



CITY OF LONE TREE

Site Improvement Plan Project Narrative & Statement of Design Intent Template

Planning Division

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Project Name Sky Ridge at Lone Tree Station Mobility Hub

Project # 267 0252-499 (24278)

Project Location I-25 between Mileposts 191.00 and 193.5 Lone Tree, CO in Douglas County

Date August 27, 2024

Project Narrative

[ARTICLE XXVII - Site Improvement Plan \(SIP\) Project Narrative](#). The SIP process is intended to provide support for development that enhances the quality of life in the City by promoting high-quality design, a strong economy, and foster a sustainable and healthy community. The SIP process is required to ensure the development will conform with the [Comprehensive Plan](#), the [Design Guidelines](#), applicable chapters of [Municipal Code](#), and applicable [Planned Developments](#) and Sub-Area Plans.

Using this form or a separate page(s), the applicant shall provide a written narrative describing their project. Use the following outline (Sec. 16-27-60) as a guide when formulating your narrative – please disregard sections that do not apply to your project:

1. General information.

- This project will impact the following parcels of land:

Parcel/ Impact #	Ownership Count	Impact	Owner Name	Larger Parcel Address / APN	Take Area Sq. Ft.	Larger Parcel Use
West Side PE-1	1	PE	Charles Schwab & Co. CS Lone Tree LLC	10160 Trainstation Circle, Lone Tree	1,310	Small office & event center plus additional retail strip potential development
West Side TE-1	0	TE		2231-151-05-013	854	
West Side RW-2	1	RW	City of Lone Tree	Trainstation Circle / 2231-151-99-017	1,822	Road owned by Lone Tree
West Side RW-3A & 3B	1	RW	Rampart Range Metro District No. 1	Open Space / 2231-151-05-007	32,652	Open space slice between Trainstation Circle and CDOT I-25 ROW
East Side RW-4	1	RW	Ridgegate Investments Inc.	Not platted, but entitled for Ridgegate East master plan	16,457	Ridgegate East master plan which includes high density town center near I-25 and RTD stations
East Side TE-4	0	TE		2231-142-00-009	24,208	

- 2. Development impacts. Describe the overall impacts of the proposed development on adjacent lands and methods for mitigating those impacts.**
 - Construction activities will impact existing land on the east and west sides of I-25, south of the Lincoln Avenue interchange. These impacts will be mitigated with Best Management Practices (BMPs) such as inlet protection, erosion control logs, silt fence, temporary seeding, stockpile stabilization, street sweeping, and seeding stabilizing areas to establish a permanent vegetation cover. Improvements to the existing drainage system will prevent negative impacts on the hydrology of adjacent lands. Additional impervious surfaces will be treated in CDOT's water quality facility located in the loop ramp south of Lincoln Ave. on I-25.

- 3. Compliance with Intent and Approval Standards. Describe how the development complies with the Intent (Section 16-27-10) and Approval Standards (Subsection 16-27-90(a)) of Municipal Code.**
 - This Mobility Hub project will enhance the quality of life for citizens by providing multimodal connectivity access to various transit options such as the proposed Bustang stops, Link-on-Demand, and connectivity with the existing RTD light rail station. Space has been preserved for future micromobility options as well.
 - Colors, patterns, and materials were chosen through a NEPA visual impact study process to complement the natural and built environment.
 - The structure spanning I-25 will create a new connection through the Lincoln Avenue interchange, promoting walkability and bike-ability to encourage social interaction and strengthen the City of Lone Tree's sense of community and well-being.
 - The design project team has adhered to ADA and PROWAG standards and has additionally engaged with CDOT's Equity Office and The Atlantis Community, a disability advocacy group, to ensure an accessible and inclusive design.

- 4. Development phasing. Describe the proposed development schedule and phases of development for all proposed construction.**
 - Construction phasing will be dependent on the right-of-way acquisition schedule. Generally, inlet protection and erosion control, clearing and grubbing, construction of slip ramps, pedestrian bridge construction, sidewalk installation, and final stabilization.
 - A draft construction schedule is included with this application. This schedule, developed with CDOT Construction Management expertise, will be finalized in collaboration with the general contractor once awarded and communicated with the City of Lone Tree team.
 - The City of Lone Tree Planning and Engineering team has been actively engaged in developing and coordinating traffic management, construction detours, and construction traffic plans throughout the design process. Their collaborative efforts ensure that construction schedules and impacts are carefully considered to serve the best interest of the community and the traveling public.

- 5. Other project data.**
 - Total number of employees on maximum shift when known (for parking purposes): TBD
 - Total area of construction site (permitted area) is 11.3 acres.
 - Lot area: N/A
 - Anticipated opening date: 2026

- 6. Sustainability.** Highlight ways in which the project furthers the City's environmental goals regarding sustainability. This may include a general description of the project location relative to other uses, public transit and trails; ease of travel to key destinations on foot or bicycle; water conservation and water quality measures; site layout; green building practices; or operational aspects of the use such as waste reduction, recycling or commuter trip reduction programs.

- The mobility hub is strategically located to provide multi-modal connections to diverse transit options such as sidewalk/trail connections, Bustang, RTD’s Skyridge Lightrail Station, and Lone Tree’s Link on Demand service.
- The pedestrian overpass, associated ramps, and sidewalk connections will give pedestrians and bicyclists safe and reliable options for traveling through the Lincoln Avenue interchange area.
- Permanent stabilization will include the planting of native grasses and tree mitigation along Train Station Circle. Sustainable zero-scaping rock landscaping will be placed on either side of the stairway down to the South-Bound/West-Side Bustang hub.
- Waste receptacles and dog waste stations will be included in the project to reduce environmental impacts and ensure the cleanliness of the facility.

