

- 5. The legal ability to provide service continues to exist at the time of connection and has not been limited, restricted or suspended by the action of a governmental entity, agency or other regulatory body which would diminish Southgate's capability to provide such service.

Response: Acknowledged – thank you for your comment.

6. Contact Southgate's Engineering Staff as soon as possible to discuss the project and establish project-specific requirements.
Response: Acknowledged, Civil EOR will be in contact to discuss these responses further with Southgate's engineering team. As provided in responses to these comments, there are no infrastructure improvements proposed with this phase of the project that would negatively impact existing infrastructure.

South Suburban Parks & Recreation – Melissa Reese-Thacker

1. Show the existing trail easement on the southeast corner of the property in the plan set.
Response: The paved trail easement at reception no. 20070502048 under Schedule B, Part 2, Item 21, in the title commitment, referenced on most recent survey conducted by Galloway appears to be for the intended concrete walk at the southeast corner of the property. The easement in "Exhibit A" does not have the information to accurately plot said easement, hence easement is not shown on Site Improvement Plans SP24-0003 however is called out on plan in easement schedule. Thank you for your review.

Xcel – Violeta Ciocanu

1. Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the documents for the proposed amendment to the Centennial Ridge Planned Development District, 2nd Amendment, and a Site Improvement Plan (SIP) amendment to allow for a change of use at the property located at 9941 Lone Tree Parkway. Please be aware PSCo owns and operates existing natural gas and electric distribution facilities within the property.
Response: Understood, thank you for your review
2. Though PSCo doesn't have any objections to the proposed amendment to the Centennial Ridge Planned Development District, 2nd Amendment, it determined it has several conflicts regarding the Site Improvement Plan. No structures (including retaining wall, the stairs, and the ramp) are allowed on the PSCo Easements. According to the Long-Term Conceptual Site Plan the sport courts and 4 Teacher Homes appear to be above the underground electric distribution facilities.
Response: The proposed Concept Plan was used for concept purposes. Design as identified in SP24-0003 considers said facilities with design. Modifications to proposed site elements have been made including the removal of stairs impeding easement and adjustments to features. Walls are an existing condition and minimally impact edge of easement and are not planned to be modified with this project. The later mentioned LTC site plan items are not proposed with this phase of the project.
3. Note that proper clearances must be maintained including ground cover that should not be modified from original depths. Please contact Colorado 811 before excavating. Use caution and hand dig when excavating within 18-inches of each side of the marked facilities. Please be aware that all risk and responsibility for this request are unilaterally that of the Applicant/Requestor.
Response: Understood, thank you for the comment.
4. The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities, including relocation and/or removal via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.
Response: Understood, thank you for the comment.
5. Additional easements may need to be acquired by separate document. The Designer

City of Lone Tree
Ambleside School
5/8/24

must contact the appropriate Right-of-Way Agent.

Response: Understood, thank you for the comment. Our engineering team will plan to coordinate additional easements if deemed necessary.

Thank you for your second review, we appreciate your comments in assessment of our plans.

Sincerely,

GALLOWAY
303-770-8884

SENT VIA EMAIL

May 31, 2024

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

**RE: Ambleside School of Colorado
Planned Development (PD) Amendment (ZR24-0001)
Site Improvement Plan (SIP) Amendment (SP24-0003)
3rd Technical Review and 2nd Referral Review Comment Response Letter**

Dear Chuck,

Thank you for the staff comments received on May 24, 2024 regarding the subject project. We appreciate staff working with us to resolve the comments since their issuance; below is a summary in ***bold and italics*** of our responses that coincide with our related plan revisions submitted with this letter.

Planning

Planned Development Amendment Application (ZR24-0001) Comments

- Upon consultation with the City Attorney, it was determined that the addition of a new land use to an existing Planned Development District should be considered and reviewed as a Planned Development rezoning, per the rezoning references in [Sec. 16-15-160\(a\)\(1\)](#). The City Attorney confirmed that the review process is similar between a Planned Development rezoning and a Major Planned Development Amendment (the process staff had previously determined was applicable), so no revised review or notification process is required as the integrity of the review and notification process will not be impacted. The primary change as a result of the determination of the proposal as a Planned Development rezoning is to the applicable review criteria. The review criteria that will be applicable for this application are those in [Sec. 16-15-20](#).
 - To adequately reflect this change, please edit the sign posted on the property to replace the terms “major amendment” or “amendment” with the term “rezoning”.
Response: Noted, the signs posted have been updated. In addition, we have provided an updated Project Narrative to address the new Review Criteria identified above, per Section 16-15-20.
- PD Sheet 1:
 - Replace the legend in the bottom left corner of Sheet 1 with an updated legend that includes the following statements:
 - “PLANNING AREAS B AND C ARE NOT TO BE AMENDED BY THIS THIRD AMENDMENT”
 - “PLANNING AREA A, WHICH IS AMENDED BY THIS THIRD AMENDMENT, IS DESIGNATED BY [INSERT EITHER A DOTTED LINE OR SHADING, WHICHEVER IS PREFERRED BY APPLICANT]”
 - The legend referenced here and intended to be replaced is shown below:



