

RIDGEGATE, ~~6th~~ Amendment

(an amendment to the PDD formerly known as RidgeGate, ~~5th~~ Amendment, approved by the City of Lone Tree, and recorded at ~~201918230~~ on ~~March 28, 2019~~)
 Sections 13, 14, 15, 22, 23, 24 and a portion of Section 21, Township 6 South, Range 67 West of the 6th Principal Meridian
 City of Lone Tree, State of Colorado (3,515 Acres)

6th (all sheets)

7th (all sheets)

#2020012568 (all sheets)

February 21, 2020 (all sheets)

9878 Schwab Way, Suite 415

Master Developer
Coventry Development Corp. – Colorado
~~10270 Commonwealth Street, Suite D~~
 Lone Tree, Colorado 80124

Planned Development District

PLANNING CONCEPT

RidgeGate is envisioned as an example for smart growth along Colorado's Front Range. It locates an integrated community of housing, employment and services immediately adjacent to existing urban development. The property consists of approximately 3,515 acres and is located in northern Douglas County. RidgeGate's position at the natural edge of the metro-Denver area and its adjacency to existing surface and planned light-rail transportation systems creates a unique set of circumstances and opportunities.

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

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

The Planning Areas have distinct edges defined by an open space system that also serves to protect sensitive watersheds and habitat and provide a framework for an integrated trail system. This open space system also serves to maintain distinct community separation from the City of Castle Pines east of I-25 and from open lands in Northern Douglas County.

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

The following process of planning approval shall be applied:

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

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

Sub-Area Plan Content

- Conceptual Major Street Layout
- Conceptual location of elementary schools, as applicable
- Conceptual location of other lands to be dedicated for public purposes, as stated in the project commitments, as applicable
- Conceptual location of parks, trails and the delineation/refinement of open space areas
- Specific land use framework. Otherwise, land uses shall be in accord with the PDD's matrix of planning areas and uses.
- Setbacks may be established, or deferred to individual plats or site improvement plans.
- Conceptual design features to promote effective transit, through enactment of standards including modal splits and usage enhancement features (i.e. transportation demand management, park-n-rides, bus turn-out lanes, etc.).

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

Design Guideline Content

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

Sub-Area Plan Approval Process

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

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

General Intent of PDD Implementation

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

PLANNING FRAMEWORK

City Center Planning Area

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

Commercial/ Mixed Use Planning Area

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

Residential/ Mixed Use Planning Area

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

R/MU Parcel #11

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

Rural Residential Planning Area

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

Open Space Planning Area

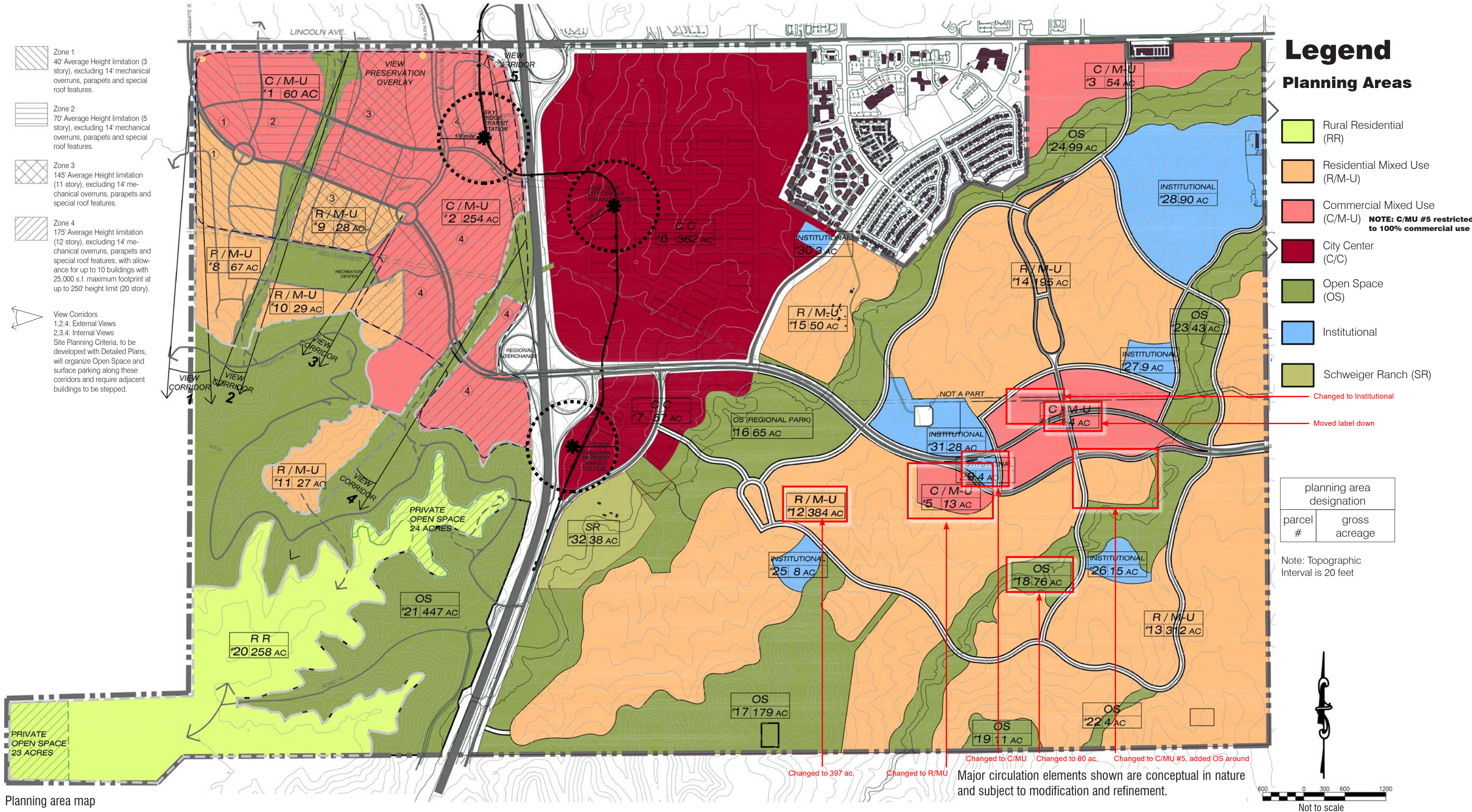
Open space is an important framework element of the RidgeGate community to create a "city in a landscape". This open space system is concentrated to preserve sensitive riparian and floodplain habitats, create neighborhood edges and to connect Planning Areas with trail systems. A majority of the system provides passive recreation opportunities incorporating regional trail connections and buffers with native landscape character. A Regional Park of approximately 65 acres, will be located in close proximity to the greatest concentration of housing and jobs and will provide opportunities for active recreation uses. Local neighborhood park sites will be located by provisions contained in the Sub-Area Plans.

