



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.

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RE: Applicant Response to The Retreat at RidgeGate Home Owners Association Referral Response to Application - SB25-0014 - Hillcamp Drive Filing No. 1, Dated February 10, 2026

Mr. Darnell:

This firm represents the applicants in connection with four recent applications for certain entitlements relating to a single-family residential neighborhood known as Hillcamp (the "Project"). We are joined for the purpose of submitting this letter by Jon Hoistad of the firm McGeady Becher Cortese Williams P.C., which firm represents Rampart Range Metropolitan District No. 1 (the "Applicant") in connection the above-referenced application. On behalf of our respective clients, we submit this letter as a response to the referral request response opposition letter (the "Opposition Letter") submitted by legal counsel for The Retreat at RidgeGate Homeowners Association (the "HOA") to the City of Lone Tree (the "City"), arguing against approval of the Applicant's application for a Final Plat – Hillcamp Drive Filing No. 1 (SB25-0014) (the "Application").

I. Introduction

The Opposition Letter makes broad assertions that the Application is defective. To the contrary, the Application meets or exceeds all applicable requirements in the City code. This Response Letter will review each claim and explain how the Application demonstrates compliance.

The Application demonstrates that (i) the selected road alignment was thoroughly evaluated as part of a multi-year coordination effort with the City, and ultimately chosen because it satisfies City code criteria, subdivision approval standards, and safety and emergency requirements; and (ii) the slope stability and geotechnical hazards have been investigated and analyzed, and mitigation methods have been proposed based on conservative assumptions and with express requirements to reevaluate if conditions or construction plans change.

The Opposition Letter is, at its core, an attempt to revisit the existing approved PDD documents, disguised as a challenge to the merits of this Final Plat. As explained in more detail below, each issue raised in the Opposition Letter is either incorrect based on the Application or based on a flawed analysis.

II. Argument

A. Tract “M” is Not Necessary for the Project

The Opposition Letter argues that Tract “M” is required for development. This approach was part of Hillcamp’s original development plan but was never essential to it. An alternative plan that does not utilize or involve Tract “M” has already been prepared and is being submitted to the City concurrently with this letter. Specifically, the Project originally contemplated the purchase of Tract M to enhance and maintain the existing pond that is located in Tract M. This would be a benefit to the neighboring properties located in The Retreat because it would remove their current obligations to maintain the existing pond in Tract M. But the use of Tract M to provide water quality for the Project was just one of many alternatives the Project design team considered, and when it became clear the HOA was not interested in the conveyance, the Project was redesigned to provide water quality in an alternative manner: the Applicant revised the design to use underground water-quality vaults located entirely within the Project boundaries. Thus any issue regarding Tract “M” irrelevant because construction or reliance on Tract M is no longer needed for the Project.

The Opposition Letter also characterizes the reference to obtaining Tract “M” as a “blatant misstatement.” This is a mischaracterization. As shown from the material in the Application, in September 2025, the Applicant approached the HOA with a good faith offer to acquire Tract “M” and thereafter assume the obligation to maintain Tract M in perpetuity. *See Letter from Rampart Range Metropolitan District No. 1 to The Retreat at RidgeGate Homeowner’s Association*, dated September 25, 2025. The Applicant prepared its initial submissions with a good faith belief that an agreement with the HOA could be reached, and such a belief was reasonable considering that the HOA had previously cooperated with the Applicant with respect to other construction work in the past, such as by conveying temporary easements for construction and drainage easements. *See Technical Memorandum prepared by J.R. Engineering of the Roadway Alignment Evaluation – Hillcamp Trail Extension (Plat Application SB25-0014)*, dated November 20, 2025 (the “Alternative Access Memo”), § 1.

The Applicant is prepared to move forward with the Application without relying on Tract “M” and is preparing to submit revised planning documents and construction drawings. Accordingly, the claim that this is a threshold issue that bars approval is without merit.

B. Application has Evaluated and Designed to Avoid and Mitigate Unstable Soils or Landslide Susceptibility, and There is No Repetition of Known Geotechnical Error

The Opposition Letter asserts that Hillcamp Drive and pedestrian bridge as proposed will cross terrain with expansive soils and bedrock, steep slopes, drainageways, shallow groundwater, and mapped landslide susceptibility, and it argues that approving the Application would be arbitrary in light of these documented hazards and a recent slope failure on the HOA’s property. The geotechnical record submitted with the Application does not deny or ignore these hazards; rather, consistent with good engineering practices, it identifies them, evaluates them, and sets out an iterative, mitigation-driven pathway for the design and construction of mitigation measures based on the actual field conditions observed. And, critically, the geotechnical reports did not identify any hazards that would preclude development.

The Preliminary Geotechnical Investigation (the “Preliminary Report”) and the Updated Preliminary Geotechnical Investigation and Slope Stability Evaluation (the “Updated Report”) each identify a series of conceptual mitigation measures that are to be undertaken prior to and during the grading process, and refined as plans advance, including:

- Moisture conditioning, moisture treating, and compaction of subgrade soils;
- Installation of trench drains and subdrains, and the design and construction of specially tailored surface drainage systems to rapidly remove runoff and reduce groundwater;
- Detailed specifications for trenching and cut and fill activities, certain recommendations for engineered slope retention systems;
- The construction plans themselves incorporate geotechnical requirements, erosion mitigation, and field-condition specific triggers to reassess and adjust during grading;
- Detailed requirements for observation during construction to confirm that field conditions are consistent with the samples and analysis obtained during the site investigation period; and
- Details for the maximum slopes to be used during construction activities and in the permanent state of the roadway, providing stability to the hillside and meeting the standard factor of safety.

The Geotechnical Investigation – RidgeGate Mesa Tops Pedestrian Bridge (the “Bridge Report”, and together with the Preliminary Report and the Updated Report, the “Geotech Reports”) similarly addresses mitigation through structural and foundation design—for example, recommending drilled piers bearing in bedrock as the safest foundation system—together with requirements for drainage and observation during construction. This report also acknowledges that, while risk cannot be eliminated entirely, it can be mitigated through proper engineering, design, construction, and maintenance. Furthermore, these geotechnical investigations are preliminary by design and must be responsive to conditions identified during the construction process. The Douglas County Roadway Design and Construction standards (the “Roadway Standards”), as incorporated by reference into the City’s code, and the Geotech Reports themselves, contemplate additional study, testing, and verification during later phases of the design refinement and final construction, particularly in connection with grading, to determine and confirm the most appropriate mitigation methods tailored to observed stability concerns or landslide risks.

The Project is designed with a specific eye towards maintaining the existing landscape and limiting site disturbance, which is precisely what was contemplated by the two applicable PDDs. It must also be noted that both the Updated Report and Bridge Report clearly state that no geological hazards were identified by the engineers during the geological investigations that, in the professional opinion of the engineers, would preclude development, provided that the mitigation techniques discussed in the reports are implemented. *See Updated Report*, p. 4, *Bridge Report*, p. 7. The proposed alignment and location of the roadway was carefully studied to balance the cuts and fills needed for the roadway to traverse from its current terminus, at the intersection of Cabela Drive and Viewside Drive, to the top of the mesa. The roadway slopes were optimized by utilizing maximum allowable gradients going up and down the hillside to blend into the natural curvature of the terrain. Two (2) sets of tiered retaining walls have been proposed in the cut locations of the roadway. The use of tiered retaining walls is a common engineering practice throughout the Front Range, and particularly in Douglas County. Similar tiered walls are used in the area, including within The Retreat neighborhood where a significant number of walls were designed and constructed throughout these similar hillsides.

The HOA suggests that the historical survey of conditions labeled “Geological Survey’s Landslide Inventory and Susceptibility for Douglas County” (the “Douglas County Geotech Survey”) shows that the area is unsuitable for development. However, the Douglas Geotech County Survey expressly states that:

This map shows generalized areas that may be susceptible landslides based on available data and limited field visits to accessible areas. . . . Because of limitations associated with the map scale and the scope of this project, the map does not show all areas that may be susceptible to landslides. Inclusion of existing structures and infrastructure within a mapped susceptibility area does not necessarily indicate that landslide impacts will occur, only that these features may be more exposed relative to those located in other areas. The degree of susceptibility to a particular geologic hazard, in any given area, is related to ever-changing natural and human-induced conditions and any alteration in the natural landscape may increase or decrease susceptibility to a particular hazard. Due to the nature of the geologic maps used and the limitations of the model, areas that are more susceptible to rockfall or debris flow may be included in the coverage of the susceptibility map. The polygons shown on this map are not intended to assign risk, or indicate the degree, severity, recurrence interval, or exact boundary of individual landslide prone areas. This map should not be used in place of a detailed site-specific geologic hazard study. *See Douglas Geotech County Survey, “About This Map.”*

Accordingly, the map is expressly intended to document the areas where additional site-specific geological testing should be conducted prior to development. Similarly, the “lidar-based landslide susceptibility mapping prepared by Shannon & Wilson Inc.” referenced in the Opposition Letter shows areas with varying degrees of landslide susceptibility. These documents are general indicators of where geological risks are likely to be located, and are no basis to reject the Application which contains site-specific geological data and reports that show in detail that development can safely proceed. The Geotech Reports contained in the Application provide the site-specific evaluation, including design and construction control recommendations, which is the level of investigation that the more general geological risk screening documents suggest is necessary.

Contrary to the Opposition Letter’s assertions that the landscape in the Hillcamp area is too unpredictable to mitigate, the Application’s extensive level of documented investigation, analysis, and observation redounds to the benefit of development proposed in the Project area because it provides additional opportunities to identify and utilize appropriate mitigation techniques more closely tailored to the conditions present.

The HOA references the third-party consultant review conducted by Ground Engineering, dated October 29, 2025 (the “Ground Review”), as an additional basis for its opposition to the Application. However, the Ground Review ends with a clear statement that Ground Engineering found the Geotech Reports to be consistent with standard practice and typical methods in Colorado. The Ground Review suggested that additional information and analysis of the cohesion factor should be utilized to analyze the slope stability of the roadway. The Applicant’s Geotechnical Engineer and Ground Engineering recently discussed this comment and determined an acceptable cohesion factor. An updated Geotechnical Study has been prepared for the resubmitted materials, including an update to the cohesion factor that continues to demonstrate that the roadway and associated slopes will be stable.

The Opposition Letter also suggests that the landslide on HOA-owned Tract C is proof of unsuitable stability issues, proving that previous geotechnical analyses of the area was flawed. However, the Opposition letter also notes that the cause of that landslide is undetermined, and the HOA is engaged in an active dispute with the Southgate Water and Sanitation District (the “Water District”) over allegations that a Water District equipment failure caused the landslide. Assuming the HOA’s dispute has merit, the prior landslide—likely connected to a water-system failure—simply underscores the need for thorough testing and appropriate slope-mitigation planning; it does not establish that development is inherently incompatible with Hillcamp’s slope conditions. This point is further emphasized by the fact that the Application’s proposed roadway is an extension of the existing roadway,

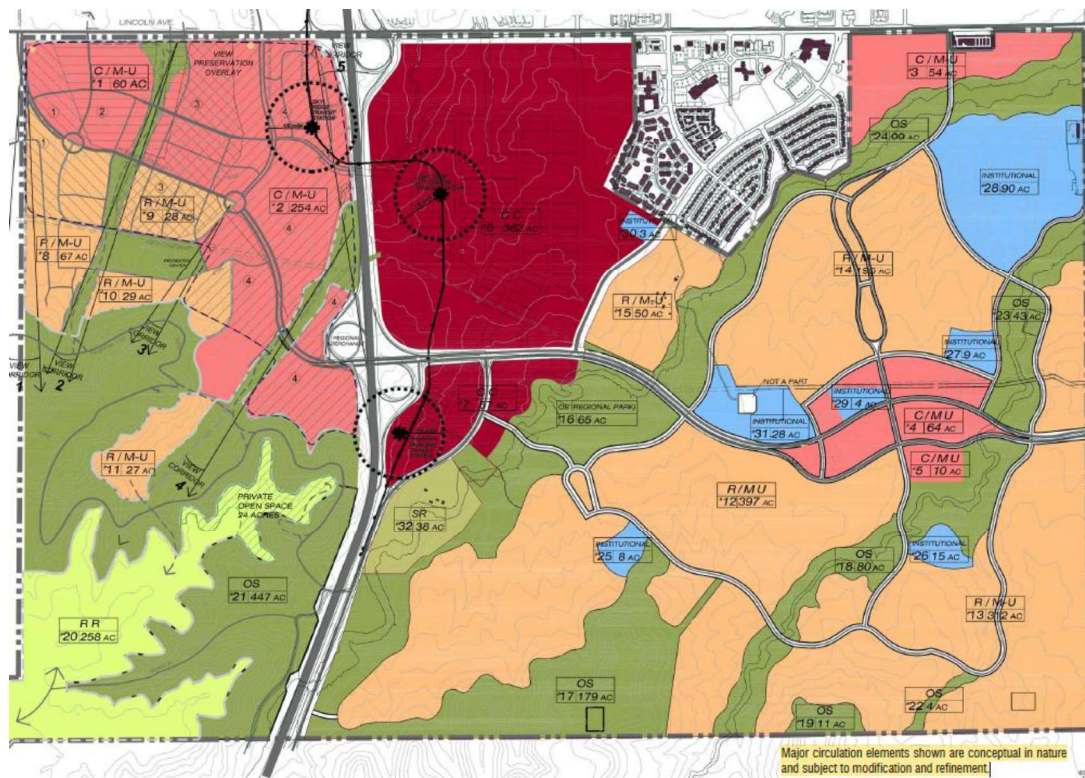
which was built in similar natural conditions, already used by the residents of the HOA and which has been in place for many years without issue.

In short, the Geotech Reports do not claim that the corridor is free of hazards; they document a thorough investigation that identifies the hazards of location, describes a conservative and iterative approach for implementing mitigation measures, and lays out certain additional considerations that may be relevant for evaluating designs as construction plans are finalized.

C. No Deviation from Planned Development District

The Opposition Letter argues that the Hillcamp Drive extension constitutes an unauthorized deviation from the RidgeGate PDD (7th Amendment) (“RidgeGate PDD”), and that this is an inappropriate PDD amendment being pursued through the incorrect process. This argument is mistaken because the intended purpose of a Planned Development District is to be a high-level planning document that is refined at each subsequent planning stage. Determining the final location of the road is simply a part of that refinement.

The RidgeGate PDD shows the conceptual framework for the key elements of the anticipated development, but it does not show the precise plan for the development. The RidgeGate PDD itself states that it is conceptual and “subject to modification and refinement,” with the detailed street layout to be established and confirmed through the subsequent City approvals (i.e., Sub-Area Plans, subdivision plats, and site improvement plans). *See RidgeGate PDD*, p. 3. The PDD is clear on this point (see highlighted language in bottom right corner of PDD page 3):



The RidgeGate PDD expressly notes that the owner of the property will submit recommendations to the City for the “specific location, rights-of-way and construction requirements for roadways” when planning for phases of construction and preparing subdivision-level, site-specific engineering plans in accordance with City standards. *See RidgeGate PDD*, p. 1. Simply put, the RidgeGate PDD did not establish the location of roadways. The Application’s proposal of a final location for the road is consistent with the RidgeGate PDD’s terms, even if the location is not exactly as depicted in the high-level planning document. Incorporating this flexibility in the high-level planning document is intentional because the development was expected to unfold over many years, and the RidgeGate PDD accordingly authorizes the Community Development Director in consultation with City Council to review and interpret the future sub-area plans, design guidelines, and other planning documents proposed under the RidgeGate PDD for consistency with City regulations and standards, and the framework established by RidgeGate PDD’s planning concepts and objectives. The process was designed so that the plan could evolve as necessary based on present conditions and as more detailed planning, analysis, geotechnical studies, and other investigations documenting the site become available. *See RidgeGate PDD*, p. 3 (“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.”)

That is precisely what the Application does; within the RidgeGate PDD’s stated procedures, it refines the roadway location and design, just as was contemplated to occur through the sub-area plan, platting, and site-improvement-plan approval processes.

D. Alternative Alignment 7 – Surrey Ridge Alignment

The Opposition Letter argues that because the road location described in the Application materials as “Alternative Alignment 7 – Surrey Ridge Alignment” (the “Conceptual Roadway”) appears in the conceptual depiction that was included in the RidgeGate PDD, it therefore must be used for final development. The Opposition Letter further contends, that the Conceptual Roadway was rejected as “environmentally infeasible” without adequate justification. These assertions are not supported by the technical record, which shows that a comparative, multi-criteria evaluation was conducted to reach the selection of the least impactful, code compliant and safe alignment.

The Conceptual Roadway was thoroughly evaluated by the Applicant along with multiple other alternatives, as shown in the Alternative Access Memo, which explains how the Conceptual Roadway was considered but a better option was found during the detailed analysis. In particular, the Alternative Access Memo describes the process through which seven roadway alternatives were compared against City and Fire Department access criteria, construction constraints, and environmental impacts, and it concluded that “Alternative 1,” which is the Application’s proposed alignment, is the least impactful option that meets the applicable access and safety requirements. *See Alternative Access Memo*, §§ 4-5. This method is consistent with the RidgeGate PDD documents, which as discussed above were always intended to be conceptual in nature and subject to modification and refinement in the subsequent planning documents.

As articulated in the Alternative Access Memo, Alternative 1 was determined to be the better option because it aligns the road in a way that causes less environmental impact and provides a higher quality road. The evaluation also states that visual and noise impacts were considered, and that the proposed Alternative 1 road location will better leverage the existing infrastructure to provide improved access to the future residents. In addition, the selected alignment was evaluated for geotechnical feasibility by a qualified engineer, and the alignment itself was carefully field-staked and refined specifically to reduce impacts to nearby properties and the existing natural

characteristics of the area, and to minimize disturbance to existing natural drainage features. *See Alternative Access Memo*, § 4.

