



Ridge
Gate
EAST

Lone Tree

city center sub-area plan

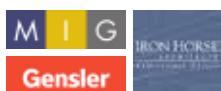


Table of Contents

Introduction	Section One
Context	1
Plan Organization	3
Vision and Guiding Principles	4
Framework Elements	Section Two
Framework Elements Overview	8
Land Use and Urban Design	10
Districts within the City Center	12
Parks and Open Space	18
Architecture	22
Sustainability and Smart Technology	24
Transportation and Connectivity	25
Character and Identity	30
Attainable Housing	32
Civic Use Dedication	33
Guidelines	Section Three
Guidelines Overview	36
A - General Site Planning Guidelines	38
B - General Architecture Guidelines	42
C - General Landscape Guidelines	48
D - Mixed Use Districts Guidelines	50
E - Commercial Districts Guidelines	52
F - Residential Districts Guidelines	54
G - Office Districts Guidelines	56
Variation Guidelines and Procedures	Section Four
Appendix	Section Five
Acreages by Block	64
Development Visualizations	65
Street Types	66
Accessory Dwelling Units (ADU)	74
Other Resources	75
Glossary	76

Attribution: This plan was prepared through a collaboration between Coventry Development Corporation, RidgeGate, MIG Consulting, and the City of Lone Tree. Feedback was received through public open houses and Planning Commission and City Council Meetings.

Prepared by:



Prepared for:

COVENTRY DEVELOPMENT CORPORATION

This page intentionally left blank.

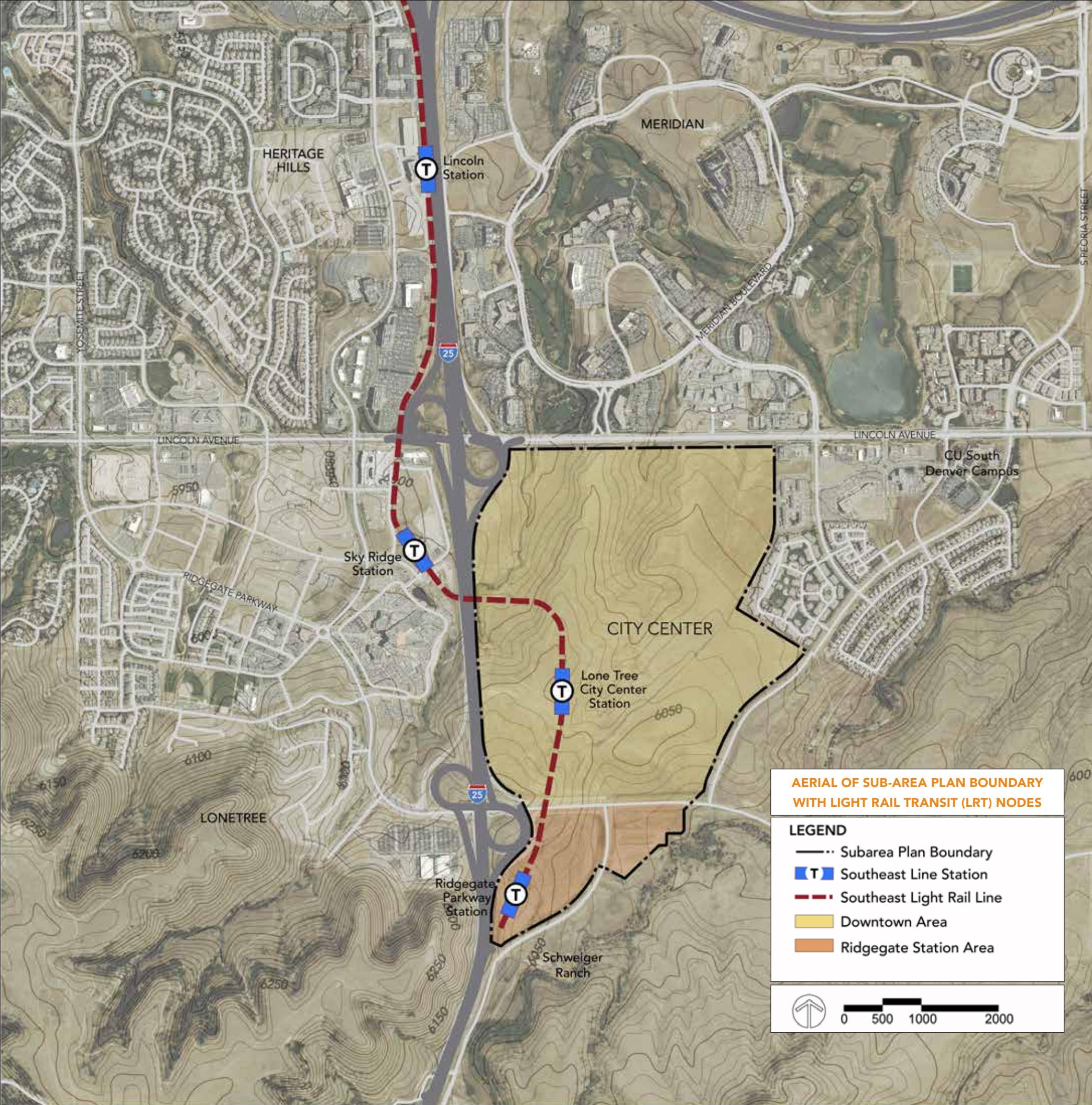


Lone Tree
city center sub-area plan

SECTION ONE

introduction

Ridge
Gate
EAST



Context

The Denver Metropolitan Region is growing at a rate faster than any other point in its history due to strong business relocation and job growth, population growth, emerging innovation and a high quality of life. The City of Lone Tree (Lone Tree) has set a high standard for its quality neighborhoods and parks, high level of services, cultural amenities and mixed use developments. Still, many people are attracted to more urban, mixed use areas in Denver. The Lone Tree City Center (City Center) provides a unique opportunity to cultivate a dynamic and inclusive mixed use urban center south of Denver.