A Master Plan for parks, trails and open space for the West Side Property has been completed.

The Owner and the City have agreed to seek Inclusion of the East Side Property in to the South Suburban Parks and Recreation District (SSPRD) and in that regard, SSPRD and the City are developing a master plan for East Side Parks which will provide an initial framework for future implementation by SSPRD.

Schweiger Ranch Planning Area

The Schweiger Ranch Planning Area is located at the southern end of the City Center Planning Area and it straddles the Happy Canyon Creek along one of RidgeGate's Open Space Planning Corridors. In 2008, its 38 acres were conveyed to the Schweiger Ranch Foundation, a 501(c)3 not-for-profit organization. Schweiger Ranch is operating as a living history museum and serving as an educational and cultural resource for the community. As it evolves, Schweiger Ranch envisions a variety of collaborative partnerships with other non-profits to expand its mission appropriately.



Circulation Elements

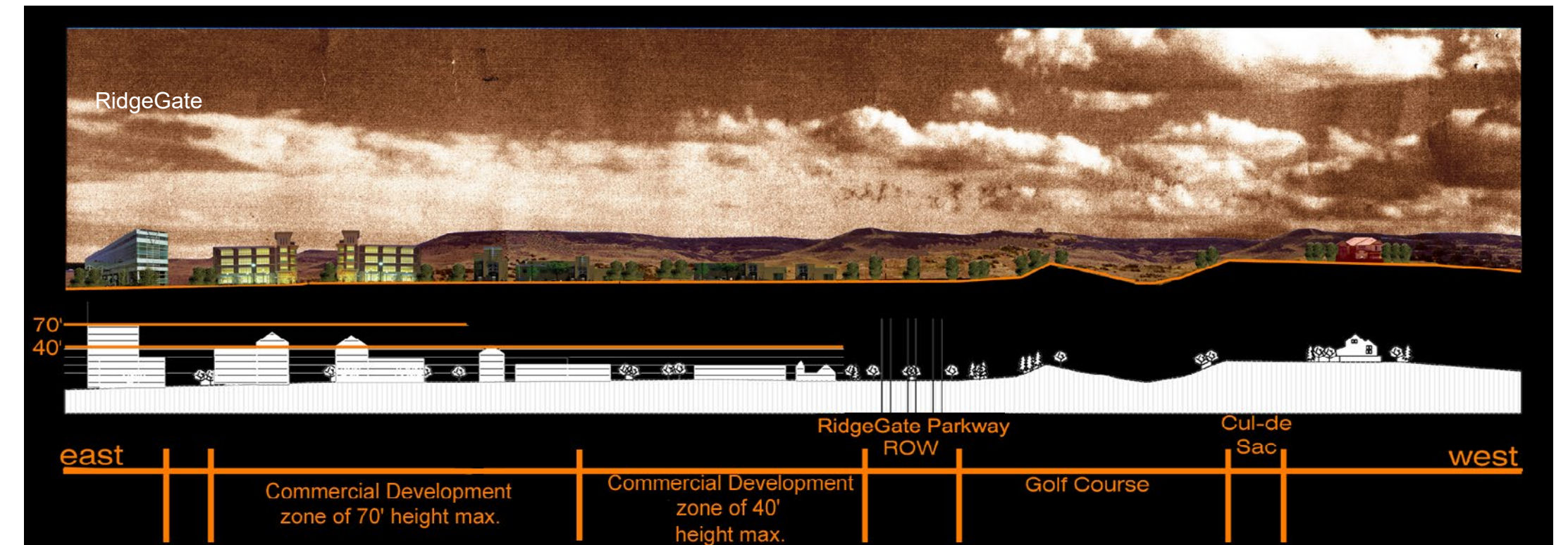
RidgeGate will provide an interconnected system of circulation elements to distribute, not concentrate traffic, and to offer choices in transportation methods and routes. Emphasis is placed on connecting neighborhoods and individual uses with each other by employing a modified urban grid form with a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

Circulation elements are endowed with two attributes-capacity and character. Capacity refers to the number of vehicles that can move safely through a segment within a given time. It is physically manifested by numbers of lanes, their width, horizontal and vertical radii and superelevation. Character refers to suitability for pedestrian activities and a variety of building types. Character is physically manifested through building setback proximity, landscape conditions and sidewalk locations.

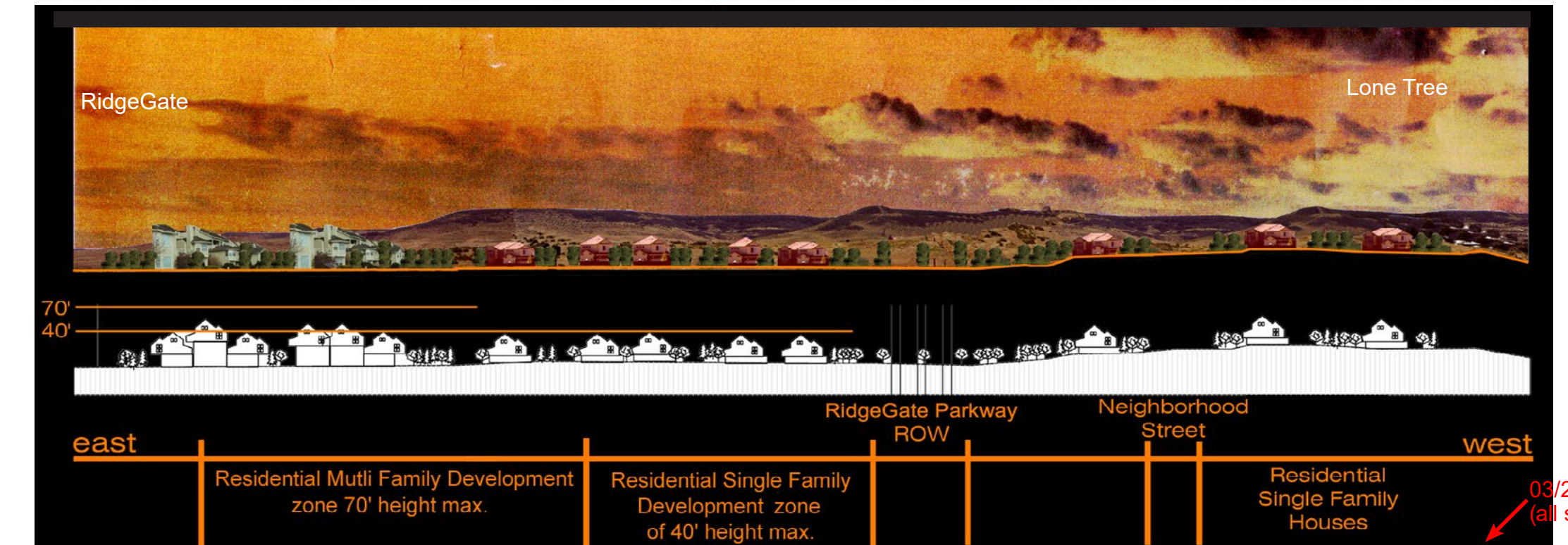
The RidgeGate West Village Street Standards are the RidgeGate East Technical Supplement define a range of road categories and their related technical details and criteria for implementation.