7. **Variiances if applicable.** For those SIPs for which a variance from the standards in this Chapter, the Design Guidelines or Sub-Area Plans is requested, the narrative shall also explain the need for the variance. (Public notice may be required, see Section 16-26-60).

- N/A

Statement of Design Intent

Please describe how the project meets the intent of the [City of Lone Tree Design Guidelines](#), including the city’s Core Design Principles (p. 11). If the project is located within a Planned Development that is governed by additional design standards or guidelines, please address how the project satisfies the intent of those standards and guidelines as well.

Please use the outline below as a guide in formulating your response. You may also use this opportunity describe particular strengths, unique features, sustainable practices, or innovations that distinguish the design of the project, as well as any particular opportunities or challenges that should be considered. This Statement of Design Intent is intended to encourage thoughtful consideration of design guidelines and to give project reviewers and decision-makers a more thorough understanding of the project.

1. Overall Design Concept. Briefly describe the use and overall concept for the project as a whole.

- This project will construct a Mobility Hub to facilitate regional and state transit services along I-25. Interstate ramp modifications will accommodate CDOT’s Bustang service and a pedestrian structure and associated ramps will connect two transit stops along north and southbound I-25. An extensive pedestrian network will connect bike and pedestrian users to existing RTD light rail, businesses such as SkyRidge Medical Center and Kiewit Regional Headquarters, and future high-density development.

2. Context and Site. Describe how the project relates functionally and visually to the context of the surrounding area. Consider issues of form and character, the natural environment, vehicular and pedestrian access and circulation, etc.

- Aesthetic considerations for the bridge, ramp, and wall structures ensure compatibility with CDOT’s I-25 Corridor Guidelines and the City of Lone Tree Design Guidelines and Standards. The chosen structure style was selected following a detailed structure selection process as well as considerations of alignment with other I-25 area structures (e.g. the pedestrian bridge to Park Meadows Retail Resort). Colors for walls, columns, and girders (Federal Standards 20119 and 20140) were selected following a stakeholder-engaged Visual Impact Assessment Process. The selected colors blend with both the natural and built environment. The steel bridge structure

(Federal Standards 37030 and 26132) has a matte finish to minimize light reflection. Wall patterns and colors were selected to additionally ensure long-term maintenance ease. The ramp design layout was selected with the consideration of minimizing visual obstruction for adjacent businesses and future City Center development.

- Pedestrian access and circulation, including the west-side connection north to Lincoln Avenue, were integral and incorporated into the final design, as desired by the City of Lone Tree.
- The type of ramp railing and fencing chosen for the project is consistent with other structures within the City of Lone Tree and Douglas County.
- Stained concrete (Brick Red SRI 40 – as selected by The City of Lone Tree) in the plaza area with raised concrete bench seating will create a distinctive and functional space, delineating pathways and incorporating multi-modal (bike/ped/scooter) traffic-calming techniques.
- Tree mitigation will include the planting of evergreen trees to create a barrier between Train Station Circle and I-25. Deciduous trees planted along the new sidewalk along Train Station Circle and the sidewalk north towards Lincoln Avenue were in collaboration with CDOT's Landscape Architecture to provide a city-scape enhanced pedestrian experience while also ensuring adequate visibility throughout for safety moving through the mobility hub and down to the bus station platform.

3. Public Realm. Describe how the project contributes to an inviting, safe and functional public realm. Consider public spaces, street/sidewalk-level experience, lighting, landscaping, and signage.

- The following elements were included to increase user experience and create an inviting and safe space:
 - Tasteful site facilities such as benches, u-shaped bike racks, trash receptacles, dog waste stations, light pole fixtures, and railings that complement those in the nearby RTD light rail station and surrounding areas of the City as well as meet CDOT Division of Transit and Rail (DTR) amenity standards.
 - Sufficient lighting and security cameras, designed by ITS experts.
 - Upgraded fencing
 - Wayfinding
 - Crosswalks
 - Kiss n' Ride drop-off area
 - A covered and enclosed I-25 pedestrian overpass structure
 - Broom-finished concrete of ramps, stairs, and the bridge deck to provide added traction for disabled users
 - Public Information Displays (PIDs) with Bustang, RTD, and local transit information. Enhanced capabilities for audio features on PIDs for visually impaired users.
 - Emergency Telephones
 - Intentional tree placement and the use of decorative rock to maintain open sightlines and enhance safety.
 - Widened ramps and bridge travel way to accommodate bicycles with trailers and mobility devices.
 - Strategic placement of bike racks underneath the structure ramp to keep bicycle seats clean and dry during inclement weather.

- 4. Architectural Design.** Describe how the architectural design contributes to the unique qualities of the area and how design concepts result in a unified, functional and high-quality design. Consider building form and composition, façade composition and articulation, and materials, colors, and lighting.
- As stated in Section 2. Context and Site, the natural environment and character of the City of Lone Tree was considered when choosing the structure colors, patterns, and materials.
 - Staying consistent with elements such as fence type, trash receptacles, bike racks, and benches will result in a user experience that’s seamlessly transitions between the Mobility Hub and the areas surrounding it.
 - The mitigation of trees along Train Station Circle will provide a cohesive look between the Mobility Hub and the adjacent Kiewit campus.
 - Stained concrete and raised concrete bench seating will add interest to the plaza area
 - The collaborative decision to not texturize City-facing walls at the end of the ramp structures will allow for future art installations, such as a painted mural by the City and/or County.

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