The Opposition Letter argument also conflates the safety based need for a viable emergency access with the idea that such secondary access point must be substantially similar to the main access point in its character and capacity. This is misleading; the second access point must be included for health and safety reasons and should be evaluated under the parameters as such. As noted in the *Alternative Access Memo*, multiple options were evaluated and compared to the City and Fire Department access criteria, and several of these were rejected when the analysis identified specific operational or safety deficiencies. After removing the inappropriate options from consideration, it allowed the Applicant to select among the viable options to determine the main access and emergency access locations, each of which meet the applicable requirements.

Furthermore, the Surrey Ridge options (which are labeled Alternatives 6 and 7 in the *Alternative Access Memo*) were not rejected “without justification” as the Opposition Letter claims. They were evaluated and found to raise material environmental and community-compatibility concerns—such as disrupting wildlife movement access to Happy Canyon Creek, requiring extensive cuts and scrub oak removal, and creating significant visual impacts to prominent bluffs, including the views from I-25—in addition to having certain additional emergency-access and design-standard constraints that are associated with the rural character of the area and the constraints of the nearby underpass. *See Alternative Access Memo*, § 4.

Accordingly, the technical record confirms that the Applicant’s selection of Alternative 1 as the roadway reflects a reasoned, evidence-based determination consistent with the conceptual nature of the RidgeGate PDD and all governing access and safety requirements.

E. Emergency Access is Secured

The HOA’s argument that no legal access points have been secured for the subject Application property is incorrect. As will be discussed in further detail below, the subject property already benefits from a perpetual, non-exclusive easement, recorded in the real property records of Douglas County at Reception No. 2020069125 on July 30, 2020 (the “Roadway Easement”), providing the legal right to access the property. The Application will determine the precise location for such access. Additionally, under City code, the final determination for the access points for the Project will be made as the Project’s subdivision applications are reviewed and revised. *See Lone Tree Municipal Code* (the “Code”), § 17-1-90 (defining preliminary plat and final plat). The Project’s submitted applications contain two preliminary plans, and other supporting material, showing the proposed primary and secondary access points for the Project. These are still in the preliminary plan stage and being refined. The final subdivision plans for the Project, which must show that the Application Property has legal and physical access acceptable to the City, will be prepared and solidified in coordination with the City during review of the preliminary plans, and final plans will be submitted at the later phase of the application process. *See Code*, § 17-4-70(10) (detailing final plats). The HOA’s argument about secondary access is irrelevant to approval of the Application (which is for the Project’s primary access road), and will be properly addressed in the final plat applications for the Project.

F. Application’s Traffic Impact Study was Thorough and Wildfire Evacuation Risk is Mitigated

The Opposition Letter criticizes the Traffic Impact Study prepared by J.R. Engineering dated February 28, 2025 (the “Traffic Impact Study”) for a variety of reasons, including that it relied on weekday counts and evaluated too

limited a set of intersections, but does not identify any actual deficiencies in the Traffic Impact Study based on industry standards, or any other governing standard. By contrast, the Traffic Impact Study expressly notes that it was prepared consistent with the applicable Traffic Impact Study criteria and standards, including the Roadway Standards, and that it developed project trip generation using the method from the ITE Trip Generation Manual (11th Edition). In fact, it is industry standard for traffic counts to be obtained during weekdays (Tuesday through Thursday) to reflect the normal, non-holiday or weekend, traffic conditions. The traffic counts and analysis contained in the Traffic Impact Study are also consistent and conform with the previous traffic studies that have been prepared for the other phases of the overall RidgeGate development. Critically, the Traffic Impact Study shows that the roadways and intersections will continue to operate within the City's level of service standards in both the short and long range conditions. This is to be expected; the adjacent transportation network was designed and constructed with the anticipation of the traffic associated with the development of the Hillcamp neighborhood because the previous planning efforts associated with the existing PDD documents always expected this development.

The Opposition Letter then attempts to reframe its incorrect traffic claims as a wildfire evacuation failure scenario. The Wildfire Risk Assessment prepared by High Prairie Tree and Turf dated February 12, 2025 (the "Wildfire Risk Assessment") recognized that buildout conditions can increase ingress and egress vulnerability due to higher traffic loads. It also identified access-related improvements and mitigation methods that are intended to increase egress capability and reduce risk. *See Wildfire Risk Assessment*, pp. 12-13. Further, the Applicant's alternative roadway analysis reached the conclusion that the selected access concept meets City and Fire Department access criteria while providing the most direct emergency route to the site without relying on the single-lane underpass, improving emergency access performance under adverse conditions. *Alternative Access Memo*, § 4. The relevant Application materials contain evaluations of the potential access points, including how suitable they might be in the case of emergencies such as wildfire, based on the requirements of the City and the Fire Department, and these are the criteria on which the Application is judged.

G. Wildfire Risk is Addressed

The Opposition Letter also objects to approval of the Application on the basis that the location has the potential to be impacted by wildfires, and particularly alleges this is so because the area is in a Wildland Urban Interface area. Wildfire is certainly a concern that the Applicant is aware of, and the Application includes a thorough analysis of these conditions in the Wildfire Risk Assessment. Other than noting a list of conditions that can contribute to wildfires, and noting that the low density of the area was a factor considered in the assessment, the Opposition Letter does not offer an example of how the Wildfire Risk Assessment's analysis is a departure from the accepted professional standards and methods for assessing fire risk.

The Opposition Letter's wildfire-risk objections would apply equally to the HOA's own subdivision (and much of RidgeGate) given that the City's 2025 Wildfire Protection Plan maps most of the area within the Wildland Urban Interface. Applying the HOA's logic uniformly would call its own development into question. The relevant issue, however, is whether the Application complies with the City's wildfire-mitigation policies, and the submitted materials clearly show that it does.

H. Limited Noise Impacts on the HOA Neighborhood

Regarding the construction noise concerns raised by the Opposition Letter, there is nothing particularly novel or unique about the level of development or construction activity proposed. Furthermore, this type of construction

activity is something that the residents of the HOA are expressly on notice of. In the “RidgeGate at Lone Tree, Colorado Surrounding Area Report”, dated April 2018, which was included in the materials disclosed to home buyers and recorded on the title of properties in the HOA (the “Surrounding Area Report”), residents of the HOA were expressly warned that “To the south of The Retreat neighborhood are areas zoned for Open Space and Rural Residential” and these “Rural Residential neighborhood will be accessed by a future extension of Cabela Drive.” *Surrounding Area Report* § 4(b). The Surrounding Area Report goes on to give fair warning to all that construction activity is expected in this area:

Prospective home buyers should not assume that because land is currently vacant it will remain so. It is very likely that vacant land will be developed in the future unless it has been preserved as open space by the State of Colorado, local governments, or preservation groups. Also, there is no guarantee that current zoning will not be amended in the future. A parcel that today is zoned for agricultural uses could be rezoned tomorrow for residential, commercial or industrial uses. If development does occur, please be advised that significant grading and construction equipment may cause noise, dust and increased traffic in the area. The topography of the area may also be significantly affected. *Surrounding Area Report* § 4(b).

Requiring the Applicant to conduct additional studies in excess of what is required under the City’s code as a condition for approval is inappropriate and unnecessary. The Application proposes a typical residential development to be constructed in a location that has been zoned and intended for development for a long time. If the concern is that the construction *might* exceed the noise levels permitted under the City’s noise and nuisance ordinances, then a solution is already in place. The City has the power to enforce its noise and nuisance ordinances if and as necessary.

I. Easement Scope, Due Diligence, and Overburdening Concerns

Lastly, the Opposition Letter claims that the proposed location for Hillcamp Drive is improper because using the existing blanket easement for a “substantial access roadway” would go beyond what was originally intended when the easement was granted. That framing misses the mark.

First, it is unclear why the Opposition Letter suggests that the HOA, as a neighbor to the open space at issue, should have the power to renegotiate the City’s rights and obligations with respect to an easement that was granted and reserved between the Applicant and a private party before the City took title to the property. Nor does the Opposition Letter provide support for its implication that the City failed to conduct extensive due diligence on the property and how the natural conditions would relate to the burden of a blanket road and utility easement before accepting the open space. The resolution authorizing the City to accept the open space is quite clear that the City investigated the effects of the easement to its satisfaction prior to the conveyance. *See Lone Tree, Co., Resolution No. 20-18 (2020) (“WHEREAS, the City has carefully considered the potential impacts arising from a Blanket Easement encumbering the Open Space Parcels and finds that the public interest will be protected through limitations set forth in the Blanket Easement”).*

But more importantly, the open space area was deeded to the City encumbered by the Roadway Easement. The Roadway Easement provides the Applicant with an easement right allowing “the construction, reconstruction, installation, operation, use, maintenance, repair, removal and replacement of vehicular roads,” subject to certain expressly articulated limitations. As pertinent here, none of the enumerated limitations restrict the right for the Applicant to select an appropriate location for the roadway in the easement nor do they restrict the size or

configuration of the access road. The purpose and intent of the easement was quite clear—it provides for the construction of access and infrastructure to serve the Project that was already contemplated under the applicable PDDs and other planning documents. Broad easements of this nature are routinely granted for the purposes of providing road access and the installation of utility systems, and in locations and to precise specifications that are intended to be determined in the future. This process is consistent with Colorado law.

In fact, the Roadway Easement expressly contemplated that the road details were to be determined in the future, as demonstrated by the following provision: “At such time as all utilities and/or roadways have been installed, Grantor shall execute a document in recordable form releasing the Utility Easement and/or the Roadway Easement from all portions of the Easement Area except for the strips of land where the roadways and utility lines are located.” *Roadway Easement*, ¶ (a). Furthermore, the parties were clear on their intent that the roads and infrastructure were to serve the neighborhood that would be constructed. Attached hereto as Exhibit A is a City document describing the conveyance and easement. It is clear from the record that the parties were in agreement over the intended use of the roadway for access to the development which is now the Project. Arbitrarily placing some additional restrictions beyond what was included in the Roadway Easement now would undermine the intended purpose for the easement—namely, allowing the future development of the Project while preserving the open space as City property in perpetuity.

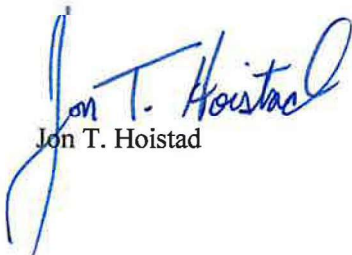
III. Conclusion

We appreciate the City’s attentive review of the Application and this matter. As discussed above, the Application material contains plentiful information demonstrating that it is consistent with the governing planning documents and the City code.

Sincerely,



Carolynne C. White



Jon T. Hoistad

Exhibit A



cityoflonetree.com | 303.708.1818 | 9220 Kimmer Drive Suite 100

Open Space Property Transfer Blanket Easement

RidgeGate Investments (RGI) and Rampart Range Metro District (RRMD) would like to preserve a blanket easement for future utilities and roadways across some open space properties (see map) that will soon be conveyed to the City to preserve as open space. The easement is to allow for future utilities, roads, and other infrastructure to reach future development RGI plans to develop up the Bluffs. This includes allowing RRMD/RGI to issue easements to others for the property.

Limitations on RRMD/RGI.

The deed limits the blanket easement to the following circumstances:

- Utility Easement
 - For underground water, sanitary sewer, storm sewer, electric, gas, and telecommunications/data lines.
 - All utilities should be installed below ground.
- Roadway Easement
 - For construction of roadways through the open space.
- For all easements
 - If RRMD/RGI grants an easement to anyone to build/maintain utilities or roadways, they must be either a governmental entity, quasi-governmental entity, or a public utility. An easement may also be granted to the future buyer/developer of the developable land up on the bluffs.
 - Utilities and roads may only serve development in the City of Lone Tree.
 - Roads and utilities must meet the City's rules, regulations, standards and specifications.
 - After utilities/roads are constructed, the blanket easement will be released (except over what was actually built).
 - City will not be responsible for any roads or utilities built on the property- unless the city accepts them through a normal process (like the City accepting roadways).

Benefits to the Property Transfer

- Protect & preserve open space, including current recreational amenities and the ability to create future enhancements.
- Keep South Suburban taxpayer dollars in the RidgeGate area to operate and continually enhance existing parks through programming and maintenance.
- Allow Rampart Range Metro District to focus on other district priorities.
- Once the City has ownership of the open space, it can access Xcel undergrounding funds to underground the powerlines on top of the Bluffs visible from town.
- Reduce confusion from residents about "who does what". SSPRD will provide consistency in park operations and standards of maintenance.



CENTENNIAL AIRPORT
ARAPAHOE COUNTY AIRPORT AUTHORITY

7565 South Peoria Street, Unit D9
Englewood, Colorado 80112
main: 303-790-0598 | fax: 303-790-2129
www.centennialairport.com

December 19, 2025

Chuck Darnell – Principal Planner
City of Lone Tree Community Development Department
9220 Kimmer Dr.
Lone Tree, CO 80124

Re: SB25-0014 – Cabela Dr. Extension

The Applicant acknowledges that a portion of the Site is located within the AIA and will work with Centennial Airport to comply with noise disclosures during the platting process including providing documentation for FAA for grading and slope plane analysis.

Dear Mr. Darnell,

Thank you for the opportunity to review the plan. The Arapahoe County Public Airport Authority has reviewed the documents and has no objection to the proposed development. We have the following comments to make on the project:

Please feel free to call me if you have any questions.

Sincerely,

Zachary Gabehart
Planning Specialist - Noise & Environmental

Traffic & Safety

Region 1
2829 W Howard Place, 2nd Floor
Denver, Colorado 80204

**Comment Response
Letter Included.**



COLORADO
Department of Transportation
Region 1

Project Name: Hillcamp Development

Print Date: 1/15/2026

Highway: 025

Mile Marker: 190.848

A comment response letter is REQUIRED along with the next submittal.

Review POC: Loeffler, Steven

Environmental Comments:

No Planning concerns

When permitted we will need information on what work the applicant will be doing within CDOT ROW (e.g. size and location of access, turn lanes, etc.).

As noted in the documentation provided, archaeological resources are present within the proposed development location and additional fieldwork and/or consultation by the appropriate agency will be necessary if there is a Federal regulatory nexus, and likewise if there is a CDOT nexus.

Archaeology: As noted in the documentation provided, archaeological resources are present within the proposed development location and additional fieldwork and/or consultation by the appropriate agency will be necessary when/if there is a Federal regulatory nexus, and likewise if there is a CDOT nexus.

A Paleo and Cultural file search is required.

Hydraulics Comments:

I have reviewed the attached drainage report prepared by JR Engineering

I recommends of inspecting/cleaning of the existing culverts located underneath I 25 to the west if needed

I concluded that there will be no negative drainage impact to the existing drainage patterns, the 11 proposed detention ponds will capture all of the developed flows and release only the historical flows. I am available to meet at site if needed to take a closer look at the existing hydraulic features

Samer 1-12-2026

Permits Comments:

1.12.26

- It doesn't appear that any work is taking place in CDOT ROW. Keep in mind that all work in CDOT ROW is by either Access, Utility or Special Use permit.

- The traffic volume generated by this proposed development can trigger an Access Permit if the additional traffic volume is high enough.
- Working from or within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, signal or utility work. Application is made online at the following link:
<https://socgov.my.site.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F> -- Aaron Eyl 1.12.26

01.13.2026--

*Any signing must be on premise and cannot be either partly or wholly in CDOT ROW. Signing must be compliant with CDOT rules governing outdoor advertising per 2 CCR 601-3.

*It does not look like any work will be done in CDOT ROW. However, please know that if any work is being done in the CDOT ROW a permit is required.--01.13.2026 JV

Residential Engineer Comments:

01/12/2026 - J Gregory

I have reviewed the plans, seeing no improvements within the CDOT ROW or direct connections to CDOT facilities (namely the the I-25 / Ridge Gate interchange), I have no comments. I'll defer to R1 Traffic on traffic volume impacts to the Ridge Gate Interchange.

Right Of Way Comments:

12/19/2025 - SDH - I have reviewed the Final Plat, Preliminary Plan and Construction Documents - there are no ROW-related impacts to I-25, so no concerns from the ROW perspective.

Traffic Comments:

GRilling 1/14/2025

1. Ridgeway & Cabela is outside of CDOT ROW. CDOT is mainly concerned with if there are any interchange impacts.

- Are any movements at the interchange ramps expected to be impacted by the additional volumes? Are any of these impacts 20% or more of the movement's volume?

2. Is there a TIS for the Cabela intersection that anticipated buildout of this development?

-Does this match projections?

-Or was there no previous groundwork/promises here?

3. Intersection E1, the WB to SB left turn during the PM peak.

-Vehicles making this movement must have passed through the Ridgeway interchange. Many of them likely make a signalized right turn movement from the SB I-25 off ramp. With this movement only having one lane (as compared to the double left at intersection E1), it might be sensitive to increased volumes. Has this been looked at?

4. The Ridgeway interchange should be looked at. We can discuss the degree of analysis needed, but I don't think the Ridgeway interchange should be ignored.

-Suggest a feasible level of analysis.

5. Trip generation looks correct.

6. Existing condition Synchro for Cabela Dr & Ridgeway Pkwy shows a 60 second cycle length.

-Confirm this matches existing timing plan.

-If/when the Ridgeway interchange is looked at, utilize the existing signal timing in analysis. Of course, if you spot an obvious timing improvement that should be implemented now, let me know in the report.

March 25, 2026

Steven Loeffler, PE
Civil Engineer
CDOT Region 1, Traffic & Safety
2829 W Howard Place, 2nd Floor
Denver, Colorado 80204

Re: Hillcamp Development

Mr. Loeffler,

Please see the JR Engineering responses to comments made on January 15, 2026. The comment responses are in red italics.

Environmental Comments:

1. When permitted, we will need information on what work the applicant will be doing within CDOT ROW (e.g. size and location of access, turn lanes, etc.).