Transit Station legend

- **Sky Ridge Station**
In-line mixed-use/neighborhood station with a mix of uses and pedestrian connections to the adjacent medical center. This station is within walking distance to adjacent neighborhoods and features a Kiss-and-Ride drop off for RTD and other shuttle services.
- **Lone Tree City Center Station**
In-line urban station with high density mixed-use commercial, office retail and residential.
- **RidgeGate Parkway Station**
End-of-line station with medium density development surrounding the site consisting of commercial, office, and retail uses. The station features a 1,300 car garage, RTD local and regional bus connections, and provisions for other shuttle services.



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



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

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 03/23/2023 (all sheets)

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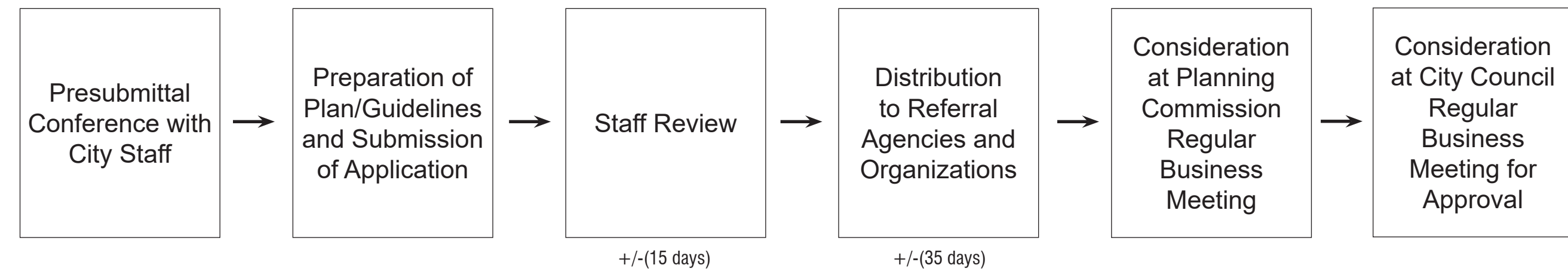
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Subarea Plan and Design Guidelines Review and Approval Process*

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

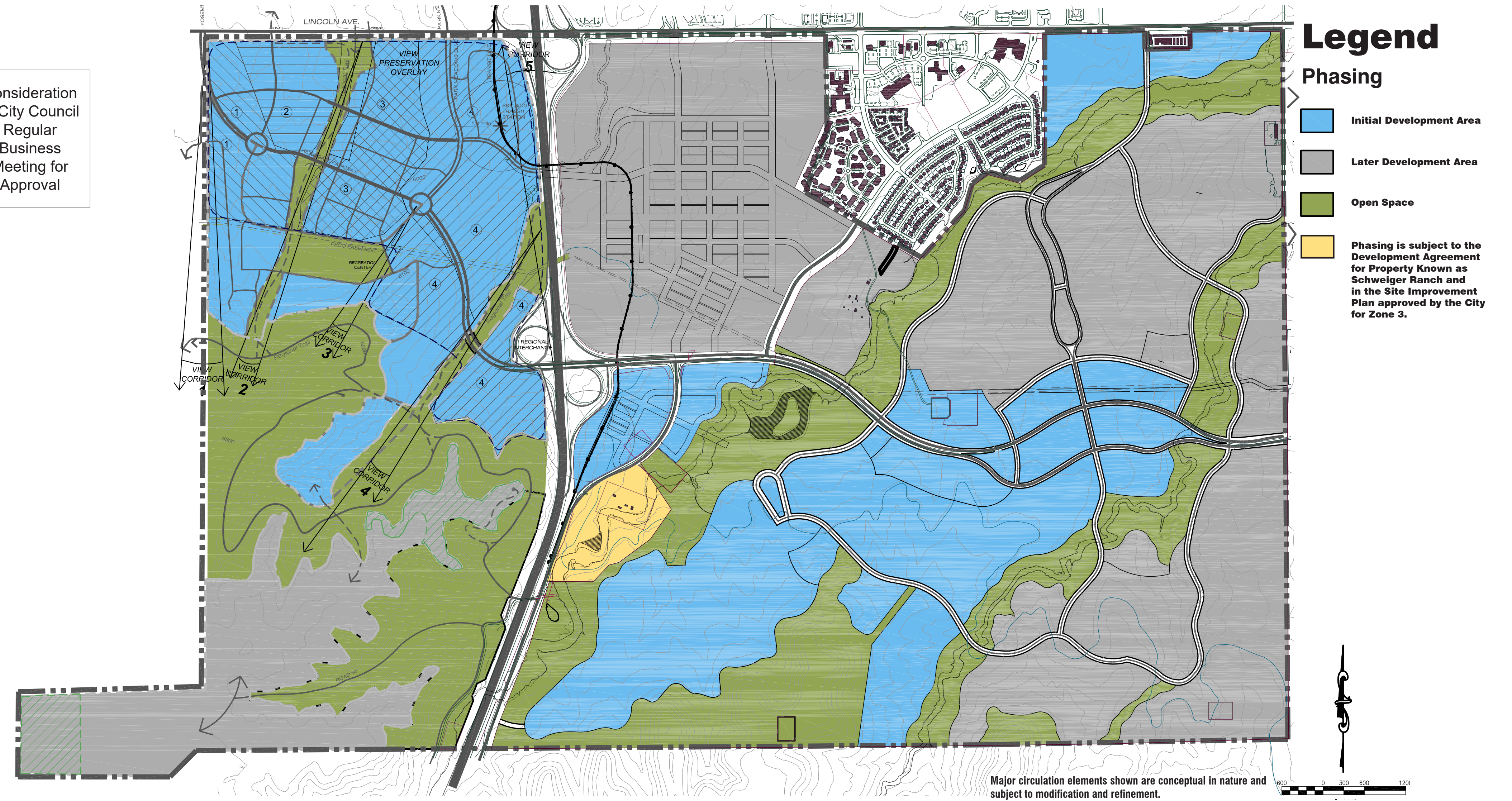


Land Subdivision Review and Approval Process

(refer to City of Lone Tree Subdivision and Zoning Code)

Site Improvement Plan Review and Approval Process

(refer to City of Lone Tree Subdivision and Zoning Code)



Conceptual Phasing Plan Map

The RidgeGate West Village has been under development since 2001 and by 2020 is expected to be nearly complete. That achievement plus the opening of the Southeast Light Rail Line stations in RidgeGate East are expected to lead to the start of supporting community infrastructure and subsequent development of the East Side Property. The map shown depicts the owner's intended initial development phasing for the East Side property. However, actual results will follow market-driven demand.

