



March 27, 2026

Hillcamp Community Referral Response Letter

The Hillcamp Project has received referral comments from neighboring residents as part of the development process with the City of Lone Tree.

Applications:

SB25-0009 – Hillcamp Southridge Preserve Parcels 4 & 5 Preliminary Plan

SB25-0010 – Hillcamp RidgeGate Preliminary Plan

SB25-0014 – Hillcamp Trail Plat and Construction Plans

The comments from the community have been organized into categories, or themes, below to provide a detailed and consistent response based on the comments received.

Access, Traffic, and Cut Through Concerns

The Applicant recognizes that site access and the potential for cut-through traffic are important concerns for nearby residents. The proposed site access has been carefully planned to provide safe and efficient circulation while minimizing impacts to the surrounding neighborhoods.

Primary public access to the development is proposed via Hillcamp Trail, which is an extension of Cabela Drive. Hillcamp Trail is planned as a two-lane roadway matching the existing Cabela Drive roadway section to provide a continuous rural oriented roadway throughout this portion of the RidgeGate Master Planned Community.

This roadway alignment was defined, and generally approved by the City in 2017 with the planning and design of the Retreat neighborhood located to the north of Hillcamp. RidgeGate has worked to be fully transparent about this future roadway connection with the residents of The Retreat by documents including a Surrounding Area Report that disclosed the roadway and future residential development to each homebuyer of The Retreat and which was signed by each homebuyer and recorded to appear in the chain of title as homes are resold. RidgeGate also installed a sign at the terminus of Cabela Drive to identify the future roadway extension and residential development to the public.

Two (2) emergency access ONLY connections will be provided with connections to McArthur Drive to the west and Heather Drive to the south. Both of these connections will access existing public right-of-way. These accesses are planned to be gated and are proposed strictly for emergency access only and will not be open for general public vehicular traffic.

These gated emergency access points will enhance life-safety access while preventing cut-through traffic between neighborhoods.

Open Space Loss & Bluffs/Trails Preservation

The Applicant understands that preservation of Open Space and the character of the Bluffs Regional ParkTrail system are important priorities for nearby residents and the broader Lone Tree community.

The project has been designed to comply with all applicable planning and zoning requirements for Open Space dedications.

The Applicant believes it is important to highlight that the Hillcamp Site is not currently public Open Space, but rather private property. This private property was previously zoned for residential development with the Southridge Preserve and RidgeGate Planned Development Districts (PDD).

The Project Team has previously dedicated a significant amount of land surrounding the Project, known as the Bluffs, to the City to be preserved as Open Space. Additionally, the Hillcamp Project will dedicate a significant amount of land within the Project to be preserved as Open Space.

The RidgeGate PDD requires a minimum of 47 acres of Open Space within the area of the Hillcamp RidgeGate Preliminary Plan, and the Southridge Preserve requires approximately 70% of the site (+/-121 acres) to be dedicated as Open Space.

The new Open Space areas created with the Project will provide a major community benefit including:

- The dedication of +/-180 acres of Open Space;
- Open Space and Public Park areas that support recreation and community use;
- Hard-Surface and Soft-surface trail connections through the Open Space that continue the legacy and experience of the existing Bluffs regional trail system;
- Open Space will be concentrated near the edges of the Site to expand upon existing Open Space lands and screen homes from key city view points as identified in the PDD.
- Maintain the existing Douglas County East-West Regional Trail, while connecting additional public trails to increase the mobility footprint and public use in the area.

Consistent with the goals of the RidgeGate and Southridge Preserve planning documents, the Applicant's approach prioritizes continuous areas of natural Open Space, with the objective of preserving views, maintaining wildlife habitat and movement, and integrating the development with the surrounding natural landscape.

Wildlife Habitat and Corridors

The Applicant recognizes the importance of preserving wildlife habitat and maintaining functional wildlife movement corridors within the RidgeGate and Southridge Preserve areas. The project has been designed in coordination with governing agencies to ensure that wildlife considerations are appropriately incorporated into the site planning process per the findings and recommendations of the Wildlife Preservation Plan that has been included as a part of the review process. The City of Lone Tree, Douglas County, and Colorado Parks and Wildlife have reviewed the proposed project and provided guidance that the Applicant is adhering to through thoughtful land planning and configuration of the Site.

The project incorporates strategically located Open Space areas throughout the community to support and preserve wildlife habitat. These Open Space areas are intended to maintain natural landscape features and provide space for wildlife to remain and thrive within the broader area.

To support wildlife movement across the site, the plan includes several designated corridors. A 45-foot-wide continuous wildlife corridor is proposed along the entire southern boundary of the Hillcamp RidgeGate Preliminary Plan, allowing for uninterrupted east-west wildlife movement through the area. In addition, 200-foot and 300-foot-wide buffer areas are proposed along the western edge of the Southridge Preserve Preliminary Plans to facilitate north-south wildlife movement through the project area.