Response: Acknowledged, but no improvements are proposed within CDOT ROW because the project can be mitigated through traffic signal timing with the City of Lone Tree along Ridgeway Parkway.

2. Archaeology: As noted in the documentation provided, archaeological resources are present within the proposed development location and additional fieldwork and/or consultation by the appropriate agency will be necessary when/if there is a Federal regulatory nexus, and likewise if there is a CDOT nexus.

Response: Acknowledged, but this is not required without roadway improvements in CDOT ROW.

3. A Paleo and Cultural file search is required.

Response: Acknowledged, but this is not required without roadway improvements in CDOT ROW.

Hydraulics Comments:

1. I have reviewed the attached drainage report prepared by JR Engineering. I recommend inspecting/cleaning of the existing culverts located underneath I 25 to the west if needed.

Response: Acknowledged, but this is not required without roadway improvements in CDOT ROW.

2. I concluded that there will be no negative drainage impact to the existing drainage patterns, the 11 proposed detention ponds will capture all of the developed flows and release only the historical flows. I am available to meet at site if needed to take a closer

look at the existing hydraulic features.

Response: Acknowledged.

Permits Comments:

1. All work in CDOT ROW is by either Access, Utility or Special Use Permit.

Response: Addressed; an Access Permit will be requested based solely on traffic volumes.

2. The traffic volume generated by this proposed development can trigger an Access Permit if the additional traffic volume is high enough.

Response: Addressed; a traffic memo is now provided that analyzes the I-25 & Ridgegate Parkway interchange. Volumes for some movements are projected to increase over 20% due to Hillcamp site generated traffic, which are described in the "Access Permit Requirement" section of the memo.

3. Working within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, signal or utility work. Application is made online at the following link:

<https://socgov.my.site.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F>

Response: Acknowledged, but no improvements are proposed within CDOT ROW. Only an Access Permit is required based on traffic volumes.

4. Any signing must be on premise and cannot be either partly or wholly in CDOT ROW. Signing must be compliant with CDOT rules governing outdoor advertising per 2 CCR 601-3.

Response: Acknowledged; no signage improvements are proposed within CDOT ROW.

5. It does not look like any work will be done in CDOT ROW. However, please know that if any work is being done in the CDOT ROW a permit is required.

Response: Acknowledged; no improvements are proposed within CDOT ROW. Only an Access Permit is required based on traffic volumes.

Residential Engineer Comments:

1. I have reviewed the plans, seeing no improvements within the CDOT ROW or direct connections to CDOT facilities (namely the I-25/Ridge Gate interchange), I have no comments. I'll defer to R1 Traffic on traffic volume impacts to the RidgeGate Interchange.

Response: Acknowledged.

Right of Way Comments:

1. I have reviewed the Final Plat, Preliminary Plan and Construction Documents - there are no ROW-related impacts to I-25, so no concerns from the ROW perspective.

Response: Acknowledged.

Traffic Comments

1. Ridgeway & Cabela is outside of CDOT ROW. CDOT is mainly concerned with if there are any interchange impacts – Are any movements at the interchange ramps expected to be impacted by the additional volumes? Are any of these impacts 20% or more of the movements volume?

Response: Addressed; a traffic memo is now provided that analyzes the I-25 & Ridgeway Parkway interchange. Volumes for some movements are projected to increase over 20% due to Hillcamp site generated traffic, which are described in the “Access Permit Requirement” section of the memo.

2. Is there a TIS for the Cabela intersection that anticipated buildout of this development? Does this match projections? Or was there no previous groundwork/promises here?

Response: There was a TIS for the Cabela’s commercial area by FHU dated March 2012, but according to Figure 5, it did not account for the Hillcamp development. However, the City of Lone Tree 2040 Transportation Plan dated March 2020: Appendix A shows Traffic Analysis Zone (TAZ) 2423 encompassing the Hillcamp site with 325 households. Hillcamp currently proposes a similar 343 households, thus appropriately accounted for in the Transportation Plan.

3. Intersection E1, the WB to SB left turn during the PM peak – Vehicles making this movement must have passed through the Ridgeway Interchange, many of them likely make a signalized right turn movement from the SB I-25 off ramp. With this movement only having one lane (as compared to the double left at intersection E1), it might be sensitive to increased volumes. Has this been looked at?

Response: Addressed; a traffic memo is now provided that analyzes the I-25 & Ridgeway Parkway interchange. The SB I-25 off-ramp was not modeled as channelized in order to yield a more accurate level of service. The results show the SBR movement is expected to operate at LOS C in the PM peak hour following the completion of Hillcamp.

4. The Ridgeway Interchange should be looked at. We can discuss the degree of analysis needed, but I don’t think the Ridgeway interchange should be ignored. Suggest a feasible level of analysis.

Response: Addressed; a traffic memo is now provided that analyzes the I-25 & Ridgeway Parkway interchange.

5. Trip generation looks correct.

Response: Acknowledged.

6. Existing condition Synchro for Cabela Dr & Ridgeway Pkwy shows a 60 second cycle length. Confirm this matches existing timing plan. If/when the Ridgeway interchange is looked at, utilize the existing signal timing in analysis. Of course, if you spot an obvious



timing improvement that should be implemented now, let me know in the report.

Response: The Ridgegate Parkway corridor uses adaptive timing, and therefore does not have a constant cycle length. The 60-second cycle represents the optimized timing in the Synchro software.

Please contact me should you have any questions or concerns regarding this response letter at efarney@jrengineering.com or 303-267-6183.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eli Farney", is positioned above the typed name.

Eli Farney, PE, PTOE
JR Engineering



COLORADO

Parks and Wildlife

Department of Natural Resources

Northeast Regional Office
6060 Broadway
Denver, CO 80216
P 303.291.7227

The project has prepared an extensive wildlife preservation plan for the project which adheres to the comments and recommendations from CPW.

January 19, 2026

Mr. Chuck Darnell
City of Lone Tree, Principal Planner
9220 Kimmer Drive, Suite 100
Lone Tree, CO 80124
chuck.darnell@cityoflonetree.com

RE: CPW Comments on Lone Tree Land Use Projects: Hillcamp Sub-Area Plan (App No. RG24-0007), RidgeGate Rural Residential Planning Area (App No. SB25-0010), SouthRidge Preserve Residential Planning Area (App No. SB25-0009), and Proposed Extension of Cabela's Drive (App No. SB25-0014)

Dear Mr. Darnell,

Thank you for the opportunity for Colorado Parks and Wildlife (CPW) to comment on the proposed Lone Tree Land Use projects listed above associated with the Hillcamp Development. The mission of CPW is to perpetuate the wildlife resources of the state, to provide a quality state parks system, and to provide enjoyable and sustainable outdoor recreation opportunities that educate and inspire current and future generations to serve as active stewards of Colorado's natural resources. CPW has a statutory responsibility to manage all wildlife species in Colorado, and to promote a variety of recreational opportunities throughout Colorado. One way we achieve this goal is by responding to referral comment requests, as is the case for these projects.

District Wildlife Manager Justin Olson recently analyzed the associated project sites. The acreage with these projects all encompass plans for the proposed



Laura Clellan, Acting Director, Colorado Parks and Wildlife

Parks and Wildlife Commission: Richard Reading, Chair · James 'Jay' Tutchton, Vice-Chair · Eden Vardy, Secretary · Jessica Beaulieu
Frances Silva Blaney · John Emerick · Tai Jacober · Dallas May · Jack Murphy · Gabriel Otero

Hillcamp Development where approximately 343 single-family residential lots and associated amenities and open space are planned. All property surrounding the proposed development site is a mix of rural residential properties, agricultural/pasture land, open space, and some commercial businesses. The main impacts to wildlife from this development would be fragmentation and loss of habitat. Although it is impossible to eliminate fragmentation and habitat loss with any development, impacts to wildlife can be minimized through the use of clustering configurations, density reduction, and providing open space for wildlife.

Fragmentation of wildlife habitat has been shown to impede the movement of wildlife across the landscape. Open space areas are more beneficial to wildlife if they connect to other nearby natural areas. The areas of wildlife habitat that most closely border human development show heavier impacts than do areas on the interior of the open space. However, when open space areas are smaller in size, the overall impacts of the fragmentation are greater (Odell and Knight, 2001). Thus, CPW recommends that the community and Douglas County employ a collaborative approach with neighboring cities and towns and with other developments within the county to maintain wildlife habitat in as whole a state as possible. By keeping open space areas contiguous and of larger size, the overall benefit to wildlife increases dramatically.

When planning trails in the development area, special consideration should be given to the impact trails have on wildlife within the area. Trails should not intersect riparian areas and should remain at least 300 feet from the ordinary high-water mark. They should also be placed at the edges of open space areas and should be no wider than 8 feet throughout their entire length. Trails can contribute to the fragmentation of habitat, disrupting the natural movement of wildlife through an area, and the spreading of noxious weeds.

Noxious weeds should be monitored very closely. The spread and control of noxious weeds on and around this Douglas County site is a concern for wildlife. Invasive plants endanger the ecosystem by disturbing natural processes and jeopardizing the survival of native plants and the wildlife that depend on them. CPW would recommend the implementation of a weed management plan that may already exist within Douglas County. In addition, if any aspects of this project will require fencing, CPW would recommend the use of wildlife-friendly fencing designs that allow for ease of movement and reduced likelihood of entanglement.

Information about wildlife-friendly fencing can be obtained from your local CPW Office.

CPW would expect a variety of wildlife species to utilize this site on a regular basis, most notably small to mid-sized mammals, song birds, and raptors. In addition, many big game species (elk, deer, bear, and mountain lion), reptiles, and amphibians may also exist on or around the property. Raptors are protected from take, harassment, and nest disruption at both the state and federal levels. Should a nest ever get built or be discovered, CPW recommends that buffer zones around nest sites be implemented during any period of activity that may interfere with nesting season. This will prevent the intentional or unintentional destruction of an active nest. For further information on this topic, a copy of the document “Recommended Buffer Zones and Seasonal Restrictions for Colorado Raptors” is available from your local District Wildlife Manager. Entities can also consult CPW High Priority Habitat (HPH) recommendations for guidelines pertaining to raptor restrictions, as well as other important wildlife species. CPW HPH tables can be obtained from your local District Wildlife Manager. Following the recommendations outlined in this document will decrease the likelihood of unintentional take through disturbance. It should also be noted that an active golden eagle nest is present on the nearby property owned and managed by Cherokee Ranch and Castle Foundation, and this requires a 0.25 mile year-round buffer zone surrounding the nest location, with an additional requirement of no permitted or authorized human activities within 0.5 mile of the nest from December 15 to July 15 per HPH guidelines.

Prairie dog colonies may exist within the development site, and should they be discovered, the possibility exists for the presence of burrowing owls. Burrowing owls live on flat, treeless land with short vegetation, and nest underground in burrows dug by prairie dogs, badgers, and foxes. These raptors are classified as a state threatened species and are protected by both state and federal laws, including the Migratory Bird Treaty Act. These laws prohibit the killing of burrowing owls or the disturbance of their nest. Therefore, if any earth-moving will begin between March 15th and August 31st, a burrowing owl survey should be performed. Guidelines for performing a burrowing owl survey can be obtained from your local District Wildlife Manager.

CPW also recommends that any discovered prairie dog colony be completely vacated of living animals prior to the start of any earth-moving. If prairie dogs are present and any earth-moving is to be done on site, CPW recommends euthanasia

or relocation (with the appropriate permit) prior to any work being done. If relocation is chosen, please consult with the local District Wildlife Manager for the required permit.

Future residents should be informed that wildlife such as foxes, coyotes, deer, elk, and even an occasional bear or mountain lion might frequent the development area in search of food and cover. This proposed site within Lone Tree also has the potential for the presence of bears that have been accustomed to living in close proximity to humans. Bears, as well as other wildlife, should not be a concern for residents if the following CPW recommendations are met: People moving into and residing in this area take the proper precautions to prevent unnecessary conflicts with wildlife through the use of pet leash laws, protection of their pets and livestock when not under direct supervision, and reducing attractants on their property.

Homeowners can do their part by **not** inviting wildlife into their yards. Due to the potential for human-wildlife conflicts associated with this project, please consider the following recommendations when educating future homeowners about the existence of wildlife in the area:

- Pet foods and bowls should be kept indoors.
- Garbage should be kept in secure containers to minimize its attractiveness to wildlife. Trash should be placed in containers with tight seals and remain indoors until shortly before pickup.
- Feeding of wildlife, with the exception of birds, **is illegal**.
- “Living with Wildlife” pamphlets are available through CPW offices.
- Practice responsible livestock ownership through proper fencing and food storage practices.

For further information, Colorado Parks and Wildlife can provide copies of the following brochures: “Your Guide to Avoiding Human-Coyote Conflicts,” “Don’t Feed the Wildlife,” “Living with Bears,” and “Too Close for Comfort: Avoid Conflicts with Wildlife in the City” to residents of the surrounding open space.

These brochures can also be downloaded from our website at <http://cpw.state.co.us/learn/Pages/LivingwithWildlife.aspx>.

Thank you again for the opportunity to comment on these Lone Tree Land Use Projects associated with the Hillcamp Development. Please do not hesitate to contact us about ways to continue managing the property in order to maximize wildlife value while minimizing potential conflicts. If you have any further questions, please contact District Wildlife Manager Justin Olson at (303) 291-7131.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Martinez", with a stylized flourish at the end.

Matt Martinez
Area Wildlife Manager

Cc: M. Leslie, S. Schaller, J. Olson, M. Kaknes

Chuck Darnell

From: Roshana Floyd
Sent: Wednesday, February 11, 2026 1:23 PM
To: Chuck Darnell
Subject: FW: Clarification Requested: DOCO Referral Comments on Hillcamp



Roshana Floyd, JD, MPA, AICP, CFM (she/her)
Planning Manager
9220 Kimmer Drive
Lone Tree, CO 80124
Office: 720-509-1271
Mobile: 720-671-1792

From: Bradley Jackson <bjackson@douglas.co.us>
Sent: Monday, February 9, 2026 9:36 AM
To: Roshana Floyd <Roshana.Floyd@cityoflonetree.com>
Cc: Janet Herman <JHerman@douglas.co.us>
Subject: Re: Clarification Requested: DOCO Referral Comments on Hillcamp



This message needs your attention

- This is their first mail to some recipients.

Report or Mark Safe

Powered by Mimecast

Roshana,

I wanted to provide you a response to the 2 questions that you had asked of Janet Herman regarding the Hillcamp Development:

1. Can you please confirm that the full extent of McArthur Dr. is a publicly accessible roadway? We have received several public comments which claim portions of this roadway are privately owned. The use of McArthur Dr. as an emergency vehicle route is a critical component of this project and we must confirm that this roadway is public.
- McArthur Drive was platted as a public road with the various plats for McArthur Ranch. With that being said there are portions of McArthur Drive that were constructed outside of the platted ROW (See exhibit below). The County has continuously maintained McArthur Drive since its construction so we believe that we have prescriptive rights to those portions of the road that lie on private property; however, we have not ever formally worked to firm up that ROW.

The applicant's survey team believe that with the recording of McArthur Ranch F3, attached at the end of this response, the roadway was¹ dedicated as ROW to the County and the GIS is correctly shown.

2. Can you advise if the County has any plans to complete paving of McArthur Dr.? The Planned Development governing this development requires the connection to McArthur Dr. to become public when paving of McArthur Dr. is completed; we are trying to understand when (if ever) this might become a possibility.

- Douglas County has no plans to pave the remaining gravel portion of McArthur Drive. I want to note however that in the case the County did decide to pave the last portion of McArthur Drive (to reduce County maintenance costs) we would still not be in support of that connection becoming fully open to the public.

Noted this has been documented in the various submittal documents, including the development Agreement.

Plea:

Thanks,

Brad Jackson, P.E. | Development Review Supervisor
Douglas County Department of Public Works
Engineering Services
Address | 100 Third St., Castle Rock, CO 80104
Main | 303-660-7490 **Cell** | 303-916-7675
Email | bjackson@douglas.co.us



From: Janet Herman <JHerman@douglas.co.us>

Sent: Friday, February 6, 2026 6:52 PM

To: Bradley Jackson <bjackson@douglas.co.us>

Subject: Fw: Clarification Requested: DOCO Referral Comments on Hillcamp

Hi Brad

Can you please respond to this email.

Thanks
Janet

Get [Outlook for iOS](#)

From: Roshana Floyd <Roshana.Floyd@cityoflonetree.com>
Sent: Friday, February 6, 2026 3:40 PM
To: Janet Herman <JHerman@douglas.co.us>
Subject: Clarification Requested: DOCO Referral Comments on Hillcamp

Caution: This email originated outside the organization. Be cautious with links and attachments.

Good afternoon Janet,

We have received the County's referral comments regarding the Hillcamp project, however, we do still have several questions regarding McArthur Dr. that we are seeking responses to so we can ensure our project record is complete, accurate, and that it responds to the public referral comments received.

1. Can you please confirm that the full extent of McArthur Dr. is a publicly accessible roadway? We have received several public comments which claim portions of this roadway are privately owned. The use of McArthur Dr. as an emergency vehicle route is a critical component of this project and we must confirm that this roadway is public.
2. Can you advise if the County has any plans to complete paving of McArthur Dr.? The Planned Development governing this development requires the connection to McArthur Dr. to become public when paving of McArthur Dr. is completed; we are trying to understand when (if ever) this might become a possibility.

This referral closes on Tuesday, February 10; we appreciate your timely response.