Community Landscape Concept

The community landscape development concept for RidgeGate combines three principal zones of landscape types to create an aesthetically pleasing environment that balances the unique existing landscape characteristics with new, man-made landscapes. These new landscape elements will be generally composed to minimize water consumption for irrigation through the use of drought tolerant and native plant materials, including native and drought tolerant grasses, shrubs and large trees. However, key entrances, parks, campus-like settings, urban plaza spaces and other highly utilized places will be landscaped with traditional palettes of less sensitive plant materials to withstand the rigors of human use and create pleasant, shady environments that provide contrast.

[See also City Center and RidgeGate East Villages Sub-Area Plans]



Major Community Identification Signage

Where appropriate, major community entry points and Gateway Areas should incorporate signs recognizing the City of Lone Tree as suggested in the City's Comprehensive Plan.

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Planned Development District

RURAL RESIDENTIAL NEIGHBORHOOD DEVELOPMENT CRITERIA

Objectives and Principles:

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

The principles which guide the achievement of the objectives are:

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

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

I. Site Planning

Density and Pattern Standards will Incorporate:

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

Road Standards will Incorporate:

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

Grading/ Drainage Standards will Incorporate:

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

Lot Access and Utilities Standards will Incorporate:

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

II. Construction Practices

Minimize disturbance or impacts to the site during construction:

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

Drainage and Erosion:

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

Fire Hazard:

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

III. Landscape

Designing with Nature:

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

Planting/Revegetation:

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

Site Lighting:

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

Irrigation:

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

Fencing:

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

IV. Architecture

Building Placement:

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

Height:

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

Materials/Colors:

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

Building Form/ Mass:

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

Roof lines:

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

V. Approval Process

Overview and Objectives

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

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

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

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

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

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

Design Review Process

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

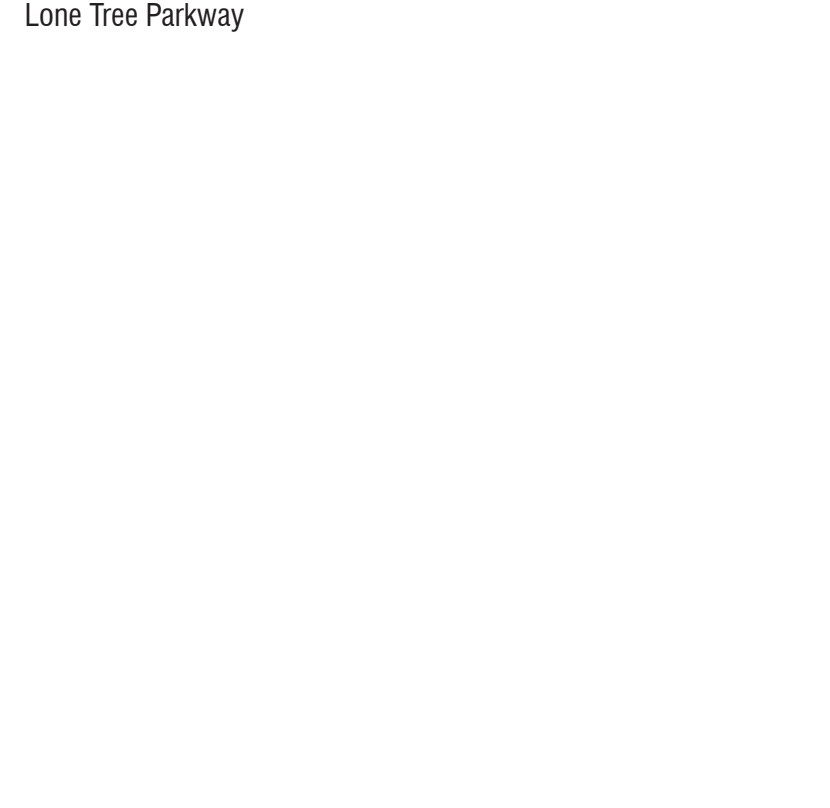
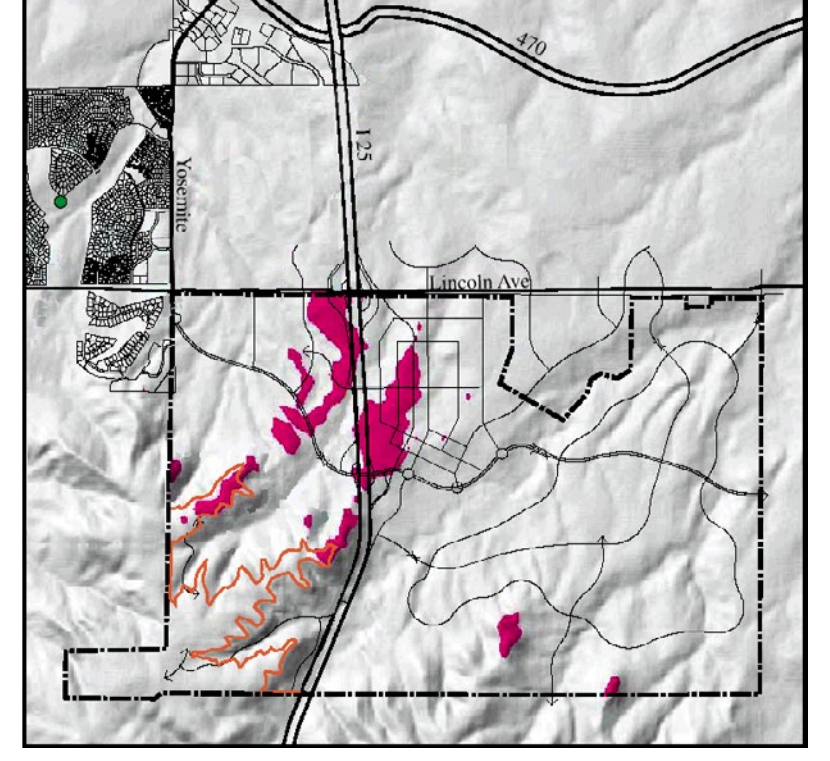
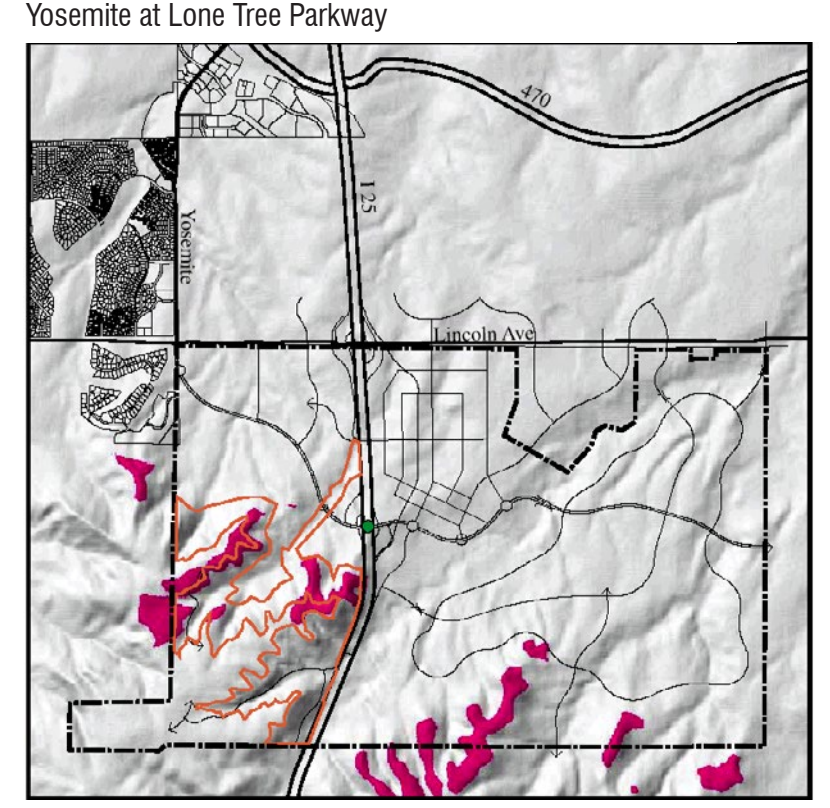
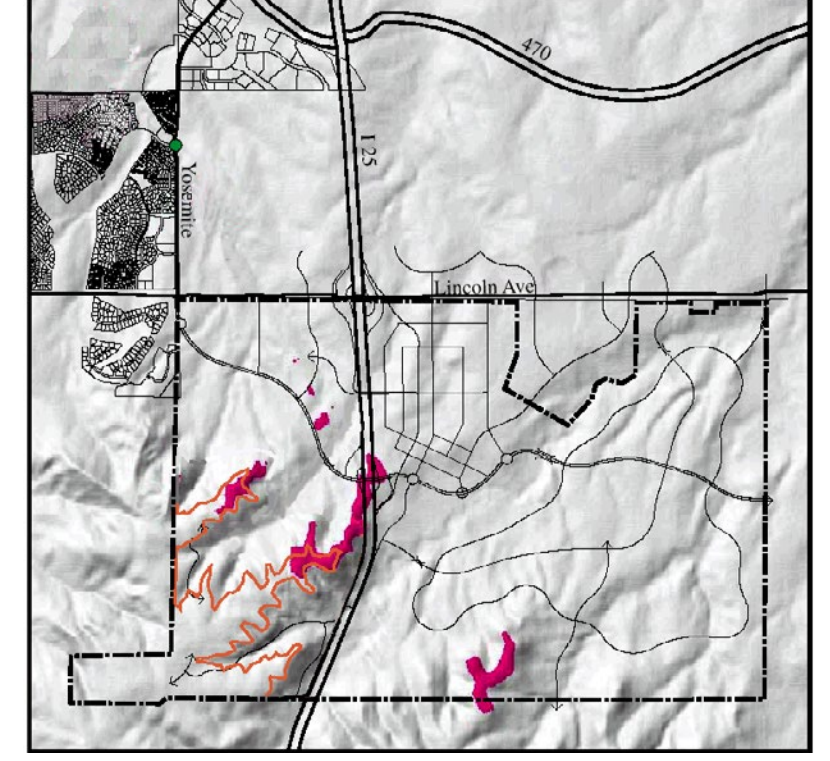
1. Pre-Submittal meeting with Planning Staff to review objectives and standards
2. Preparation of sketch plan submission materials (minimum):
 - Sketch Plan Submittal conveying existing and proposed conceptual conditions
 - Property survey w/2' topography
 - Photos of existing site conditions from mesa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