**BOUNDARIES OF PLANNING
 AREAS A AND C NOT TO BE
 AMENDED**

**BOUNDARIES OF PLANNING
 AREA TO BE AMENDED ARE
 DESIGNATED BY THIS DOTTED
 LINE:**

**PARCEL "B"; THE PART OF
 PLANNING AREA "B" TO BE
 AMENDED:**

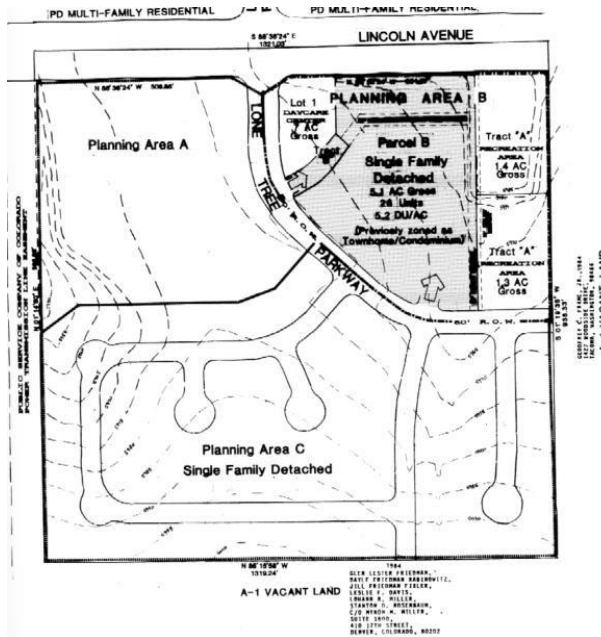


Response: Acknowledged. Legend has been updated to reflect the area impacted on amendment.

- Replace the date shown (June 5, 1992) with the current date (i.e. the date of your next submittal).

Response: Acknowledged. The date has been modified to reflect latest submittal date.

- Update the Development Plan map to align with changes made to the legend and described above. If possible, remove shading as it is currently shown in Planning Area B. The Development Plan map referenced here and intended to be updated is shown below:



Response: Acknowledged. The existing hatching was not able to be modified. New hatching has been put in place to account for the amended area.

- Update the existing labels shown as "A-1 VACANT LAND" to the south and east of the Development Plan map to reflect current conditions.

Response: Acknowledged. The existing "A-1 VACANT LAND" language has been removed from sheet.

- Replace the existing “Planning Area B” paragraph in the upper center of Sheet 1 with a new section that states the following:
 - “Planned Development Third Amendment Narrative:

This Third Amendment to the Centennial Ridge Planned Development Plan and Guide is solely to make updates to the uses permitted by right, development standards, and general requirements that apply to Planning Area A (as identified in Section VI of the Development Guide on Sheet 2). No changes are proposed or intended to apply to Planning Areas B or C. For this reason, this Third Amendment to the Centennial Ridge Planned Development Plan and Guide will not result in any changes to the majority of the language in the Development Guide on Sheet 2.”

Response: Acknowledged. Document has been revised to incorporate language.

- The existing paragraph referenced here and intended to be replaced is shown below:

PLANNING AREA B

Concept Narrative;

Tract 'A' has been dedicated to Douglas County as an easement for drainage, public utility, and open space/park purposes as stated in the Centennial Ridge Subdivision Filing No. 2.

Lot 1 has been zoned and developed for a daycare center.

Parcel B, the remaining developable land area of Planning Area B is proposed to be Single Family Detached. This zoning designation will allow for development continuity for the Centennial Ridge P.D. as over 50% of the current zoning and development is Single Family Detached. Access to the site is from Lone Tree Parkway which intersects Lincoln Ave. The property is well suited both physically and by location for the proposed uses. Close proximity to main arterial roadways and easy access to recreation areas will make it both convenient and attractive to residents and neighbors.

Response: Acknowledged. Document has been revised to incorporate language.