Thank you,



Roshana Floyd, JD, MPA, AICP, CFM (she/her)

Planning Manager

9220 Kimmer Drive
Lone Tree, CO 80124
Office: 720-509-1271
Mobile: 720-671-1792

From: Chuck Darnell <chuck.darnell@cityoflonetree.com>
Sent: Friday, February 6, 2026 8:11 AM
To: Roshana Floyd <Roshana.Floyd@cityoflonetree.com>
Subject: FW: SB25-0009 and SB25-0010 Referral Comments Report
Importance: High



Chuck Darnell
Principal Planner
Office: 720-509-1273

From: Planning and Engineering Referral Request <PlanReferralRequest@douglas.co.us>
Sent: Thursday, February 5, 2026 4:05 PM
To: Chuck Darnell <chuck.darnell@cityoflonetree.com>
Subject: SB25-0009 and SB25-0010 Referral Comments Report
Importance: High

Hello,

Please see the attached Referral Comments Report from Douglas County regarding your Referral Request for SB25-0009 and SB25-0010.

Thank you!

Bryce Ryberg | Planning Technician

Douglas County Department of Community Development

Planning Resources Division

Address | 100 Third St., Castle Rock, CO 80104

Direct | 303-814-4333 Main | 303-660-7460

Email | bryberg@douglas.co.us

NOTICE: Douglas County Planning does not charge "Approval" fees. Douglas County communicates through our official email accounts ending in @douglas.co.us; beware of phishing scams using similar addresses. If you have questions or concerns about the validity of an email or invoice, please call our Public Outreach and Assistance team at 303-660-7460 or email planning@douglas.co.us

From: Chuck Darnell <chuck.darnell@cityoflonetree.com>

Sent: Thursday, December 18, 2025 3:18 PM

To: Chuck Darnell <chuck.darnell@cityoflonetree.com>

Subject: City of Lone Tree, CO - Referral Request: Hillcamp

Caution: This email originated outside the organization. Be cautious with links and attachments.

Good afternoon,

This is a referral request for a set of four applications that are being reviewed concurrently and are associated with the proposed "Hillcamp" development. The proposed Hillcamp development is located on the upper portion of the bluffs along the south side of Lone Tree, generally located south of Cabela Drive, west of I-25, north of Heather Drive, and east of McArthur Drive. While these applications are being reviewed concurrently, each application must be reviewed and decided upon by the City separately. Therefore, any public or agency referral comments must be provided on each application separately as well. The four applications, along with brief descriptions of each application and links to each application's submittal materials and referral comment response form, are as follows:

1. Sub-Area Plan (Application Number RG24-0007)

1. Description: Creation of a Sub-Area Plan that will guide future development of the proposed Hillcamp community, and the Sub-Area Plan will include framework plans, design guidelines, and design standards.
2. Application Materials: Available on the [application webpage here](#).
3. Comment Response Form: Available [here](#).

2. Preliminary Plan for the RidgeGate Rural Residential Planning Area (Application Number SB25-0010)

1. Description: Identifies proposed preliminary development plans for 261 residential single-family detached lots, roadways providing access to each lot, and numerous tracts for public parks, public open space, private open space, an amenity center, and utilities/infrastructure.
2. Application Materials: Available on the [application webpage here](#).
3. Comment Response Form: Available [here](#).

3. Preliminary Plan for the Southridge Preserve Planned Development District Residential Planning Areas (Application Number SB25-0009)

1. Description: Identifies proposed preliminary development plans for 82 residential single-family detached lots, roadways providing access to each lot, and numerous tracts for a public park, public open space, private open space, an amenity center, and utilities/infrastructure.
2. Application Materials: Available on the [application webpage here](#).
3. Comment Response Form: Available [here](#).

4. Final Plat for Proposed Extension of Cabela Drive to Provide Vehicular Access to Proposed Hillcamp Community (Application Number SB25-0014)

1. Description: Identifies platting of public right-of-way for the proposed extension of Cabela Drive from its current terminus to the south to provide the main public street connection to the proposed Hillcamp community. The application also includes detailed construction plans for that proposed street construction.
2. Application Materials: Available on the [application webpage here](#).
3. Comment Response Form: Available [here](#).

You may review the full project details and each individual application's materials at the webpage links provided above.

To provide comments on these applications, please fill out a separate comment form (linked above) for each application by **Tuesday, February 10, 2026**. The form allows for files to be uploaded, if you have any letters or other files to include with your referral response.

Please contact me with any additional questions.

Thanks,

Chuck



Chuck Darnell
Principal Planner
City of Lone Tree
Direct: 720-509-1273

PLAT IDENTIFICATION SHEET

RECEPTION#: 152585

DATE: 7/28/72

TIME:

FEE: \$

GRANTOR:

(owner/signer)

GRANTEE:

(subdivision name or name of plat)

McArthur Ranch

LEGAL:

(section-township-range)

NEW SUBDIVISION ABBREV: _____

Unofficial Copy

McARTHUR RANCH FILING NUMBER THREE

BEING A SUBDIVISION OF PORTIONS OF THE WEST 1/2 SECTION 21, AND THE EAST 1/2 OF THE SOUTHWEST 1/4 SECTION 20, TOWNSHIP-6-SOUTH RANGE-67-WEST OF THE 6TH. P.M., DOUGLAS COUNTY COLORADO.

BOOK

PAGE

SURVEYOR'S AFFIDAVIT

I, JACK C. FITCH REGISTERED IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY AND PLAT OF McARTHUR RANCH-FILING NUMBER THREE WERE MADE BY ME AND UNDER MY SUPERVISION AND THAT BOTH ARE ACCURATE AND TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

DATED THIS 25th DAY OF July A.D. 1972.

Jack C. Fitch
(REGISTERED LAND SURVEYOR NO. 10728)



DEDICATION

KNOW ALL MEN BY THESE PRESENTS: THAT THE UNDERSIGNED, BEING THE OWNER OF THOSE PORTIONS OF THE WEST 1/2 SECTION 21, AND THE EAST 1/2 OF THE SOUTHWEST 1/4 SECTION 20, T-6-S, R-67-W, OF THE 6TH. P.M., DOUGLAS COUNTY, COLORADO, AS SHOWN ON THE WITHIN PLAT, HAVE LAID OUT, PLATTED AND SUBDIVIDED AS SHOWN ON THE WITHIN PLAT INTO TRACTS, McARTHUR DRIVE, QUARRY RD., SOUTH ONEIDA STREET, FLATIRON RD, VALLEY RD, AND FUTURE RD. UTILITY AND BRIDAL PATH EASEMENTS UNDER THE NAME AND STYLE OF McARTHUR RANCH-FILING NUMBER THREE, AND DO HEREBY DEDICATE AND CONVEY TO DOUGLAS COUNTY IN FEE SIMPLE FOR PUBLIC USE THE ABOVE NAMED DRIVE, AVENUE AND STREET. THE UTILITY, FUTURE ROAD AND BRIDAL PATH EASEMENTS, AS SHOWN ARE ALSO DEDICATED TO DOUGLAS COUNTY.

FRANCAM ENTERPRISES INC.

René Chouzenoux
RENE CHOUZENOUX PRESIDENT

William E. Myrick
WILLIAM E. MYRICK SECRETARY



APPROVALS

THE FOREGOING PLAT IS APPROVED FOR FILING BY THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, COLORADO, AND CONVEYANCE OF THE ROADS, DRIVES, AVENUES, STREETS AND EASEMENTS THEREIN IS ACCEPTED BY THE COUNTY OF DOUGLAS, STATE OF COLORADO, SUBJECT TO THE CONDITION THAT THE ROADS ARE CONSTRUCTED AT THE EXPENSE OF THE SUBDIVIDER TO COUNTY SPECIFICATIONS, AND PROVIDED FURTHER THAT IT SHALL BE THE OBLIGATION OF THE SUBDIVIDER TO MAINTAIN SUCH ROADS, DRIVES, AVENUES, AND STREETS UNTIL ACCEPTANCE FOR MAINTENANCE BY DOUGLAS COUNTY.

DATED THIS 27th DAY OF July A.D. 1972.

Donald C. Higginson
CHAIRMAN

CLERK

APPROVED BY THE DOUGLAS COUNTY PLANNING COMMISSION THIS

25th DAY OF July A.D. 1972.

P. J. Hewitt
CHAIRMAN

SECRETARY

ACCEPTED FOR FILING IN THE OFFICE OF THE DOUGLAS COUNTY CLERK AND RECORDER THIS 28th DAY OF July A.D. 1972. AT 8:20 O'CLOCK P.M.

CLERK AND RECORDER

RECEPTION NUMBER 152585

NOTES:

An Easement 10 feet in width is reserved along all rear and side Tract lines for UTILITY installation and maintenance and as BRIDAL PATH. Total lot acreages are calculated to center of roads.

PROTECTIVE COVENANTS ARE RECORDED SEPARATELY.

Tri-County Health Department and State Water Pollution Control have the right of approval for the type of water disposal system to be used on each individual tract. Each individual tract must be specifically engineered as to the type of system which will be necessary for each tract, as some tracts are not suitable for normal septic tanks.

ACKNOWLEDGEMENT

STATE OF COLORADO SS
COUNTY OF DENVER

THE FORGOING PLAT AND DEDICATION OF McARTHUR RANCH-FILING NUMBER THREE WERE ACKNOWLEDGED BEFORE ME THIS 25th DAY OF July A.D. 1972 BY RENE CHOUZENOUX AS PRESIDENT AND WILLIAM E. MYRICK AS SECRETARY OF FRANCAM ENTERPRISES INC., A COLORADO CORPORATION. WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES October 20, 1974

John A. John
NOTARY PUBLIC



ATTORNEY'S CERTIFICATE

I, WILLIAM E. MYRICK, AN ATTORNEY-AT-LAW DULY LICENSED TO PRACTICE BEFORE COURTS OF RECORD IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT I HAVE EXAMINED THE TITLE TO ALL LANDS HEREIN DEDICATED AND SHOWN ON THE WITHIN PLAT AS PUBLIC WAY, AND THAT TITLE TO SUCH LAND IS IN THE DEDICATOR, FREE AND CLEAR OF ALL LIENS AND ENCUMBRANCES.

DATED THIS 25th DAY OF July A.D. 1972.

William E. Myrick
ATTORNEY-AT-LAW

McARTHUR RANCH FILING NO. 3
EXHIBIT A

Commencing at the West quarter corner of Section 21, Township 6 South, Range 67 West of the 6th P.M., Douglas County, Colorado; thence South 00 12' 36" West, a distance of 390.00 feet to the true point of beginning; thence South 00 12' 36" West, a distance of 366.24 feet; thence North 78 10' 3" East, a distance of 659.13 feet; thence North 07 58' 00" East, a distance of 68.35 feet; thence South 45 19' 44" West, a distance of 262.19 feet; thence South 00 23' 36" West, a distance of 263.22 feet; thence South 40 01' 21" East, a distance of 390.86 feet; thence South 33 51' 11" East, a distance of 552.02 feet; thence South 17 16' 11" West, a distance of 73.97 feet; thence North 89 47' 11" East, a distance of 430.00 feet; thence North 00 06' 54" East, a distance of 646.72 feet; thence South 76 10' 39" East, a distance of 871.00 feet; thence North 56 50' 00" East, a distance of 259.00 feet; thence North 84 49' 26" East, a distance of 303.31 feet; thence North 79 29' 00" East, a distance of 545.00 feet; thence South 21 42' 05" East, a distance of 80.00 feet; thence North 87 44' 06" East, a distance of 237.00 feet; thence South 82 33' 22" East, a distance of 488.54 feet; thence North 01 15' 54" West, a distance of 563.45 feet; thence North 88 44' 22" East, a distance of 9.71 feet; thence North 00 20' 42" East, a distance of 676.61 feet; thence South 83 07' 10" East, a distance of 1341.21 feet; thence North 00 32' 04" East, a distance of 600.00 feet; thence North 65 15' 24" West, a distance of 323.85 feet; thence North 89 14' 54" West, a distance of 860.45 feet; thence North 00 20' 42" East, a distance of 2663.78 feet; thence North 89 29' 46" West, a distance of 2324.00 feet to the Northwest corner, Section 21, Township 6 South, Range 67 West; thence South 89 35' 27" West, a distance of 326.51 feet; thence South 39 33' 56" East, a distance of 557.18 feet; thence South 00 12' 36" West, a distance of 400.43 feet; thence South 85 45' 00" East, a distance of 940.78 feet; thence South 07 48' 49" West, a distance of 337.99 feet; thence South 45 15' 00" West, a distance of 575.00 feet; thence South 19 07' 17" West, a distance of 320.91 feet; thence South 80 34' 00" East, a distance of 272.00 feet; thence South 07 55' 59" West, a distance of 454.71 feet; thence South 09 26' 00" West, a distance of 100.00 feet; thence South 11 19' 36" West, a distance of 518.85 feet; thence North 89 47' 24" West, a distance of 320.48 feet to the true point of beginning, except:

A Tract of land situated within the West 1/2 of Section 21, Township 6 South, Range 67 West of the 6th P.M., described as follows: BEGINNING at a point from which the West 1/4 corner of said Section 21 bears South 79 23' 23" West, a distance of 631.68 feet; thence South 11 19' 36" West, a distance of 518.85 feet; thence South 44 22' 18" East, a distance of 299.33 feet; thence South 49 59' 06" East, a distance of 436.19 feet; thence South 54 09' 12" East, a distance of 462.26 feet; thence South 82 44' 24" East, a distance of 153.07 feet; thence North 31 16' 00" East, a distance of 673.24 feet; thence North 09 16' 21" East, a distance of 660.76 feet; thence from an initial bearing of North 77 42' 36" West along a curve to the right having a radius of 799.71 feet and a delta angle of 15 11' 42" for an arc distance of 212.09 feet; thence North 62 30' 54" West, a distance of 57.68 feet; thence along a curve to the right having a radius of 1048.64 feet and a delta angle of 11 26' 12" for an arc distance of 209.32 feet; thence North 51 04' 42" West, a distance of 125.08 feet; thence along a curve to the left having a radius of 346.14 feet and a delta angle of 75 20' 06" for an arc distance of 171.18 feet; thence North 79 24' 48" West, a distance of 71.49 feet; thence along a curve to the left having a radius of 403.38 feet and a delta angle of 24 52' 36" for an arc distance of 175.14 feet; thence South 75 42' 36" East, a distance of 17.74 feet; thence along a curve to the left having a radius of 1552.85 feet and a delta angle of 07 08' 24" for an arc distance of 193.51 feet; thence South 68 34' 12" West, a distance of 181.11 feet; thence along a curve to the right having a radius of 612.66 feet and a delta angle of 30 31' 48" for an arc distance of 222.30 feet; thence North 80 34' 00" West, a distance of 77.57 feet to the point of beginning.

County of Douglas, State of Colorado.



ELECTRONIC LAND SURVEYS INC.			
DATE: 6-6-72	APPROVED BY: J.C. FITCH	DRAWN BY: D.K.	REVIEWED:
McARTHUR RANCH			
FILING NO. 3			DRAWING NUMBER 1 OF 6

PUBLIC SERVICE CO. POWER LINE
EASEMENT 80 FEET WIDE

RETAINED BY DEVELOPER
FOR FUTURE ROAD WAY

10' EASEMENT RESERVED
FOR UTILITY INSTALLATION AND
MAINTENANCE AND BRIDAL PATH
(TYPICAL ALL TRACTS)

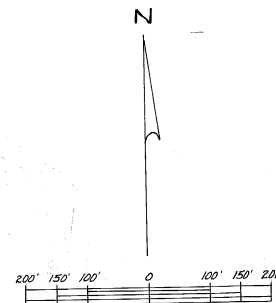
TRACT 35
5.27 ACRES

TRACT 36
5.01 ACRES

TRACT 37
5.03 ACRES

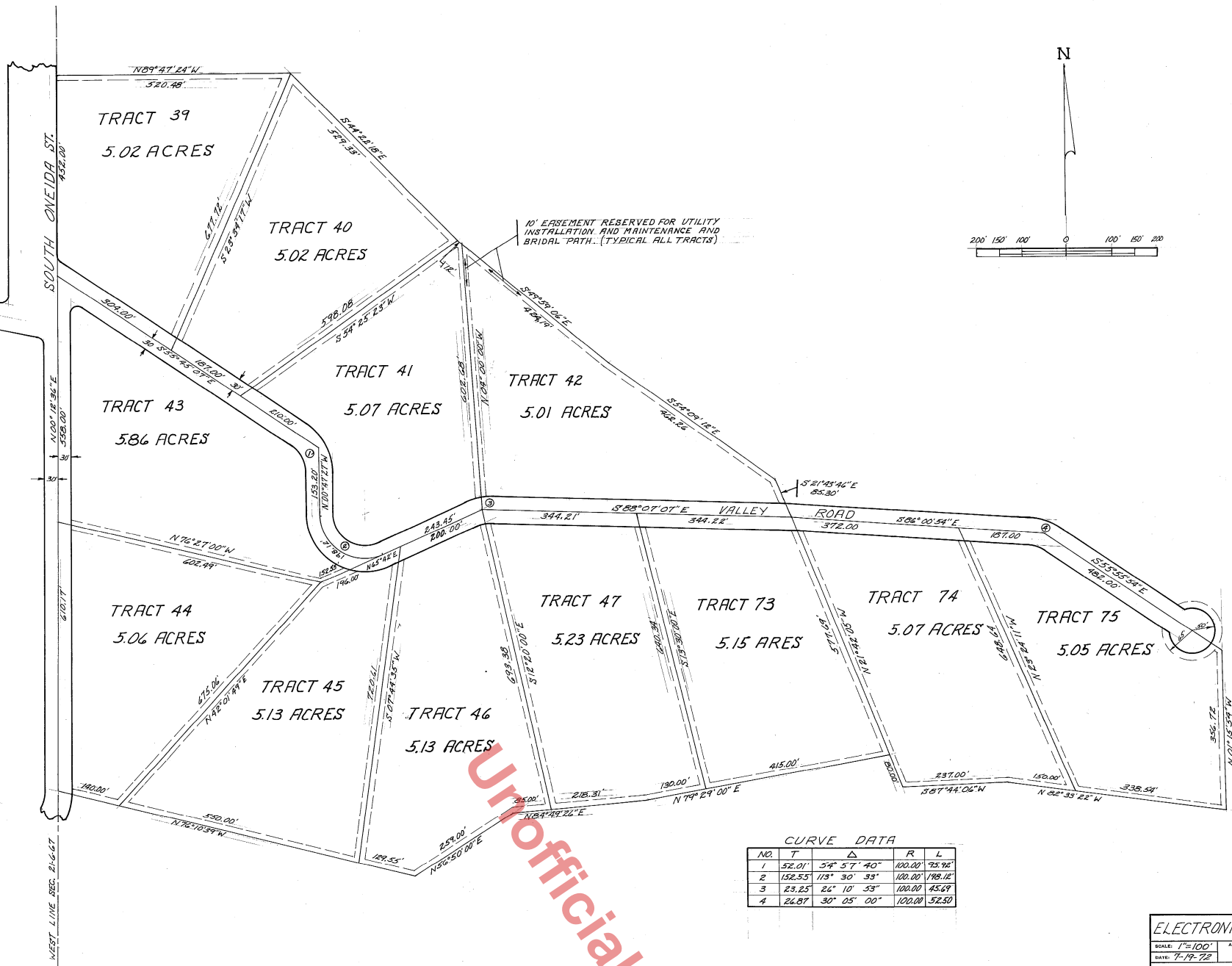
TRACT 38
5.04 ACRES

SITE II
RESERVED FOR RECREATIONAL PURPOSES
10.07 ACRES
NOT A PART OF THIS SUBDIVISION



No.	T	Δ	R	L
1	81.09'	70° 12' 50"	115.35'	141.3'
2	100.00'	90° 00' 00"	100.00'	157.1'