Mesa Visual Sensitivity Analysis

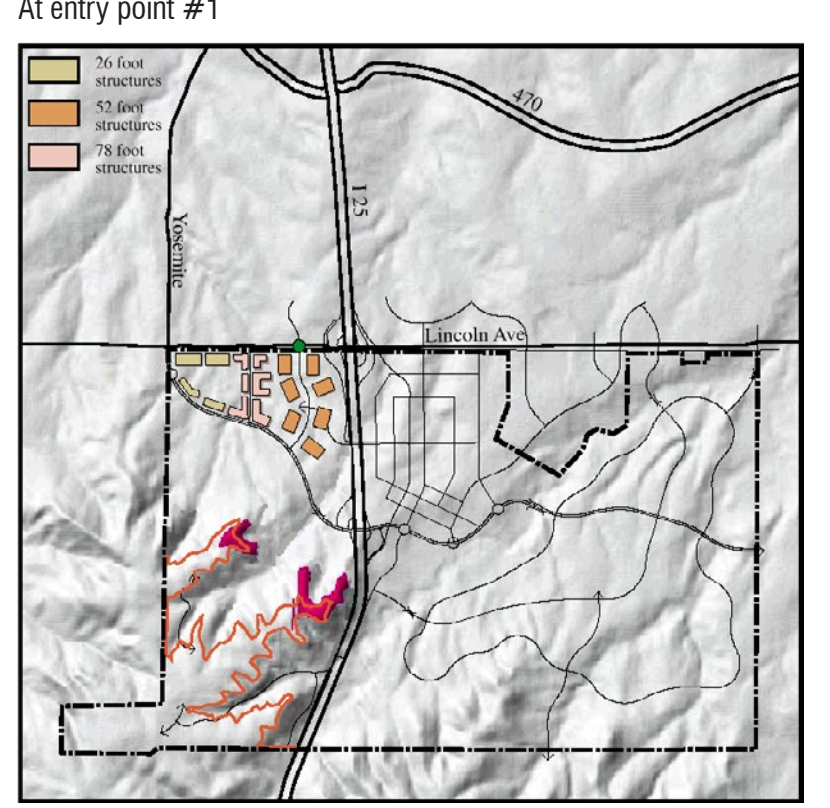
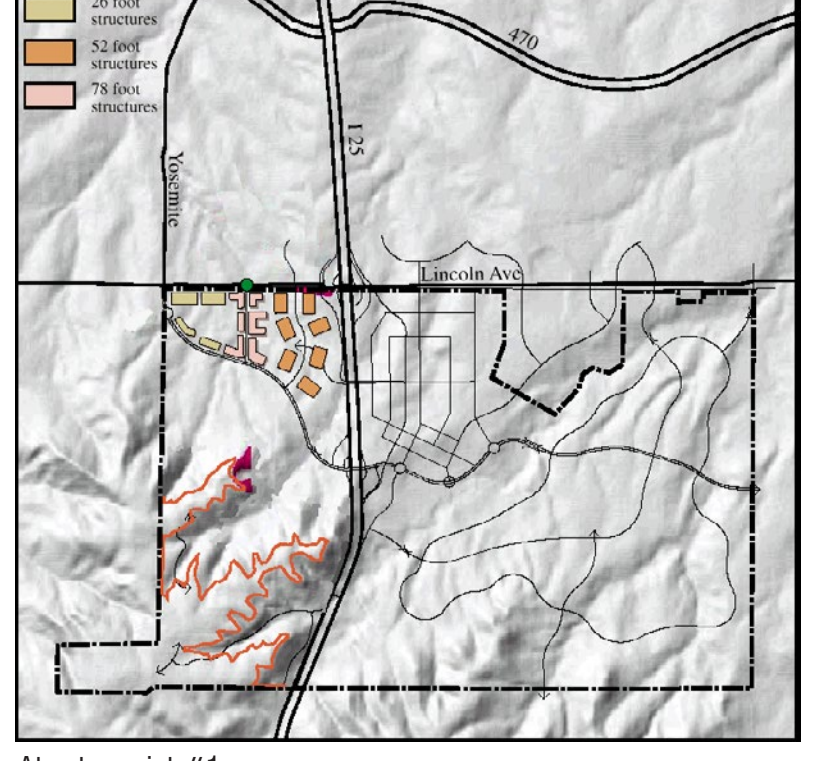
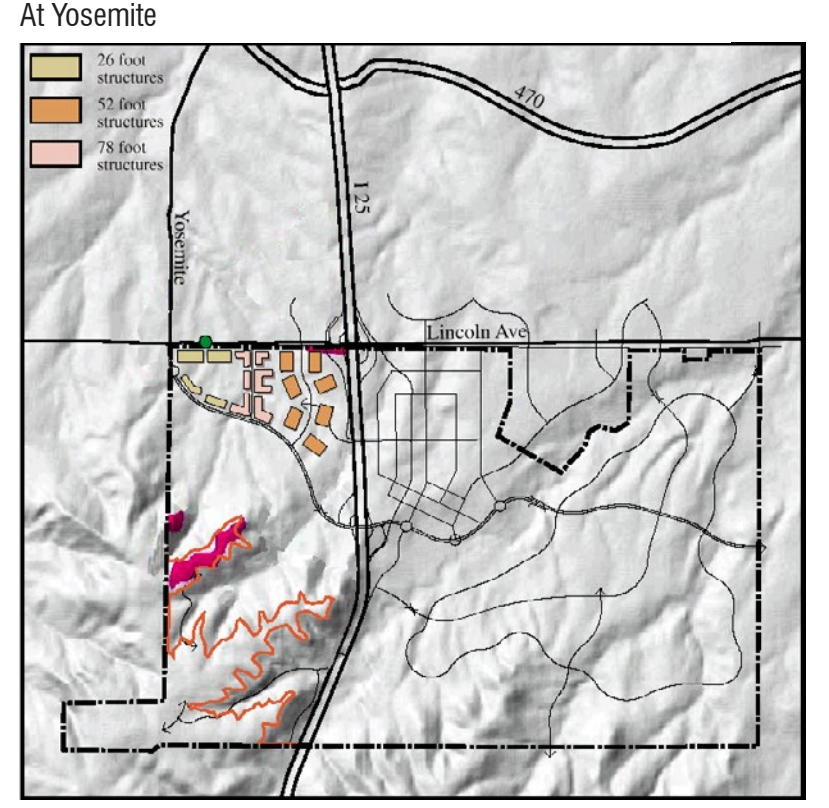
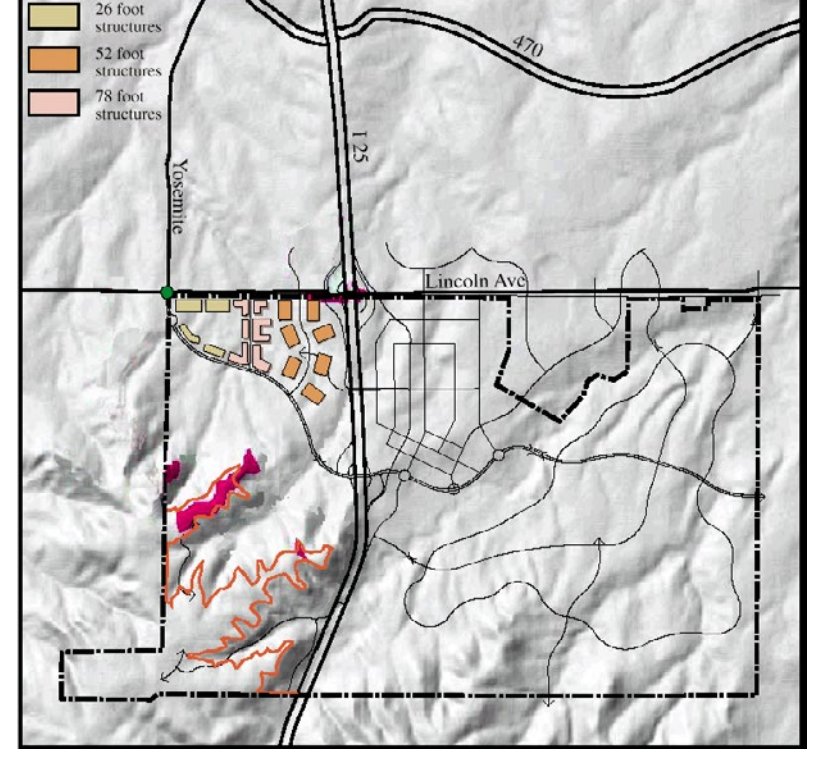
Although this analysis is substantially not accurate because it excludes current and future buildings on the north side of Lincoln on adjacent land off the property and the respective Planning Areas, this computer analysis identifies areas where 20' tall structures could be visible with no mitigation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