- Remove the current “Certification of Ownership”, “SIP Amendment with City Council Approval” signature block, and “SIP Amendment with Planning Commission Approval” signature block on the right side of Sheet 1. These signature blocks are drafted and intended for use on SIPs. Replace these with the ownership certification language/format provided in [Sec. 16-15-60\(1\)\(c\)](#), and the City certification language/format provided in [Sec. 16-15-60\(1\)\(d\)](#). The clerk and recorder certification shown in Sec. 16-15-60(1)(e) is not necessary, as the Douglas County Clerk and Recorder’s office no longer signs these types of documents and instead relies only on their digital reception number stamps.
Response: Acknowledged. Certification blocks have been updated as per the requirements listed above.
- Update the “Owner” and “Consultants” section in the lower right corner of Sheet 1 to include current owner and consultant information associated with this application.
Response: Owner and consultant information have been updated.
- PD Sheet 2:
 - Add a new development standard to the “Development Standards” section (Section D) of Planning Area A. The new development standard should state: “Maximum Student Enrollment of Any School: 208 students”.
Response: Acknowledged. Maximum Student Enrollment is shown as 221 to align with the TIS analysis.

- Add a new general requirement to the “General Requirements” section (Section F) of Planning Area A. The new general requirement should state: “In the event that a use within Planning Area A results in any vehicle queues backing into the Lone Tree Parkway right-of-way, or if the City determines that there are operational issues within the right-of-way surrounding the property, the owner will commit to working with the City on operational improvements at the western intersection of Lone Tree Parkway and Lincoln Avenue.”
Response: Statement added as requested.
- Similarly, add the following statement to the end of Operations Plan in Appendix G of the Traffic Impact Study: “In the event that the school use and operations results in any vehicle queues backing into the Lone Tree Parkway right-of-way, or if the City determines that there are operational issues within the right-of-way surrounding the property, the owner will commit to working with the City on operational improvements at the western intersection of Lone Tree Parkway and Lincoln Avenue.”
Response: Statement added as requested.
- Revise title block to instead read “THIRD AMENDMENT TO” in the second line.
Response: Statement added as requested.
- Change the language in Section III (Control Provisions) to list “THIRD” instead of “SECOND”.
Response: Statement added as requested.

Site Improvement Plan Amendment Application (SP 24-0003) Comments

- No additional comments at this time from the Planning Division.
Response: Thank you for your review.

Public Works

General Comments:

1. We are ok with issuing a conditional approval for the time being, but we will need the updated documents prior to planning commission.
Response: Noted and thank you.

Traffic Impact Study

1. Please update the queueing plan shown on sheet 9 and include it at the end of the document.
 - a. Simplify the sheet to just include a basic site layout
 - b. List the number of cars that can queue within the site
 - c. Show where teachers/faculty will be located to assist with drop-offs
 - d. Show where parents will park to walk in the younger students
 - e. Show where highschooler parking will be**Response: Exhibit added to Appendix G**
2. Please include a separate figure showing that if the right-of-way is impacted, the #2 lane on Lone Tree Pkwy will be restriped as a dedicated turn lane.
Response: Exhibit added to Appendix G

SIP

1. Please include a note on the cover stating that the SIP is based on the TIS dated (TBD) and is subject to change if the ROW is impacted or enrollment increases.
Response: Statement added as requested.

Outside Agencies

South Metro Fire Rescue – Scott Stene

1. Include detailed student drop off/pick up procedures to the deferred emergency evacuation plan permit. See appendix G of traffic impact study. Summary of procedure is as follows: “(1) the staff at Ambleside are present during the full time of drop off and pick up directing parents and children where to go. (2) the driver NEVER leaves their car. If they are doing pick up where they need to leave their vehicle, they will be parking in a designated parking spot. (3) the drop off procedure lasts a total of 20 minutes and again is fully staffed, so in case of emergency the parents will be directed away from the building. And lastly (4) pick up does incur some early queuing, but there will be staff present and the parents are in strict order to never park and leave their vehicles, again enabling quick movement and exiting in case of any emergency situations. The parking lot is large enough to get cars away from the fire lane at the building quickly.

Response: Understood, we'll include this information as part of the Emergency Evacuation Plan permit submittal package.

2. Revise auto-turn analysis using tower specs provided on sheets 3, 4, and 5.

Response: Acknowledged. Vehicle turn exhibit updated as per tower specs provided.

Thank you for your second review, we appreciate your comments in assessment of our plans.

Sincerely,

GALLOWAY
303-770-8884