ELECTRONIC LAND SURVEYS INC.	
SCALE: 1"=100'	APPROVED BY: J. C. FITCH
DATE: 7-19-72	DRAWN BY: D.E. REVISED
McARTHUR RANCH	
FILING No. 3	DRAWING NUMBER 2 OF 8

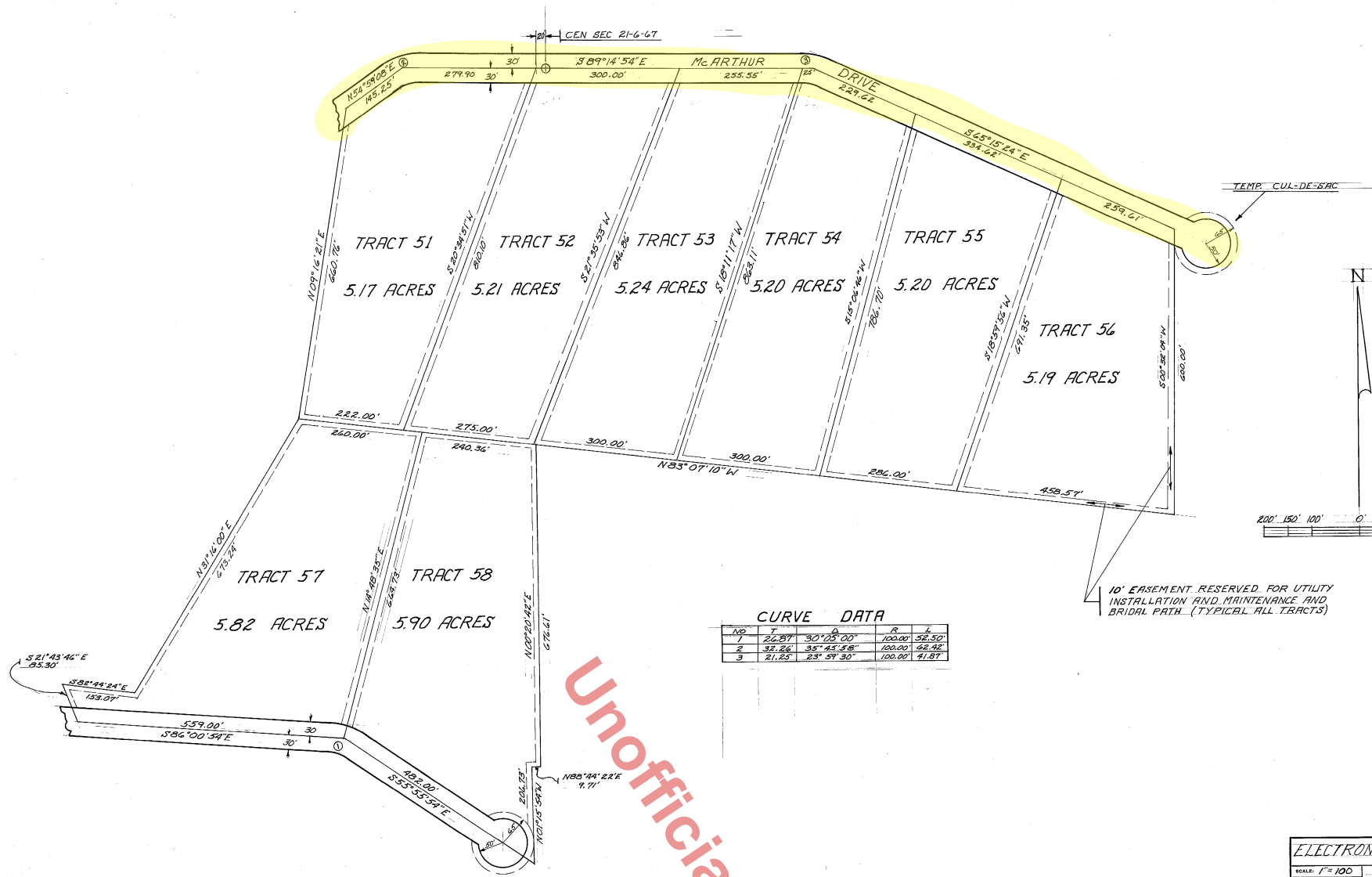


CURVE DATA

NO.	T	Δ	R	L
1	52.01'	54° 57' 40"	100.00'	75.92'
2	152.55'	113° 30' 33"	100.00'	198.12'
3	23.25'	26° 10' 53"	100.00'	45.69'
4	26.87'	30° 05' 00"	100.00'	52.50'

ELECTRONIC LAND SURVEYS INC.

SCALE: 1"=100'	APPROVED BY: J.C. FITCH	DRAWN BY: J.E.
DATE: 7-19-72		REVISED
McARTHUR RANCH		
FILING No. 3	DRAWING NUMBER 3026	



CURVE DATA

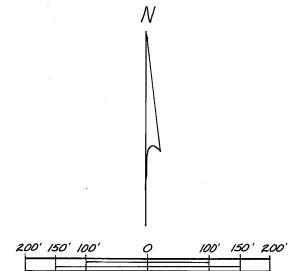
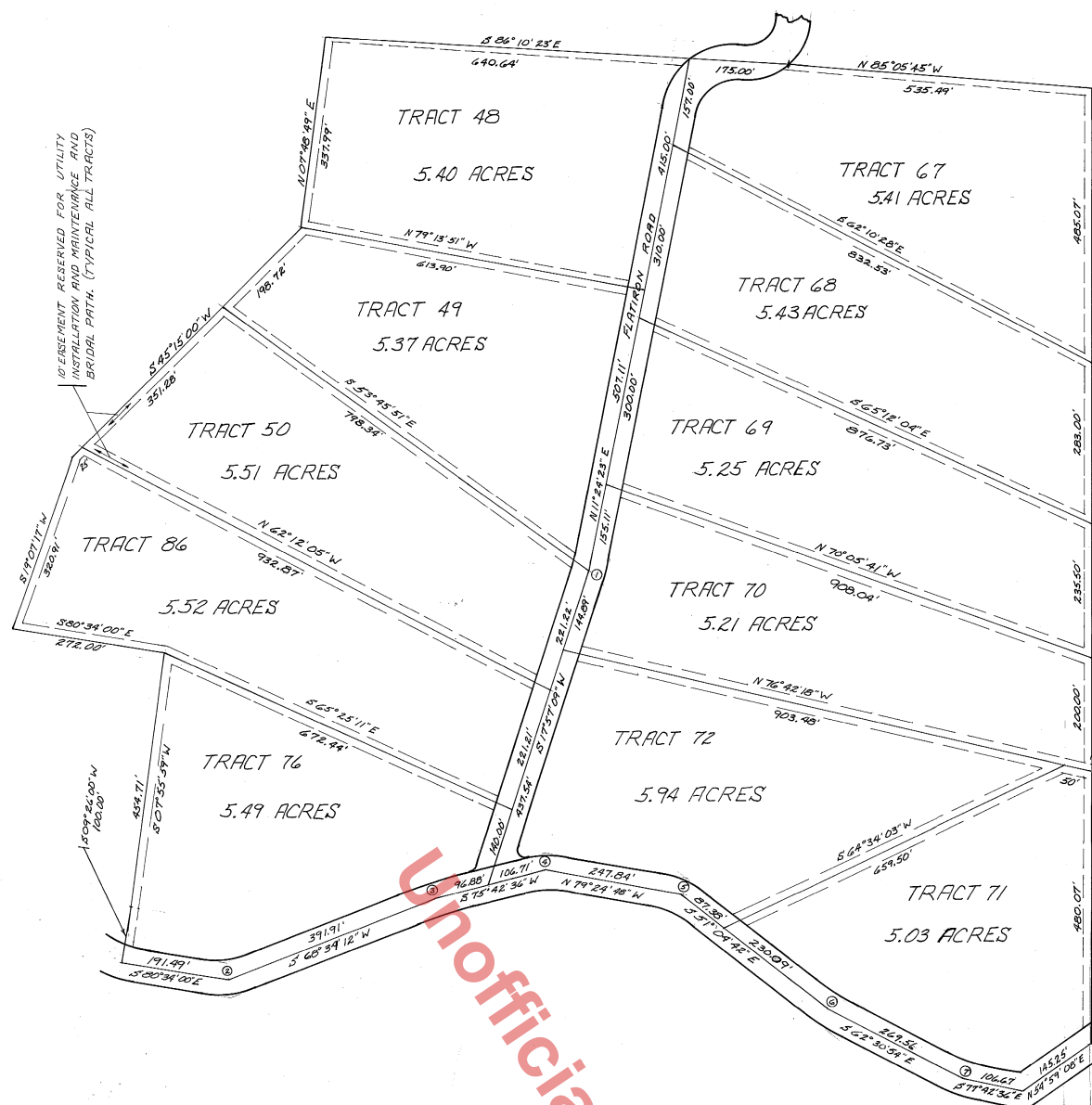
NO	T	Δ	R	L
1	26.87	30° 25' 00"	100.00	58.50
2	32.26	35° 45' 58"	100.00	62.42
3	21.25	23° 59' 30"	100.00	41.87

ELECTRONIC LAND SURVEYS, INC.

SCALE: 1" = 100'	APPROVED BY: J.C. FITCH	DRAWN BY: DE
DATE: 7-19-72	REVISED	
McARTHUR RANCH		
FILING No. 3	DRAWING NUMBER 4 of 6	

Unofficial Copy

McARTHUR RANCH-FILING NUMBER TWO



No.	T	Δ	R	L
1	28.54	06°32'46"	520.00	57.12
2	113.92	30°51'48"	412.68	222.30
3	96.88	07°08'24"	1352.85	193.51
4	88.97	24°52'36"	403.38	175.14
5	87.38	28°20'06"	346.14	171.18
6	105.01	11°26'12"	1048.64	204.32
7	106.67	15°11'42"	799.11	212.09

ELECTRONIC LAND SURVEYS, INC.

SCALE: 1"=100' APPROVED BY: J.C. FITCH DRAWN BY: D.E.

DATE: 7-19-72 REVISED

McARTHUR RANCH

FILING No. 3 DRAWING NUMBER: 5 OF 6

MC ARTHUR RANCH-FILING NUMBER TWO

ACCESS FOR TRACT 59
BETWEEN A & B

N.W. CORNER
SEC. 21-6-67

TRACT 59

6.18 ACRES

EAST LINE OF
BUILDING SITE

TRACT 60

5.38 ACRES

TRACT 61

5.21 ACRES

TRACT 62

5.24 ACRES

TRACT 63

8.45 ACRES

EAST LINE OF
BUILDING SITE

TRACT 64

8.21 ACRES

TRACT 65

5.54 ACRES

TRACT 66

5.39 ACRES

CURVE DATA

NO.	T	Δ	R	L
1	100.26'	50°50'37"	316.14'	280.54'
2	50.00'	37°46'32"	138.22'	95.95'
3	27.30'	30°32'17"	100.00'	53.24'
4	11.43'	13°16'10"	100.00'	23.16'
5	32.75'	36°25'10"	100.00'	63.65'
6	87.50'	84°42'27"	87.45'	157.04'
7	87.50'	83°24'52"	98.04'	162.06'

ACCESS FOR TRACT 63
BETWEEN A & B

N



10' EASEMENT RESERVED FOR UTILITY INSTALLATION
AND MAINTENANCE AND BRIDAL PATH.
(TYPICAL ALL TRACTS)

ELECTRONIC LAND SURVEYS, INC.

SCALE: 1" = 100' APPROVED BY: J.C. FITCH DRAWN BY: D.E.

DATE: 7-18-78 REVISED

McARTHUR RANCH

FILING No. 3 DRAWING NUMBER: 6 OF 6

Project Name: Hillcamp Drive Filing 1

Project Number: SB25-0014, RE2025-201

Date Received: 12/18/2025

Thank you for the
Review.

Jurisdiction: City of Lone Tree

Due Date: 02/10/2026

Addressing Comments:

No Comments

Engineering Comments:

No Comments

Planner Comments:

No Comments

www.douglas.co.us

February 9, 2026

Chuck Darnell, Principal Planner
City of Lone Tree
Sent via email to chuck.darnell@cityoflonetree.com

RE: Referral Response for:

- Sub-Area Plan (RG24-0007)
- Hillgate RidgeGate Rural Residential Preliminary Plan (SB25-0010)
- Hillgate Southridge Preserve PD District Residential Preliminary Plan (SB25-0009)
- Proposed Extension of Cabela Drive Final Platte (SB25-0014)

To whom it may concern:

Thank you for the opportunity to comment on these applications. Douglas County Department of Open Space and Natural Resources (OSNR) comments on matters related to wildlife and natural resources, open space, outdoor recreation, and in some cases, trail connections. In this case, the applications are so integrally related, and wildlife connections cross all applications, that OSNR will prepare one response letter that applies to all four applications.

This proposal is logical infill that compliments surrounding development. It is evident that much thought and analysis has gone into these applications. Generally speaking, the natural resources, wildlife, and trail concerns have been addressed within the subarea plan, PD designs, and various studies and analyses submitted with the applications. OSNR can provide some recommendations to improve the plan a bit more. The following sections cover points we feel are worth noting and include our recommendations.

Wildlife:

The analysis is correct that the development occurs within designated moderate quality wildlife habitat in the wildlife resources plan in Douglas County's comprehensive master plan (CMP). It is also correct to recognize that this development does not impact any identified tier 1 wildlife resources. While not worded specifically, the wildlife plan and applications themselves provide for tier 2 wildlife corridors and protected open space which serve as habitat conservation areas. Tier 2 resources are important resources to provide habitat and movement opportunities within a subdivision; these are a step down from the county or regionally significant tier 1 resources identified in the CMP wildlife resources map. Tier 2 habitat conservation areas will typically be smaller than tier 1 areas. Tier 2 movement corridors will typically be closer to 300' wide while tier 1 corridors will generally be 1,000 to 1,300 feet wide. This plan provides these tier 2 amenities that will serve the needs of wildlife that exist within or travel through this subdivision.

It is also worth recognizing that this habitat and corridor plan was designed to connect CMP identified resources. Namely, they are seeking to connect the I-25 wildlife underpass through which the East-West trail passes, roughly a mile south of Ridgeway Blvd. with Bluffs Park and Highlands Ranch Backcountry Wilderness Area. The following amenities within the Southridge plan work together to provide these connections along with habitat:

- 200' wide corridor on the western edge, north side of the development,
- Considerable open space designated in the rest of the development, but especially
 - along the northern & western portions of the jog in the development jutting to the west just south of the corridor, and
 - northern and western portions of parcel 4, which includes the 300' wide habitat setback.

The amenities within the Ridgeway plan that contribute to the connectivity include:

- The east/west oriented open space and utility corridors that traverse the entire development and connect to the Southridge development, and
- The wildlife underpass proposed along the southwestern most road will maintain some connectivity with Parcel 4 of the Southridge development and the Highlands Ranch Backcountry Wilderness Area.

Of course, all the open space, landscaped areas, utility areas, and unfenced private lot areas contribute to the soundness of the plan of providing wildlife habitat and movement corridors.

To make these habitat areas and connections even more effective, especially for species and individual animals adverse to human contact, buffering these corridors with native or beneficial trees and shrubs would be very helpful. A set of undulating berms can be extremely effective in reducing human disturbance, especially when combined with tree and shrub plantings. The wildlife underpass proposed to connect Parcel 4 should be designed with enough 'openness' to be conducive to wildlife movement. Well vegetated approaches to the underpass are extremely helpful in enticing skittish ungulates to pass through the structure. Shrub plots or tree thickets in the approach areas are excellent refuge areas that allow wildlife time to survey the structure and 'work-up the courage' to pass. Douglas County, Colorado Parks and Wildlife, Colorado Department of Transportation, Environmental Section, and certain consultants such as ECO-resolutions have background in wildlife underpass design and could be of assistance if desired. Weed control and tree and shrub plantings can also increase the quality of the remaining open space, raising both carrying capacity (ability of the land to sustain more wildlife) and its attractiveness to wildlife. While outdoor recreation opportunities and the effectiveness of wildlife habitat and movement corridors must be balanced, minimizing human disturbance to these areas will make them more functional. Please see the trails and outdoor recreation section at the end of this letter for further discussion of the human disturbance concern.