- Legend:**
- Areas where 20-foot tall structures can be seen
 - Viewpoints
 - Limit of 20% slope (top of mesa)

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



Lincoln Avenue Viewpoints (with conceptual foreground buildings)



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 City of Lone Tree, State of Colorado (3,515 Acres)

Planned Development District

9878 Schwab Way, Suite 415
 Master Developer
Coventry Development Corp. – Colorado
~~10270 Commonwealth Street, Suite B~~
 Lone Tree, Colorado 80124

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



From I-25 at the Proposed RidgeGate Interchange



From Park Meadows Drive and Lincoln Avenue



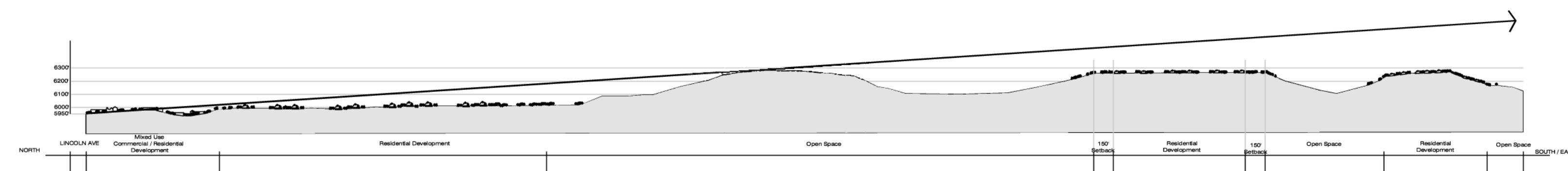
From Yosemite Street and Lone Tree Parkway