In coordination with the Colorado Parks and Wildlife the project will provide the following:

- Proposed trail alignments are located outside of designated wildlife movement corridors to minimize disturbance and allow for uninhibited wildlife movement.
- Wildlife-friendly fencing will be utilized where fencing is required, allowing animals to move more easily through the area while reducing the potential for entanglement.
- Construction timing and mitigation measures will follow CPW guidance related to sensitive species and seasonal considerations to reduce impacts during critical periods.

Through these design measures and coordination with regulatory agencies, the Applicant is working to ensure that wildlife habitat and movement corridors are preserved and integrated into the overall development plan.

Geotechnical, Drainage, and Slope Stability

The Applicant recognizes the importance in the construction of a stable Site. The Geotechnical Engineering has deemed the Site suitable for development.

The Applicant has performed a significant amount of Geotechnical testing throughout the project limits. This extensive testing has allowed the Geotechnical Engineer to provide detailed recommendations for the construction and long-term stability of various elements associated with the project. These generally include, roadway design, pedestrian bridge design, construction sequencing, drainage design, slope stability, debris flow, and soil mitigation recommendations.

The City of Lone Tree has consulted with a 3rd Party Geotechnical Engineering, with extensive experience in the area, to review the Geotechnical analysis and recommendations from the Applicants Team. In addition, the City has been working closely with the Colorado Geological Society, as a referral agency, in the review the of the Geotechnical analysis and recommendations for the project.

These additional evaluations are intended to further assess site conditions and confirm that the proposed development meets applicable safety and engineering standards.

Based on the findings and recommendations from these analyses, several design measures have been incorporated into the proposed plans, including:

- Stabilized outfall locations for stormwater discharge, coordinated with both existing and proposed site topography. All stormwater from the site will be released below historic rates and will be conveyed into existing drainageways maintaining historic drainage patterns.
- Adherence to cut and fill slope recommendations to ensure long-term slope stability across the

site.

- Retaining wall recommendations.
- Construction of subsurface fill drains and other construction-related mitigation strategies.
- Over-excavation of unsuitable soils (clay, etc.) and the replacement with suitable stable soils below roadways and housing foundations.

The Applicant will work closely with consultants as well as the City, and their experts, to ensure that stability and mitigation measures are incorporated in final engineering designs.

Wildfire Risk

The Applicant is very sensitive to the risk of wildfires in the area and has prepared a Wildfire Mitigation Plan (FMP) for the Site. This FMP provides specific measures and recommendations to be incorporated into the project to reduce the risk of wildfires. The recommendations will be incorporated at the time of development and then preserved and enforced by the Metropolitan District and/or Home Owners Association once development is complete.

A Summary of the key fire mitigation measures the community will implement are as follows:

- Clearing of vegetation within 10' of electrical or gas tie-ins
- Mowing of common areas to reduce fuel
- Use of specific native low-fuel vegetation species
- Weed Management
- Fire-hardy building and roof materials
- Fuel break distances and reductions in fuel continuity
- Enforcement of Home Ignition Zone (HIZ) for defensible space
- Mandatory building envelopes and rear easements for wildfire mitigation on lots abutting open space
- No combustible fence materials
- Fire rated windowpanes

The Applicant also recognizes that wildfire evacuation is a concern for nearby neighbors. The project team has been coordinating with South Metro Fire Rescue throughout the review process to ensure that emergency access and evacuation needs are met.

As the project advances, South Metro Fire Rescue will continue to review and verify that evacuation routes, emergency vehicle access, and on-site mitigation measures comply with the applicable life-safety requirements.

Infrastructure, Utilities, and Public Cost

Consistent with the established approach used throughout the broader RidgeGate Master Plan, regional infrastructure serving the area will be constructed by the Rampart Range Metro District (RRMD). This includes major backbone infrastructure that supports development across the RidgeGate community and is planned as part of the district's long-term infrastructure program.

All other site-specific infrastructure improvements, including internal roadways, utilities, drainage facilities, and related site improvements, will be designed, funded, and constructed by the developer as part of the development process. These improvements are the responsibility of the development and will not result in additional costs to the general public.

This framework has been consistently implemented throughout the RidgeGate area and is intended to ensure that the infrastructure necessary to support new development is appropriately funded while maintaining the long-term functionality of the regional system.

Emergency Vehicle Access: Permanence and Enforcement

Connections to McArthur Drive and North Heather Drive are proposed strictly for emergency access only, and will be located within Tracts, not public right-of-way. These accesses will prevent any cut-through traffic with the installation of emergency access gates that will be served with a Knox box locking system allowing only emergency responders to open the gates, or maintenance from a permitted user for such things as snow removal only as required to allow emergency services.

The majority of the McArthur Drive emergency access will be +/-10%, which meets emergency access criteria, but is much steeper than the 6% allowed for a public roadway. Because of this elevation difference, a public roadway connection is infeasible at this location.

These gated emergency access points are required to provide adequate life-safety access for the Hillcamp community, as well as the neighboring communities, while preventing cut-through traffic between neighborhoods. No general public access will be permitted at these locations.