Other parts of the plans that are beneficial to wildlife include:

- minimizing vegetation removal,
- minimizing grading,
- designating over 50% of the land mass as open space or other categories that leave the land available for habitat and movement,
- much of the development will occur in grassland habitat, which is of less value than adjacent shrublands,
- clustered design,
- buffering development where possible,
- requiring wildlife friendly fencing where appropriate,
- restrained use of outdoor lighting, and
- the 45'+ movement corridor along the southern boundary of the Ridgeway subdivision.

Viewshed Analysis: Based on the simulations provided it appears that much of the development will be placed below the ridgeline and will not create a dramatic change to the historic viewshed of this area. This is a boon to residents as well as the huge number of drivers on I-25. Keeping development from the ridgelines may also help prevent disturbance to wildlife in some cases.

Wildfire Risk: The wildfire risk assessment looks thorough and accurate. It might be helpful to collaborate with Lone Tree officials to pass this risk assessment on to those responsible for Lone Tree's community wildfire protection plan (CWPP) to help refine the plan in future updates. Additionally, it could be helpful to engage with the Douglas County Wildfire Action Collaborative to relay this risk assessment and bring up the proposed Hillcamp development. Perhaps there are some proactive planning or mitigation measures that may come out of such a discussion with this team of seasoned professionals.

Trails & Outdoor Recreation: The proposed trail system within the various Hillcamp applications is robust and thoughtful. It provides a significant system that covers the development. It provides various opportunities (e.g., 3' versus 6' trail widths). It connects with existing, larger trail systems such as the East-West Trail. This will provide residents with ample opportunity for exercise and outdoor activity, as well as providing access to all the larger open space areas.

One downside to such a robust system is the impact to wildlife with every large, open area having a trail through it. These trails bring people and dogs, which have been shown to stimulate flush responses in wildlife. Studies by Dr. Richard Knight and his colleagues from CSU in the late 90s and early 2000s showed mule deer having a 96% chance of flushing with human or human/canine disturbance within 100M. The likelihood of flushing did not drop below 70% until the distance from disturbance dropped to 390M. Elk were even more sensitive, showing avoidance responses out to 600-655M. These flush distances exceed the total width of the narrower tier 2 wildlife corridors graciously proposed in this development. For any of these areas to function as wildlife habitat and movement corridors, precautions should be taken where possible to prevent complete avoidance by most wildlife.

Thoughtful trail layout in combination with mitigation measures can reduce flush responses and avoidance in big-game and more sensitive species. Pushing trails up against development can leave more of the corridor available for wildlife to keep some distance from human/canine disturbance. Laying out a trail on the reverse slope of a ridge can mask human presence from wildlife that may be close by as the crow flies. Siting trails in lower areas and keeping them off high points, except perhaps for a couple of overlooks for trail users' viewshed appreciation, can reduce disturbance somewhat. Screening or buffering sections of trail with undulating berms and/or tree and shrub plantings can also help. Planting shrub plots or retaining existing clumps of shrubs or tree thickets can provide areas of refuge for wildlife as people pass by, increasing their likelihood of loitering in the area. Perhaps one of the most effective mitigations is temporal separation. Many species of wildlife are most active at night, early morning, and late evening. If human usage is prohibited or at least minimized during hours of darkness, wildlife have use of these corridors and habitat areas without disturbance during these times.

Once again, thank you for the opportunity to comment on these development applications. If we can help further, such as with the design of the wildlife underpass or recommendations for plantings, please don't hesitate to ask.

Respectfully,

A handwritten signature in black ink that reads "Dan Dertz". The script is fluid and cursive, with the first letters of "Dan" and "Dertz" being capitalized and prominent.

Dan Dertz
Director

Chuck Darnell

Thank you for the
Review.

From: Roshana Floyd
Sent: Wednesday, February 11, 2026 1:23 PM
To: Chuck Darnell
Subject: FW: Clarification Requested: DOCO Referral Comments on Hillcamp



Roshana Floyd, JD, MPA, AICP, CFM (she/her)
Planning Manager
9220 Kimmer Drive
Lone Tree, CO 80124
Office: 720-509-1271
Mobile: 720-671-1792

From: Bradley Jackson <bjackson@douglas.co.us>
Sent: Monday, February 9, 2026 9:36 AM
To: Roshana Floyd <Roshana.Floyd@cityoflonetree.com>
Cc: Janet Herman <JHerman@douglas.co.us>
Subject: Re: Clarification Requested: DOCO Referral Comments on Hillcamp



This message needs your attention

- This is their first mail to some recipients.

Report or Mark Safe

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Roshana,

I wanted to provide you a response to the 2 questions that you had asked of Janet Herman regarding the Hillcamp Development:

1. Can you please confirm that the full extent of McArthur Dr. is a publicly accessible roadway? We have received several public comments which claim portions of this roadway are privately owned. The use of McArthur Dr. as an emergency vehicle route is a critical component of this project and we must confirm that this roadway is public.
- McArthur Drive was platted as a public road with the various plats for McArthur Ranch. With that being said there are portions of McArthur Drive that were constructed outside of the platted ROW (See exhibit below). The County has continuously maintained McArthur Drive since its construction so we believe that we have prescriptive rights to those portions of the road that lie on private property; however, we have not ever formally worked to firm up that ROW.

2. Can you advise if the County has any plans to complete paving of McArthur Dr.? The Planned Development governing this development requires the connection to McArthur Dr. to become public when paving of McArthur Dr. is completed; we are trying to understand when (if ever) this might become a possibility.
- Douglas County has no plans to pave the remaining gravel portion of McArthur Drive. I want to note however that in the case the County did decide to pave the last portion of McArthur Drive (to reduce County maintenance costs) we would still not be in support of that connection becoming fully open to the public.

Please do not hesitate to reach out to me with any other questions that you may have.

Thanks,

Brad Jackson, P.E. | Development Review Supervisor
Douglas County Department of Public Works
Engineering Services
Address | 100 Third St., Castle Rock, CO 80104
Main | 303-660-7490 **Cell** | 303-916-7675
Email | bjackson@douglas.co.us



From: Janet Herman <JHerman@douglas.co.us>
Sent: Friday, February 6, 2026 6:52 PM
To: Bradley Jackson <bjackson@douglas.co.us>
Subject: Fw: Clarification Requested: DOCO Referral Comments on Hillcamp

Hi Brad

Can you please respond to this email.

Thanks
Janet

Get [Outlook for iOS](#)

From: Roshana Floyd <Roshana.Floyd@cityoflonetree.com>
Sent: Friday, February 6, 2026 3:40 PM
To: Janet Herman <JHerman@douglas.co.us>
Subject: Clarification Requested: DOCO Referral Comments on Hillcamp

Caution: This email originated outside the organization. Be cautious with links and attachments.

Good afternoon Janet,

We have received the County's referral comments regarding the Hillcamp project, however, we do still have several questions regarding McArthur Dr. that we are seeking responses to so we can ensure our project record is complete, accurate, and that it responds to the public referral comments received.

1. Can you please confirm that the full extent of McArthur Dr. is a publicly accessible roadway? We have received several public comments which claim portions of this roadway are privately owned. The use of McArthur Dr. as an emergency vehicle route is a critical component of this project and we must confirm that this roadway is public.
2. Can you advise if the County has any plans to complete paving of McArthur Dr.? The Planned Development governing this development requires the connection to McArthur Dr. to become public when paving of McArthur Dr. is completed; we are trying to understand when (if ever) this might become a possibility.

This referral closes on Tuesday, February 10; we appreciate your timely response.

Thank you,



Roshana Floyd, JD, MPA, AICP, CFM (she/her)

Planning Manager

9220 Kimmer Drive
Lone Tree, CO 80124
Office: 720-509-1271
Mobile: 720-671-1792

From: Chuck Darnell <chuck.darnell@cityoflonetree.com>
Sent: Friday, February 6, 2026 8:11 AM
To: Roshana Floyd <Roshana.Floyd@cityoflonetree.com>
Subject: FW: SB25-0009 and SB25-0010 Referral Comments Report
Importance: High



Chuck Darnell
Principal Planner
Office: 720-509-1273

From: Planning and Engineering Referral Request <PlanReferralRequest@douglas.co.us>
Sent: Thursday, February 5, 2026 4:05 PM
To: Chuck Darnell <chuck.darnell@cityoflonetree.com>
Subject: SB25-0009 and SB25-0010 Referral Comments Report
Importance: High

Hello,

Please see the attached Referral Comments Report from Douglas County regarding your Referral Request for SB25-0009 and SB25-0010.

Thank you!

Bryce Ryberg | Planning Technician

Douglas County Department of Community Development

Planning Resources Division

Address | 100 Third St., Castle Rock, CO 80104

Direct | 303-814-4333 Main | 303-660-7460

Email | bryberg@douglas.co.us

NOTICE: Douglas County Planning does not charge "Approval" fees. Douglas County communicates through our official email accounts ending in @douglas.co.us; beware of phishing scams using similar addresses. If you have questions or concerns about the validity of an email or invoice, please call our Public Outreach and Assistance team at 303-660-7460 or email planning@douglas.co.us

From: Chuck Darnell <chuck.darnell@cityoflonetree.com>

Sent: Thursday, December 18, 2025 3:18 PM

To: Chuck Darnell <chuck.darnell@cityoflonetree.com>

Subject: City of Lone Tree, CO - Referral Request: Hillcamp

Caution: This email originated outside the organization. Be cautious with links and attachments.

Good afternoon,

This is a referral request for a set of four applications that are being reviewed concurrently and are associated with the proposed "Hillcamp" development. The proposed Hillcamp development is located on the upper portion of the bluffs along the south side of Lone Tree, generally located south of Cabela Drive, west of I-25, north of Heather Drive, and east of McArthur Drive. While these applications are being reviewed concurrently, each application must be reviewed and decided upon by the City separately. Therefore, any public or agency referral comments must be provided on each application separately as well. The four applications, along with brief descriptions of each application and links to each application's submittal materials and referral comment response form, are as follows:

1. Sub-Area Plan (Application Number RG24-0007)

1. Description: Creation of a Sub-Area Plan that will guide future development of the proposed Hillcamp community, and the Sub-Area Plan will include framework plans, design guidelines, and design standards.
2. Application Materials: Available on the [application webpage here](#).
3. Comment Response Form: Available [here](#).

2. Preliminary Plan for the RidgeGate Rural Residential Planning Area (Application Number SB25-0010)

1. Description: Identifies proposed preliminary development plans for 261 residential single-family detached lots, roadways providing access to each lot, and numerous tracts for public parks, public open space, private open space, an amenity center, and utilities/infrastructure.
2. Application Materials: Available on the [application webpage here](#).
3. Comment Response Form: Available [here](#).

3. Preliminary Plan for the Southridge Preserve Planned Development District Residential Planning Areas (Application Number SB25-0009)

1. Description: Identifies proposed preliminary development plans for 82 residential single-family detached lots, roadways providing access to each lot, and numerous tracts for a public park, public open space, private open space, an amenity center, and utilities/infrastructure.
2. Application Materials: Available on the [application webpage here](#).
3. Comment Response Form: Available [here](#).

4. Final Plat for Proposed Extension of Cabela Drive to Provide Vehicular Access to Proposed Hillcamp Community (Application Number SB25-0014)

1. Description: Identifies platting of public right-of-way for the proposed extension of Cabela Drive from its current terminus to the south to provide the main public street connection to the proposed Hillcamp community. The application also includes detailed construction plans for that proposed street construction.
2. Application Materials: Available on the [application webpage here](#).
3. Comment Response Form: Available [here](#).

You may review the full project details and each individual application's materials at the webpage links provided above.

To provide comments on these applications, please fill out a separate comment form (linked above) for each application by **Tuesday, February 10, 2026**. The form allows for files to be uploaded, if you have any letters or other files to include with your referral response.

Please contact me with any additional questions.

Thanks,

Chuck



Chuck Darnell
Principal Planner
City of Lone Tree
Direct: 720-509-1273

Highland View Estates Homeowner Association
James Brant-President
Chuck LaCouture-Vice President
10817 Highland View Court
Lone Tree, Colorado 80124
brantranch@ecentral.com
01/15/2026

The access to McArthur will be EVA only with a locked gate. This has been documented in the various submittal materials.

To: Chuck Darnell, Principal Planner, City of Lone Tree

Re: Comments on Hillcamp Development / Southridge Preserve – Application RG24-0007

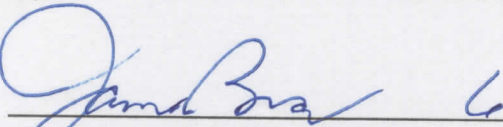
Highland View Estates Homeowner Association (HVEHOA) appreciates the opportunity to provide formal comments regarding the Hillcamp Development, including the Southridge Preserve (Application Number RG24-0007).

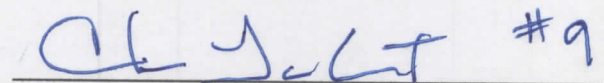
Our primary concern is the potential future use of McArthur Drive. Representatives of HVEHOA met on December 11, 2025, with Brad Wilkin, Senior Land Director for Brookfield Residential, and Kevin Rohrbough of JR Engineering. During this meeting, we discussed the statement in the application that reads:

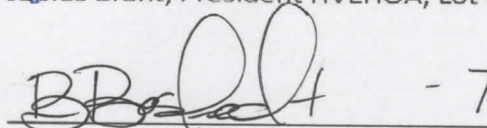
"The Developer will coordinate with Douglas County regarding any accommodation of a future full access connection of McArthur Drive."

At the meeting, Brookfield Residential stated that they have **no interest** in establishing full access to McArthur Drive. They clarified that their only intended use of McArthur Drive is as an **Emergency Vehicle Access (EVA)**. They further indicated that they would install two gates—one at the top of the access road and one at the bottom—to replace the existing gate.

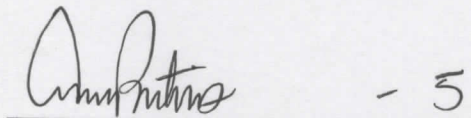
HVEHOA would be fully supportive of McArthur Drive being used **solely** as an EVA. Any future consideration of full access would be inconsistent with the understanding communicated to us by the developer and would raise significant concerns for our community.

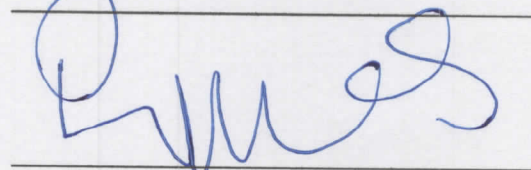

James Brant, President HVEHOA, Lot 6

 #9
Chuck LaCouture, Vice President, Lot 9

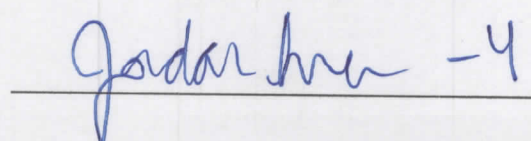
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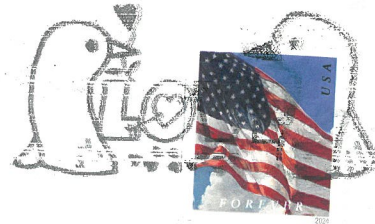
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CITY OF LONE TREE

FEB 05 2026

City Clerk's Office

To: Lone Tree Planning Commission
Chuck Darnell
9220 Kimmer Dr. Suite 100
Lone Tree, Co. 80124

0124-288125



The access to McArthur will be EVA only with a locked gate. This has been documented in the various submittal materials. Timing of the installation of the gate will be determined during subsequent stages of the project.

Please see the Community Response Letter regarding the other items identified in the referral letter.

McArthur Ranch Metropolitan Recreation District

Board of Directors

Joslyn Hopmayer, President

Kitty Migaki, Secretary

Branka McLaughlin, Treasurer

Angela Smart, Board Member

Melissa Coria, Board Member

10607 Flatiron Rd Lone Tree, CO 80124

Joshop17@gmail.com

1/12/2026

To Chuck Darnell, Lone Tree Principal Planner,

The Board of Directors of McArthur Ranch Metropolitan Recreation District (the “board”) would like to formally comment on the Hillcamp Development including Southridge Preserve. (Application Number RG24-0007).

Concerns regarding Hillcamp Residential Development (including Southridge Preserve):

- 1. McArthur Drive Road Usage-** Our primary concern with the Hillcamp and Southridge Preserve developments was based on the original application language in the Hillcamp Subarea Plan and Design Guidelines, Roadway Access, Section 2.8.2, dated 5/23/2025, noted in red below.

The site will also be accessed via North Heather Drive, which provides local access to the surrounding communities. An additional emergency only access point will be provided via McArthur Drive to the west in an unpaved condition, and with a gate or signage, if appropriate. The Developer will coordinate with Douglas County regarding any accommodation of a future full access connection of McArthur Drive. The Cabela Drive, MacArthur Drive, and Heather Drive access points will serve to enhance emergency access for the region.

Initially, the Board intended for McArthur Drive to remain a dead end with no access to the Hillcamp Development, but a compromised agreement has been reached during negotiations with Brookfield Residential, the Hillcamp Developer. On November 21, 2025, the Board met with Brad Wilkin, Brookfield Residential Senior Land Director and Kevin Rohrbough with JR Engineering. The board members who attended stated our concerns with the Hillcamp development and how it would affect our rural community. We had specific

concerns in reference to the earlier language, noted in red in the Hillcamp Subarea Plan and Design Guidelines. However, since the meeting date, it is anticipated and our understanding of verbal discussion between all concerned is that McArthur Drive will be accessed and utilized as an Emergency Vehicle Access (EVA) only based on fire mitigation and qualified special risks. Brookfield Residential has agreed to amend the language pertaining to Roadway Access in Section 2.11.2. of their most recent Hillcamp Subarea Plan and Design Guidelines dated 12/12/2025.