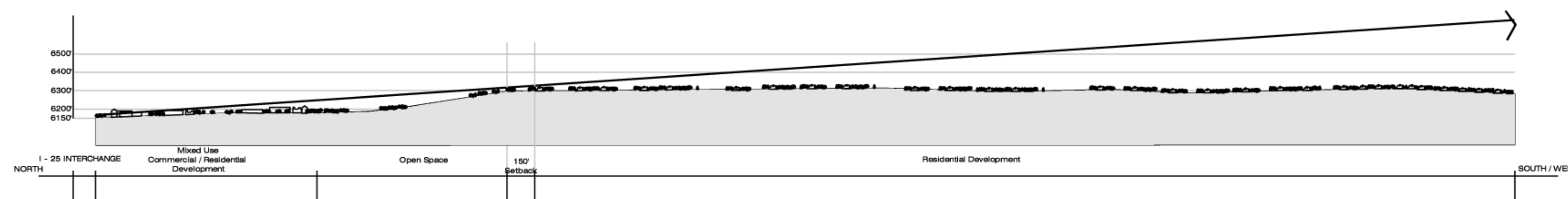
From Lone Tree Parkway



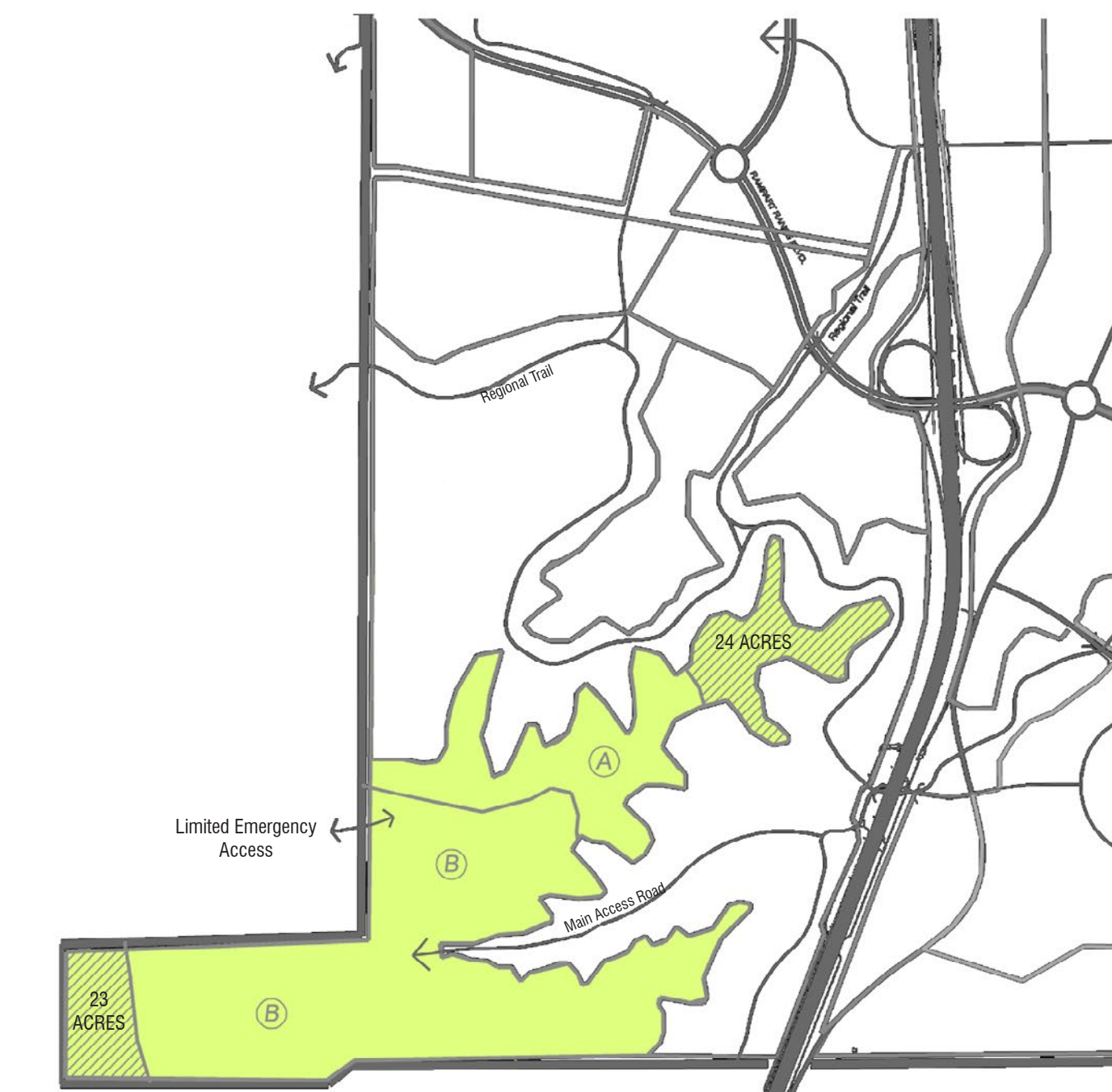
From I-25 and County Line Road



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



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



- Limit of Rural Residential Planning Area as Defined by 20% Slopes
- Private Open Space Areas (±47 AC)
- A Area of "Highest Visual Sensitivity" Limited by the Following Criteria
 1. All Basic RRPA Criteria
 2. 20' Height Limit
 3. 150' Minimum Building Setback From Edge of Planning Area, unless Mitigated with Berming
- B Area of "Lowest Visual Sensitivity" Limited by the Following Criteria
 1. All Basic RRPA Criteria

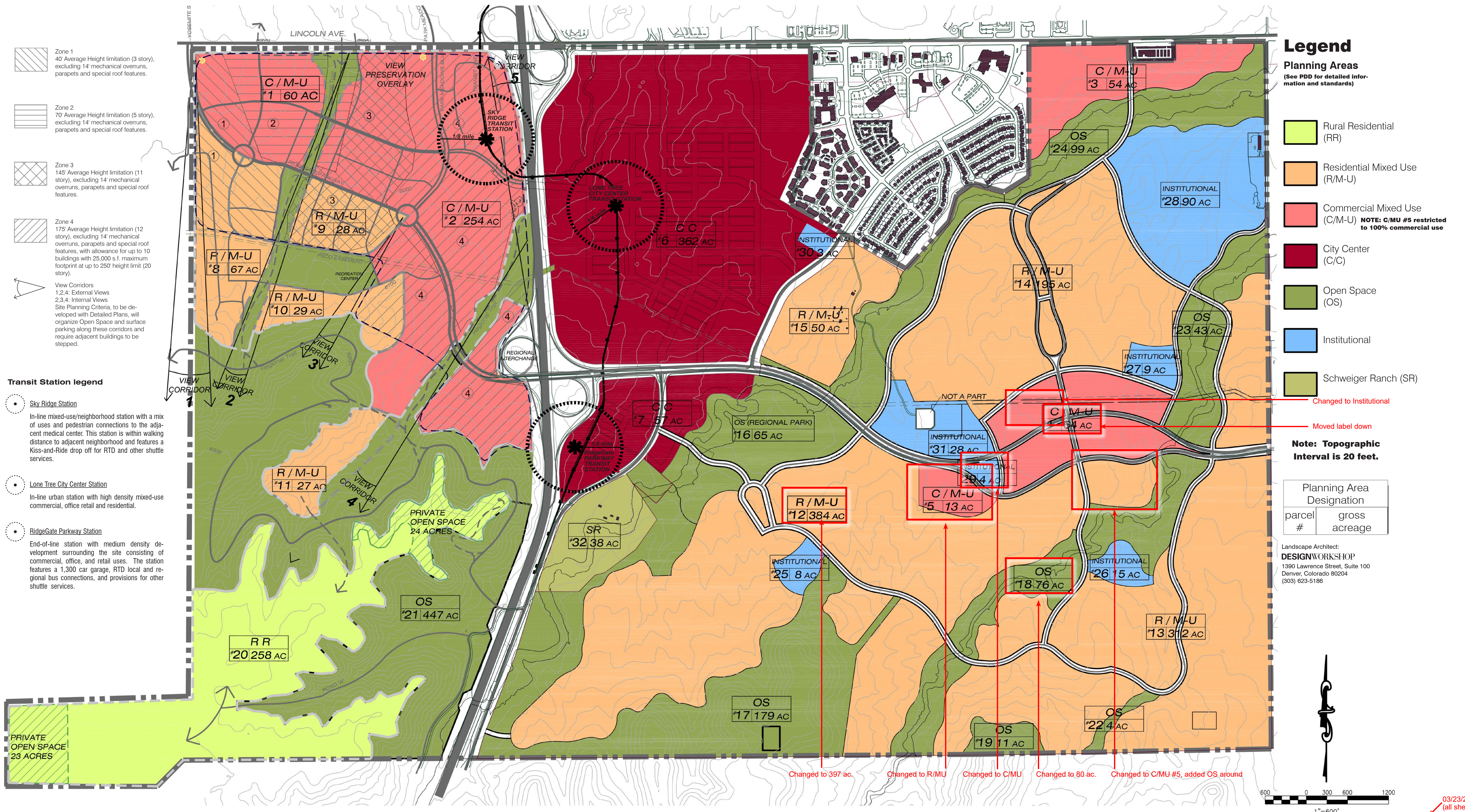
Conceptual Neighborhood Plan

RIDGEGATE, ~~6th~~ Amendment

(an amendment to the PDD formerly known as RidgeGate, ~~5th~~ Amendment, approved by the City of Lone Tree, and recorded at ~~201818230~~ on ~~March 28, 2018~~)
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 Lone Tree, Colorado 80124

Planned Development District



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

- Transit Station legend**
- Sky Ridge Station**
In-line mixed-use/neighborhood station with a mix of uses and pedestrian connections to the adjacent medical center. This station is within walking distance to adjacent neighborhood and features a Kiss-and-Ride drop off for RTD and other shuttle services.
 - Lone Tree City Center Station**
In-line urban station with high density mixed-use commercial, office retail and residential.
 - RidgeGate Parkway Station**
End-of-line station with medium density development surrounding the site consisting of commercial, office, and retail uses. The station features a 1,300 car garage, RTD local and regional bus connections, and provisions for other shuttle services.

- Legend**
- Planning Areas**
(See PDD for detailed information and standards)
- Rural Residential (RR)
 - Residential Mixed Use (R/M-U)
 - Commercial Mixed Use (C/M-U) **NOTE: C/M-U #5 restricted to 100% commercial use**
 - City Center (C/C)
 - Open Space (OS)
 - Institutional
 - Schweiger Ranch (SR)

Changed to Institutional

Moved label down

Note: Topographic Interval is 20 feet.

Planning Area Designation	
parcel #	gross acreage

Landscape Architect:
DESIGNWORKSHOP
 1390 Lawrence Street, Suite 100
 Denver, Colorado 80204
 (303) 623-5186

Changed to 397 ac. Changed to R/MU Changed to C/MU Changed to 80 ac. Changed to C/MU #5, added OS around