Process, Consistency, and Legal Enforceability

The Hillcamp community is being reviewed through the City of Lone Tree's established development review process, and the Applicant is planning and developing the project in accordance with the approved zoning documents, Planned Development Districts (PDD), that were previously approved by the City. These documents provide for development of the property and include guiding principles for the project including number of homes, open space, view corridor analysis, grading, drainage, and wildlife criteria to name a few. The project is not requesting any amendments to the previously established zoning documents.

As part of the review process, applicable regulatory and referral agencies have been included in the review and comment process. Their feedback and technical requirements have been incorporated into the design as the project.

The residential portion of the project is currently in the Preliminary Plan process with the City. The project will continue to go through all applicable City processes including Final Plats, Construction Documents, Grading and Erosion Control submittals and approvals before construction can begin.

The final design and eventual construction of the project will comply with all recorded planning documents, development agreements, and applicable City standards. The City of Lone Tree maintains oversight throughout the review, permitting, and construction phases, and the project cannot receive

final approval or close-out without demonstrating compliance with the adopted documents and the processes established by the governing regulatory agencies.

This review and enforcement framework is intended to ensure that the development proceeds in a manner that is consistent with the approved plans and regulatory requirements established for the RidgeGate and Southridge Preserve PDDs.

Noise, Light Pollution, and Quality of Life Impacts

The project will be required to comply with all applicable City of Lone Tree regulations related to hours of construction activities and noise ordinances both during the construction phase and throughout the long-term operation of the development. These standards establish limits on construction hours and noise levels to help minimize impacts to surrounding neighborhoods.

In addition to meeting these regulatory requirements, the project has been designed with the goal of enhancing the overall quality of life within the RidgeGate and Southridge Preserve areas. The proposed development will incorporate an expanded trail network that integrates with the existing Bluffs regional trail system, improving connectivity for walking, running, cycling, horse-back riding, etc. throughout the area. The plan also includes publicly accessible parks.

As part of the broader RidgeGate vision, the project will also strengthen connections to the existing Open Space and trail systems while introducing new amenities that support outdoor recreation and community engagement. Through these improvements, the project aims to complement the surrounding neighborhood and contribute positively to the area's long-term livability and recreational opportunities.

Lighting for site will be kept to a minimum and street lights will only be provided at three (3) key intersections within the development. It is the project's vision to limit the amount of lighting to enhance the rural character of the community.

The project will minimize light pollution by preserving the dark night-time sky, restrict light spill to within home sites, and enforce other lighting guidelines and standards.

Traffic Safety and Roadway Impacts

As part of the development review process, a Traffic Impact Analysis (TIA) has been prepared that meets the City's standards and criteria.

The purpose of the TIA is to evaluate existing traffic conditions, forecast future traffic within the City, and analyze the traffic associated with the proposed development. The analysis also evaluates intersection operations, roadway capacity, and overall traffic circulation within the surrounding network. This analysis identifies improvements that may be needed (if any) to the City's roadway network and ensures that the City's roadway network and intersections continues to operate at acceptable levels of service.

Based on the results of the Traffic Impact Analysis, the City's roadways and intersections will continue

to operate within City standards for level of service. This can be attributed to the transportation planning that has been done by the RidgeGate Master Planned Community and the City that anticipated the buildout of this project.

The Applicant will continue to work with City staff throughout the development review process to ensure that traffic operations, roadway design, and access points meet all applicable safety standards and transportation planning requirements.

The Applicant also acknowledges the concerns regarding student safety near McArthur Ranch Road, Monarch Boulevard, and other school access points. The Applicant will continue coordinating with Douglas County School District and City staff to ensure that traffic associated with the project do not adversely impact pedestrian, bicycle, or vehicular safety in school zones.

School Impacts

The Applicant is working directly with Douglas County School District as a referral agency. Since this Site has already been zoned and planned for residential development, Douglas County Schools have anticipated these additional students already in their long-term planning and school land dedication has already been provided for within RidgeGate.

Density, Scale, and Compatibility with Surroundings

The project has been planned in accordance with the established RidgeGate planning and zoning framework to ensure that it remains consistent with the character and expectations of the surrounding community.

The proposed residential community is located within the Rural Residential portion of the RidgeGate PDD and will have an overall density of less than one (1) dwelling unit per acre, which is significantly lower than the higher-density residential areas located within the more suburban areas of RidgeGate. This lower density is intended to provide a development pattern that is more compatible with the adjacent neighborhoods and the surrounding Open Space environment.

In addition, the project complies with the building height limitations and view corridor protections established by the Southridge Preserve and the RidgeGate PDDs. These planning documents provide the framework for development within this area and are specifically intended to preserve views from key vantage points previously identified by the City, maintain the visual character of the landscape, and ensure compatibility between new development and existing neighborhoods.

Through adherence to these adopted planning standards, the proposed Hillcamp community is designed to integrate with the surrounding community while maintaining the Open Space character and development patterns envisioned for this area of the City of Lone Tree and RidgeGate community.

The Applicant also acknowledges the receipt of the Change.org petition. This petition, along with all written public comment, is part of the City's official referral record and will be considered by City staff and other decision makers as a part of the overall review process.