The Board agrees with the revised language below which is noted in blue below.

It is anticipated that the site will be accessed primarily via the extension of Cabela Drive (or other approved name for this same roadway), which connects to RidgeGate Parkway and provides regional access to I-25. Two additional emergency only access points are anticipated to be provided via McArthur Drive to the west in a perpetually unpaved condition and via North Heather Drive to the South. Each emergency only access point will include at least one locked gate and signage. It is anticipated that the Cabela Drive, MacArthur Drive, and Heather Drive access points will serve to enhance emergency access for the region. Detailed roadway access points to be finalized during the Preliminary Plan and/or platting process.

The Board would like to thank Lone Tree Planning, Brookfield Residential, and Douglas County for collaboration with our community in preserving McArthur Drive as only an unpaved EVA to preserve the historic integrity of our rural community. We would greatly appreciate being notified prior to the finalized plan and final plat if language in the referenced section in blue above would be revised, enhanced, or removed.

2. Wildfire Danger- With McArthur Ranch being on well water, the nearest fire hydrant is on the corner of McArthur Drive and Monaco. South Denver Metro Fire needs to fill their vehicles which take precious time before responding to a fire emergency. McArthur Ranch is considered a high-risk fire zone. Lightning strikes are common in our area. Extremely dry and unseasonable weather over the past decade has raised fire risk, but also insurance costs. The board members have concerns with the proposed Hillcamp Development increasing fire danger (fireworks, cigarettes, automobiles, & carelessness) to McArthur Ranch and surrounding neighborhoods. Although a second EVA via McArthur Drive is proposed, we are still concerned that the probability of fires will increase.

3. Erosion- Erosion is a concerning factor with our soil in Colorado. With more development comes more erosion. With the FEMA 100- year and 500- year flood plains located in some areas of McArthur Ranch, flooding due to erosion is an additional safety issue to properties in McArthur Ranch.

4. Wildlife Impact- As part of the proposed Hillcamp and Southridge Preserve developments, open space(s) will be impacted negatively. Large herds of elk, bear, and deer commonly migrate from McArthur Ranch up The Bluffs Trail and into the proposed Hillcamp area and other surrounding communities. In reference to page 24 of the Southridge Preserve Preliminary Plan, we are alerted as to where the Wildlife Corridor abruptly ends in

Parcel 5. The dense scrub oak vegetation and cliff areas will make it difficult for larger animals to navigate which will re-route them onto residential streets into Hillcamp.

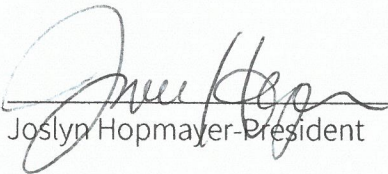
5. Potential Groundwater Pollution- With urbanization, agricultural runoff from use of fertilizers and pesticides can leach into the groundwater and impervious surfaces increasing surface runoff which collects chemicals and road salts, etc. Additional trail users bring more concern of such trail users not properly disposing of dog waste which is environmentally harmful.

6. E-bike Concerns- In addition, the growing use of e-bikes, e-motorcycles, and electric scooters on these public trails presents safety and management challenges. Higher speeds increase the risk of conflicts with slower users such as hikers, joggers, families with children, and equestrians, with particular concern about spooking horses. We are aware Class 3 E-bikes are already illegal on trails, E-bikes may also contribute to trail damage through erosion and rutting caused by rapid acceleration and hard braking. There is further concern that allowing E-bikes could set a precedent for more powerful motorized vehicles, such as dirt bikes, other off-road vehicles, and golf carts (occasionally seen illegally on trails), increasing environmental damage and safety risks. These issues have created tension between traditional trail users and E-bike advocates, underscoring the need for clear trail access rules, key is enforcement, and comprehensive management policies.

We sincerely thank you for taking the time to review our concerns and public comments on the Hillcamp Development.

Sincerely,

The Board of Directors, McArthur Ranch Metropolitan Recreation District


Joslyn Hopmayer-President

Date 1/28/26

Katherine Migaki
Kitty Migaki-Secretary

Date 1/30/2026

Branka McLaughlin
Branka McLaughlin-Treasurer

Date 1/30/2026

Angela Smart
Angela Smart-Board Member

Date 1/30/2026

Melissa Coria
Melissa Coria-Board Member

Date 1/30/2026

February 4, 2026

Chuck Darnell
Principal Planner
City Planning Department
City of Lone Tree

Regarding Referral Requests the Final Plat application for Hillcamp Drive Filing No. 1:

- 1) Sub-Area Plan (Application Number RG24-0007)
- 2) Preliminary Plan for the RidgeGate Rural Residential Planning Area (Application Number SB25-0010)
- 3) Preliminary Plan for the Southridge Preserve Planned Development District Residential Planning Areas (Application Number SB25-0009)
- 4) Final Plat for Proposed Extension of Cabela Drive to Provide Vehicular Access to Proposed Hillcamp Community (Application Number SB25-0014)

Dear Mr. Darnell,

On behalf of the Lone Tree Recreation Advisory Committee (RAC), we appreciate the opportunity to provide comments to the Planning Department regarding the Hillcamp development applications currently under review.

As an advisory body to the City Council, the RAC's primary responsibility is to help ensure that the City of Lone Tree continues to offer, protect, and enhance high-quality recreation opportunities for current and future residents. In that capacity, we have reviewed the submitted Hillcamp planning and construction documents with a focus on potential impacts to open space, trails, recreation access, and overall user experience.

Lone Tree's stated vision is that Lone Tree is a premier Colorado community connected by great neighborhoods, vibrant public spaces, a beautiful natural environment, and thriving businesses. Further development in this area will compromise our beautiful natural environment.

Please see Community Response Letter. This area is not open space and is a planning area defined for a residential community.

The RAC's recommended position is to preserve this area as open space with trails and not allow development in this area. This preserves and protects the recreational experience of users in Lone Tree.

The RAC also recognizes that this is the opportunity to provide input or submit questions to the Planning Commission about the proposed development. As such, attached is a separate Appendix listing the questions and concerns we evaluated related to recreation access, trail capacity, safety, wildlife, and user experience to come to our determination this area should remain an open space area.

We respectfully submit these comments for consideration and look forward to continued collaboration as this project moves forward.

Thank you for the opportunity to provide input.

Sincerely,

Lone Tree Recreation Committee Members

Karisa McCulloch – Chair
Damian Grayson – Vice Chair
Michael Johnson – Member
Kathy Aarnio – Member
Steven Hillman – Member
Carol Sorensen – Member
Sara Goodwin – Member
Dan Murphy - Member

Appendix:

Below are the areas of concern that the RAC has identified.

Impact to Trail User Experience and Viewsheds

The Bluffs and East/West Regional Trails are among the City's most valued recreational assets. A defining feature of these trails is the expansive 360-degree views and the sense of separation from surrounding urban development that the adjacent open space provides. The introduction of 343 homes will permanently alter these viewsheds and diminish the existing trail experience.

Since the announcement of the potential Hillcamp development, several members of the Recreation Advisory Committee have spoken with users of The Bluffs. Many people say The Bluffs, and its wonderful views and trails, are what drew them to Lone Tree. Those surveyed are strongly opposed to having a development in this area.

The PDD Ridgeway, 7th Amendment, (Douglas County Assessor's Office Ref# 2024055084), requires 150 ft setback from the edge of the planning area. The plans do not appear to adhere to these setback requirements, allowing ponds and unit boundaries to cut into the setback requirements. RAC is requesting that the City require that all home owner property avoid any encroachments on these setbacks. In order to preserve the viewsheds in some places these setbacks should be increased.

In addition, we'd recommend lower building density, reduced building heights, adding light pollution measures, (as recommended by the Dark Sky Initiative), **Please see Community Response Letter. The bluffs will be preserved, and trails. Maintain defined setbacks will be adhered to. The project intends to comply with dark sky initiatives.**

Hillcamp Drive Extension

If the developer follows the 7th Amendment in the PPD, the road access to the community is through the "Main Access Road" as indicated on the drawings. With this plan, there is far less impact on the East/West trail. However, the developer is proposing a Hillcamp Drive extension, which creates significant impacts to the recreation in the area and reroutes of the East/West Regional Trails.

RAC recommends not allowing the Hillcamp Trail road access from Cabela Drive in order to minimize changes to the East/West Trail. Changes to the East/West will result in unnecessary trail shutdowns. The developer would be able to use the original Main Access road, as shown on the 7th amendment, closer to I-25, as planned.

Please see Community Response Letter.

Trail Capacity, Maintenance, and Parking

The Bluffs Regional Trail is already the most heavily used trail in Douglas County, according to County data. With the addition of the Hillcamp community, along with other nearby developments, trail usage is expected to increase substantially.

The Committee requests clarification on:

- How increased trail usage will be managed and mitigated considering the increase in electric bicycles and the increase of pedestrians on these trails
- How long-term trail maintenance will be funded and performed
- How existing parking constraints will be addressed, as parking is already limited in the area. We believe that people will misuse street parking in this neighborhood as parking for access to the trails, creating increased traffic on already under-designed public roads,

Please see Community Response Letter. Maintenance of the East-West trail will be by Douglas County. Maintenance of the new trails will be by the HOA or Metro District. On-street parking is not permitted within the development and will be strictly enforced.

Internal Trail Additions and Connectivity

We note that the Preliminary Plan proposes several new internal trails connecting the development to the East/West Regional Trail. The drawings indicate these trails are public. RAC is not clear if any restrictions will exist for any trail users, which is a concern.

The trails that are indicated on the drawings show more than six road crossings within a 500-foot square area at the entrance to the community. This is a significant safety concern, and it also impacts the trail user experience by having to stop at each crossing. (See Sheet 12 of the Construction Plan).

The Committee would like to request a third-party trail design expert review and revise the trail interconnects and crossing for safety reasons.

Please see Community Response Letter. No restrictions have been identified for the trails. The trails will be constructed by professional trail builders.

East/West Trail Realignment and Construction Impacts

The Construction Plan indicates that portions of the East/West Trail will be realigned. We see that the proposed portion of the trail will be paved leading up to the proposed bridge and road crossing over Hillcamp Trail.

Please provide additional details on:

- How trail access and construction A bypass will be constructed and the trail is planned to be fully operational during construction activities.
- The duration and location of temporary closures or detours

Pedestrian Bridge Maintenance and Safety

Due to the anticipated vehicle traffic that a development of this size will bring, which based on estimates of two cars per home, adult & teenage drivers, deliveries in and out of the community, maintenance and home improvement contractors, school buses, garbage trucks, etc., will generate approximately 450 vehicles per rush hour in the morning and evening across three roads, or roughly be a vehicle on every road every thirty seconds every day, the RAC recommends a second pedestrian bridge for the trails along the wildlife corridor on the west side of the community across McArthur Road.

This would help alleviate the concerns of pedestrian safety.

In addition, the Committee requests clarification on the party responsible for ongoing bridge maintenance, and snow and ice removal during winter months. To clarify: who would be responsible for slip-and-fall hazard or result in unsafe at-grade crossings?

Additionally, (p 13 of the preliminary plan), RAC has concerns about the approach and exits of the bridge crossing with the right-angle access to the bridge, which is dangerous There is no public roadway connection to McArthur Drive and thus a pedestrian bridge is not warranted.

There is also concern about the The pedestrian bridge will be maintained by Douglas County consistent with the other Ped Bridges along the East-West trail. An alternative path will be provided for those not wanting to use the Ped Bridge.
expectation of horses – use trail
considerations are being made

Wildlife Impacts

Although wildlife considerations may fall outside the RAC's formal purview, the presence and visibility of wildlife are an important part of the recreational experience in this area. Development of this scale is likely to

disrupt migration patterns, reduce forage areas, and increase the risk of vehicle–wildlife collisions. These impacts merit careful evaluation and mitigation.

The current Biological Study, Wildlife Preservation Plan, and Environmental Site Assessment has been provided to the City by an out-of-state 3rd party, who are not experts in Colorado. The RAC recommends that the City incorporates the responses from the Colorado Parks & Wildlife related to wildlife impacts, rather than relying solely on what the developer has provided.

Please see Community Response Letter.

Public Park

The 7th Amendment requires a 5-acre park. The Developer shows various landscaped areas located by the highly trafficked community entrance marked off as public park. It is the Committees opinion that taking already landscaped green space and turning maintenance and irrigation over to the City does not meet the intent of City's requirement of a 5-acre park. RAC would like the City to request one contiguous 5-acre public park, funded by the developer and maintained by the HOA community, to support playground and exercise equipment for the community.

A public park central to the community is planned.

Amenity Center

The Developer shows an amenity center owned and operated by the HOA on the drawings. The Committee would like clarification on the usage and access to the center.

The Amenity Center is planned for use by the residences of the Hillcamp Community.

RIDGEGATE WEST VILLAGE COMMUNITY ASSOCIATION

c/o MSI, LLC

6892 S. Yosemite Ct., #2-101

Centennial CO 80112

303-420-4433

llangewisch@msihoa.com

Thank you for the
Review.

Via Email: chuck.darnell@cityoflonetree.com

Chuck Darnell
Senior Planner
City of Lone Tree
9220 Kimmer Drive, Suite 100
Lone Tree, Colorado 80124

**Re: RidgeGate West Village Community Association, Inc.
Referral Response to Application - SB25-0014 - Hillcamp Drive Filing No. 1**

Dear Mr. Darnell:

The RidgeGate West Village Community Association, Inc. ("RidgeGate") is a 430 unit community submitting its referral response in opposition to the proposed 343 lot Hillcamp development currently under review by the City of Lone Tree, including SB25-0014 as submitted by the applicant Rampart Range Metropolitan District.

RidgeGate is aligned with the detailed opposition submitted by The Retreat at RidgeGate Homeowners Association, Inc., and asks that the application be denied or restricted for the reasons stated therein.

Should you have any questions, please contact us. Thank you for your attention to this matter.

Sincerely,

Board of Directors
RidgeGate West Village Community Association, Inc.



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.285.6612
violeta.ciocanu@xcelenergy.com

February 2, 2026

**Thank you for the
Review.**

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

Attn: Chuck Darnell

**RE: Final Plat for Proposed Extension of Cabela Drive to Provide Vehicular
Access to Proposed Hillcamp Community, Case # SB25-0014**

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the above-mentioned Final Plat and currently has **no apparent conflict**.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Violeta Ciocanu (Chokanu)
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-285-6612 – Email: violeta.ciocanu@xcelenergy.com

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Chuck Darnell
Senior Planner
City of Lone Tree
9220 Kimmer Drive, suite 100
Lone Tree, CO 80124
720.509.1273

Project Name: Hillcamp Development
Project File #: **SB25-0009/SB25-0010/RG24-0007 (Hillcamp Preliminary Plan) & SB25-0014 Hillcamp Final Plat**
SMFR Review #: REFPDP25-00321

Review date: 2-04-26

Reviewed by:	Scott Stene, Plan Reviewer 720-989-2249 scott.stene@southmetro.org	Rich Conroy, Deputy Fire Marshal 720-989-2250 rich.conroy@southmetro.org
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PROJECT SUMMARY:

1) Sub-Area Plan (Application Number RG24-0007)

- a. Description: Creation of a Sub-Area Plan that will guide future development of the proposed Hillcamp community, and the Sub-Area Plan will include framework plans, design guidelines, and design standards.
- b. Application Materials: Available on the [application webpage here](#).
- c. Comment Response Form: Available [here](#).

2) Preliminary Plan for the RidgeGate Rural Residential Planning Area (Application Number SB25-0010)

- a. Description: Identifies proposed preliminary development plans for 261 residential single-family detached lots, roadways providing access to each lot, and numerous tracts for public parks, public open space, private open space, an amenity center, and utilities/infrastructure.
- b. Application Materials: Available on the [application webpage here](#).
- c. Comment Response Form: Available [here](#).

3) Preliminary Plan for the Southridge Preserve Planned Development District Residential Planning Areas (Application Number SB25-0009)

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- a. Description: Identifies proposed preliminary development plans for 82 residential single-family detached lots, roadways providing access to each lot, and numerous tracts for a public park, public open space, private open space, an amenity center, and utilities/infrastructure.
- b. Application Materials: Available on the [application webpage here](#).
- c. Comment Response Form: Available [here](#).

4) Final Plat for Proposed Extension of Cabela Drive to Provide Vehicular Access to Proposed Hillcamp Community (Application Number SB25-0014)

- a. Description: Identifies platting of public right-of-way for the proposed extension of Cabela Drive from its current terminus to the south to provide the main public street connection to the proposed Hillcamp community. The application also includes detailed construction plans for that proposed street construction.
- b. Application Materials: Available on the [application webpage here](#).
- c. Comment Response Form: Available [here](#).

REFERENCES:

- 1. [2021 International Fire Code \(IFC\)](#)
- 2. [2025 Colorado Wildfire Resiliency Code and Map](#)
- 3. [2025 City of Lone Tree Community Wildfire Protection Plan](#)
- 4. [2022 Douglas County Wildfire Protection Plan](#)
- 5. SMFR Fire Access Road Design Criteria (Attachment 1)
- 6. SMFR Response to Lone Tree Referral ZR02-11, Southridge Preserve Planned Development District (Attachment 2)

South Metro Fire Rescue (SMFR) has reviewed the above project. The following comments need to be addressed and/or further discussed prior to SMFR issuing a non-objection letter for the proposed development to move forward.

COMMENTS:

General:

- 1. The proposed development incorporates the Ridgeway Rural Residential Planning Area, for which SMFR does not have previous review comments on file. It also incorporates the Southridge Preserve Planned Development District, which was previously reviewed by SMFR in October of 2002. SMFR's response letter to that referral (Lone Tree ZR02-11) is provided as an appendix to this document. A summary of SMFR's comments from that referral are as follows:
 - a. Roadway design and access points were to be in accordance with the Uniform Fire Code and other SMFR and AHJ standards.

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- b. Fire protection water supply was to be provided in accordance with the Uniform Fire Code and other SMFR and AHJ standards.
- c. All structures were to be provided with fire sprinkler systems that complied with Uniform Fire Code and other SMFR and AHJ standards.
- d. Wildfire hazard mitigation was to comply with applicable standards (no specific standards were listed in the letter).

a. The project requires unique roadway standards which are defined in the preliminary plan and meet Fire Code and SMFR standards.

b. Water supply meets Fire Code, SMFR and AHJ standards.

c. All homes will be sprinklered.

d. A full wildfire mitigation plan has been prepared and will be implemented for the development.

Water Supply:

- 2. Approval of a residential water distribution system (RWDS) will be required from SMFR. The capacity of that system will establish maximum residential structure sizes for the proposed development. a. The water system is currently under design and will be provided with subsequent stages of the project.

Fire Department Apparatus Access:

- 3. The plan shows the following fire department apparatus access points into the proposed development:
 - a. Hill Camp Trail, which is proposed to be a full-movement road allowing for both emergency and non-emergency travel into and out of the development.
 - b. Heather Drive, which is proposed for emergency use only and not allowing non-emergency travel into or out of the development.
 - c. McArthur Drive, which is proposed for emergency use only and not allowing non-emergency travel into or out of the development.

SMFR has no objection to the proposed apparatus access points, but clarity is needed regarding the number and location of gates to restrict access to emergency use only for Heather Drive and McArthur Drive. SMFR is not opposed to the installation of gates that comply with the requirements of the IFC. Permits for those gates will ultimately be required. If multiple gates are needed for a single access point, more information about maintenance (including snow) will be required. Single gates will be utilized at the adjacent ROW connections to the Site. Maintenance of the roadways will be provided by RRMD.

The "Emergency Vehicle Access" detail in the plans shows the Heather Drive and McArthur Drive apparatus access as unpaved. SMFR will require these to be a paved, all-weather surface.

These have been adjusted to be paved surfaces.

No grading plan or auto-turn exhibit was provided with the submittal. SMFR will require a grading plan and auto-turn exhibit for all roads in the proposed

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development, including the Heather Drive and McArthur Drive access points to ensure the maximum 6% grade can be achieved for apparatus access.

Grading Plans and Auto-turn exhibit have been provided.

4. Hill Camp Trail is shown as a bifurcated road with 11' wide all-weather surface travel lanes. The minimum width of a fire department apparatus access road per the IFC is 20' of all-weather surface. While the proposed road has 22' of paved width in total, the bifurcation effectively reduces the allowable width that could be used to navigate around traffic and/or accidents. The 11' width also leaves very little recovery room for vehicles traveling in wet or slippery conditions, increasing the likelihood of our primary apparatus access point into the proposed development being blocked. The travel lane in each direction needs to be 20' wide minimum all-weather surface to address these concerns.

Each lane has been widened to 20' minimum.

5. Within the proposed development, the roadway design standards shown are consistent with the Rural Local Type I and II Functional Street Classifications contained in the Douglas County Roadway Design and Construction Standards. Per those standards, these roadway designs are intended for 2.5-acre minimum net lot sizes with 8 parking spaces required on each lot. The proposed development does not conform to the minimum lot size for this roadway design. No information has been provided about the number of parking spaces required on each lot. As designed, on-street parking would be prohibited throughout the entire development based on roadway widths, restricting residents and their guests to only parking in garages and driveways. In SMFR's experience, this is an impractical arrangement. More information is needed regarding how this prohibition will be communicated to residents and their guests (such as "No Parking – Fire Lane" signage on both sides of every street throughout the development). **No parking signs have been added to the plan and on-street parking is prohibited. This will be enforced through the HOA and City of Lone Tree PD.**

6. The "Cul-de-Sac with Median" design is shown as a 16' all-weather surface. The minimum width of a fire department apparatus access road per the IFC is 20' of all-weather surface. This is especially necessary for these cul-de-sacs given they are located adjacent to structures. **These have 16' of pavement with 2' ribbon curbs on either side which are flat curb and you can drive on them. This totals 20' of all-weather surface.**
7. There are several cul-de-sacs provided. Some appear larger than others. More information on the proposed design of those cul-de-sacs is needed to verify compliance with Appendix D of the IFC. **Cul-de-sac's have been verified to be in compliance with the IFC.**
8. The combination of the site layout, the housing density, and the topography are not allowing for compliant remoteness where two fire apparatus access roads are required by the IFC (portions of the development exceeding 30 dwelling units accessed from a single intersection). There are also dead-end roads that exceed

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the 750' maximum length from the IFC, which requires special approval. SMFR approval of the proposed development will be contingent upon the following:

- a. Approved automatic fire sprinkler systems will be required for all dwellings within the proposed development.
- b. Turnaround points complying with Appendix D of the IFC must be provided near the halfway point of all dead-ends that exceed the 750' maximum length.

Wildland Urban Interface (WUI) a. all homes will be sprinklered
b. turn around locations have been provided on all dead-end over 750'

9. Many of the lots in the proposed development are in a Moderate Intensity WUI risk area in accordance with the state map adopted by the Colorado Wildfire Resiliency Code Board. Based on previous conversations with Lone Tree staff and current referral processes underway, it is presumed by SMFR that by the time of permitting for structures within the proposed development, a WUI code that addresses structure hardening and site and area requirements will be in place. Developers and contractors should plan accordingly.

Noted.

10. Both the City of Lone Tree and Douglas County have adopted Community Wildfire Protection Plans (CWPP), with SMFR contributing to the creation of those plans. The purpose of the CWPPs is to provide recommendations that help to mitigate WUI risks. Both CWPPs emphasize the need for primary and secondary emergency evacuation routes to be established from WUI risk areas. In addition to providing fire department apparatus access for the proposed development, the proposed connections to Heather Drive and McArthur drive will serve the purpose of providing secondary emergency evacuation routes from the proposed development as well as existing adjacent developments which are Moderate Intensity WUI risk areas. SMFR views this interconnectivity as important to the safety of not only the proposed development, but of the existing adjacent developments.

The applicant agrees, thank you.

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Attachment 1: SMFR Road Design Criteria

FIRE ACCESS ROAD DESIGN CRITERIA



BUILDING exterior walls (and any portion thereof) of any buildings that are more than 150 feet from the curb line of a public street shall be served by a Fire Apparatus Access Road which shall be unobstructed. This distance is measured by an approved route around the exterior of the building or facility. Additional allowances may be made for some sprinkler protected structures. Alternate access arrangements may be accepted based on site conditions and building fire protection features.

Due to the possibility of heavy vehicle traffic, residential and commercial collector and arterial roads may not be considered adequate for fire suppression operations; no credit for access to perimeter of buildings shall be given from collectors or arterials, unless specifically approved.

Sites not capable of meeting these requirements and any alternative means must be evaluated and approved by the Fire Marshal.

FIRE APPARATUS ACCESS ROADS shall be of an all-weather surface capable of supporting the imposed loads of fire apparatus. Maximum grade on site shall not exceed six percent (6%). Roads shall be asphalt or concrete. Other surfaces may be accepted on a case-by-case basis.

The minimum unobstructed width of the fire apparatus access road shall be 20 feet. In order to maintain the minimum width and prevent obstructions such as parking of vehicles fire lane signs shall be installed in an approved manner. A minimum vertical clearance of 13 feet, 6 inches shall be maintained for the entire required width of the access road.

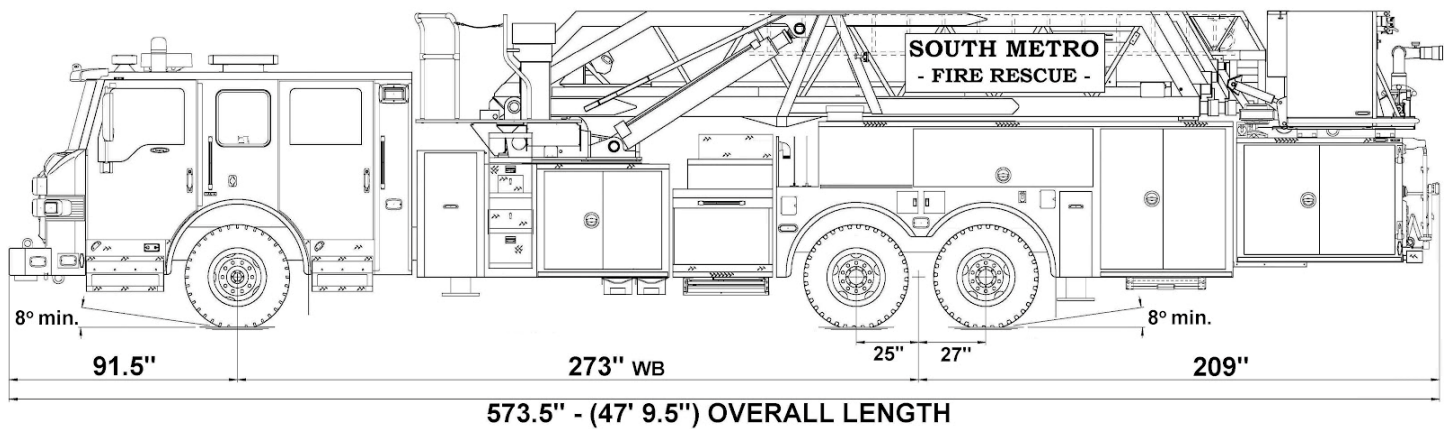
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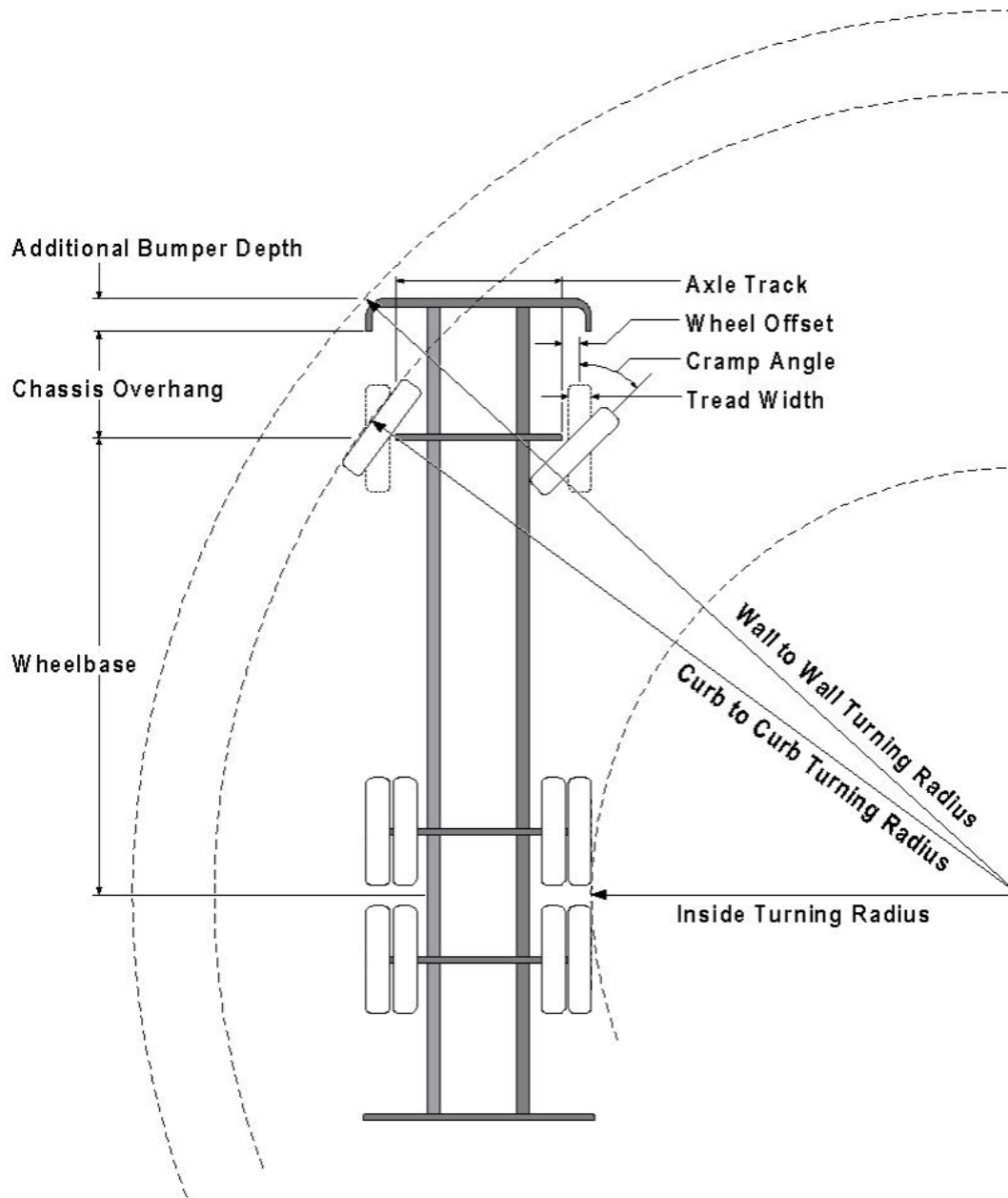
Any dead-end access road over 150 feet long shall be provided with an approved turnaround that may be a circle, tee, hammerhead, or other functional approved design.

VEHICLE SPECIFICATIONS are provided for the largest apparatus in use by South Metro Fire Rescue. Fire Apparatus Access Roads shall be capable of accommodating this apparatus.



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Vehicle Specifications

Length: 47' 9.5"

Width: 8' 5" - (10' 1" mirror to mirror)

Height: 10' 9"

Wheelbase: 273 in.

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Design load: 80,000 pounds

Inside Cramp Angle: 40°

Axle Track: 83"

Wheel Offset: 5.3"

Tread Width: 13.5"

Turning Radii:

Inside Turn: 26 ft. 1 in.

Curb to curb: 41 ft. 11 in.

Wall to wall: 46 ft. 8 in.

Where objects are present adjacent to the fire apparatus access road, particularly on turns and turn arounds which require backing, a reasonable safety margin shall be provided to prevent potential damage to the property and to the fire apparatus.

PRIVATE ROADS that provide access to more than two dwellings or one or more commercial buildings shall be constructed to meet the roadway standards approved by the South Metro Fire Rescue Authority for fire apparatus access. Private roads that do not meet the roadway standard may be accepted provided that alternative methods and materials are incorporated into the subdivision that address the fire and life safety of the citizens.

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Attachment 2: SMFR Review Comments for ZR02-11 (2002)

October 12, 2002

City of Lone Tree
Community Development Department
Kelly First
6750 S. Washington St.
Centennial, Co. 80122

RE: ZR02-11 SOUTHRIDGE PRESERVE

Dear Ms. First:

This letter is in response to your Referral Request for the above-mentioned project. I have reviewed the plans and drawings submitted. In such matters, South Metro Fire Rescue uses the 1997 Uniform Fire Code to guide comment on fire protection issues. I have the following comments about the project as proposed:

1. Fire Department Apparatus Access:

- a. The roads need to be designed and built to comply with the Uniform Fire Code, South Metro Fire Rescue policy and the Lone Tree Roadway Design and Construction Standards.
- b. Two points of access would be required for over 40 units. The proposed secondary fire department emergency access road needs to be designed and built to comply with the Uniform Fire Code and South Metro Fire Rescue policy. The secondary fire department emergency access road needs to be dedicated for ownership and maintenance. All gates, locks, and signs must be approved in advance by South Metro Fire Rescue.
- c. The submitted plans did not show proposed road grades. South Metro Fire Rescue policy states that road grades shall not exceed 6%. If any road grades exceed 6%, South Metro Fire Rescue would need to address this issue with the applicant and the city of Lone Tree.
- d. Shared driveways must be approved by South Metro Fire Rescue for fire apparatus access.
- e. Section 902.2.2.2 of the Uniform Fire Code requires fire apparatus access roads to be designed and maintained to support the imposed loads of fire apparatus. Fire apparatus access roads in the South Metro Fire Rescue district shall be designed as heavy traffic drive areas to support the imposed loads of 71,700 pounds. South Metro Fire Rescue is not responsible for damage to any fire apparatus access road.
- f. No construction should begin in the project until all access roads are complete within the project.

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2. Fire Protection Water Supply:

- a. The water supply system needs to be designed and built to comply with the Uniform Fire Code, South Metro Fire Rescue policy and local Southgate Water District standards.
- b. The water supply system and fire hydrant spacing plans need to be submitted for review and approval by South Metro Fire Rescue for compliance with fire codes.
- c. The required fire flow for the development must comply with Table A-III-A-1 of the 1997 Uniform Fire Code.
- d. The applicant has agreed to require the installation of internal fire sprinkler systems in all structures in compliance with South Metro Fire Rescue standards (which are more restrictive than NFPA 13D).
- e. Fire protection water supply cisterns may be required in some areas that won't be served by a municipal water supply system. The cisterns must be installed to the Douglas County Standards.
- f. No construction should begin in the project until all fire hydrants are complete in the project.

3. Fire Department Permits:

- a. South Metro Fire Rescue requires permits for all fire protection systems and cisterns. The developers should contact the fire department well in advance for plan review and permit requirements.

4. Wildfire Hazard:

- a. Some of this proposed project may be in a wildfire hazard area. Mitigation of wildfire hazards must comply with the applicable standards.

If the developer addresses the above mentioned issues, South Metro Fire Rescue would have no objection to this project.

If you need further information or assistance on this project please feel free to call me.

Sincerely,

A handwritten signature in black ink that reads 'Roger Parker'.

Roger Parker
Fire Marshal
South Metro Fire Rescue