The 3,500 acre RidgeGate community plan has been approached with an understanding of the infrastructure investments and timing decisions required to make the project and Lone Tree a lasting success. The Regional Transportation District's (RTD) Southeast Line includes three stops in RidgeGate, making the area a key destination on a growing urban light rail network, soon to be one of the largest in the nation.

Lone Tree has already experienced significant growth since 2005. A key driving factor is the RidgeGate West Village, which has developed with residential, retail and office uses that are complemented by key services and amenities, including the Sky Ridge Medical Center, the Lone Tree Arts Center, the Lone Tree Library (in partnership with Douglas County Libraries), and the Lone Tree Recreation Center (in partnership with the South Suburban Parks and Recreation District).

To the south of the City Center is the historic Schweiger Ranch and over 400 acres of dedicated open space within RidgeGate. To the southeast is the Reuter Hess Reservoir and to the east is the new University of Colorado South Denver Campus. Sky Ridge Avenue is the primary connection between the West Village and the City Center for cars, pedestrians and cyclists. These nearby amenities and connections will help support and activate the City Center as it evolves over time.

There are three new rail stations adjacent to and in the City Center. West of I-25, the Sky Ridge Station will be a crucial connection to a growing regional medical cluster. The Lone Tree City Center Station

will be a major mixed use core and the RidgeGate Parkway Station will serve as the new end-of-line station for rail commuters. Major vehicular access is provided by Lincoln Avenue and RidgeGate Parkway and supported by interchanges where they intersect I-25. RidgeGate partnered with the Colorado Department of Transportation and the City of Lone Tree to build the new interchange at I-25 and RidgeGate Parkway in 2009. Peoria Street is carrying a growing number of people north towards E-470. Havana Street south of RidgeGate Parkway connects to the Castle Pines Parkway interchange. The City Center also has close proximity to Centennial Airport, providing even broader connectivity to the area.

SITE OVERVIEW

Approximately 440 acres, the City Center is located in Lone Tree, Colorado, on the southern end of the Denver Metropolitan Region. The City Center includes two rail stations on the Southeast Light Rail Line: the Lone Tree City Center Station (City Center Station) and the end-of-line RidgeGate Parkway Station (RidgeGate Station).



CENTENNIAL AIRPORT AND THE FEDERAL AVIATION ADMINISTRATION (FAA)

The City Center is located southwest of Centennial Airport. This close proximity to the airport provides strong regional connectivity and myriad economic benefits to RidgeGate.

Applicants are responsible for providing any prior required notice to the Federal Aviation Administration (FAA) of the proposed construction or alteration of a structure that may constitute an obstruction to the safe navigation, landing, or takeoff of aircraft at a publicly used airport, as required by regulations at 14 C.F.R. Part 77. Copies of all written communications with and final determinations by the FAA shall be submitted to the Lone Tree Community Development department prior to approval of an SIP application. Upon the issuance by the FAA of a determination of no hazard to air navigation which includes mitigation measures, the measures recommended by the FAA may be required. Upon the issuance by the FAA of a determination of hazard to air navigation, the SIP application shall be denied.

For all residential dwelling units constructed in the City Center, the applicant shall disclose to all prospective purchasers, in writing, that they are located within an area that will be impacted by aircraft and aircraft noise. Disclosure will be required to be provided on subdivision plats and SIP Notes, and included at the time of sales contract of a residential property sale.

CITY OF LONE TREE COMPREHENSIVE PLAN

The vision for the City Center is consistent with the City's Comprehensive Plan which supports compact, mixed use and pedestrian friendly development.

PLANNED DEVELOPMENT DISTRICT (PDD)

The RidgeGate PDD is a long range plan that governs the zoning and development of the entire 3,500 acre RidgeGate community.

PUBLIC PARTICIPATION PROCESS

Shortly after submitting this Plan, two public open houses were conducted in the Fall of 2017 to share information and gather community feedback. The open houses included a brief presentation and information tables that covered RidgeGate's history, highlights of the West Village, the City Center vision, the Villages vision, and an update from South Suburban Parks and Recreation District.

INTENT OF THE SUB-AREA PLAN

The Sub-Area Plan (the Plan) provides a summary of goals aimed towards achieving a sense of community and maintaining consistency of development quality throughout the City Center. This Plan recognizes that the realization of the vision articulated here is ultimately formed by numerous individual, private, and public decisions. This Plan takes a district approach to further define the standards of the development by providing development goals and guidelines unique to the opportunities and challenges within each district. This Plan establishes criteria by which the City of Lone Tree will evaluate future plats and Site Improvement Plans (SIPs) for developments to occur in the City Center.

RIDGEGATE EAST TECHNICAL SUPPLEMENT

Separate from this Plan, Lone Tree and RidgeGate have developed and will maintain and update the RidgeGate East Technical Supplement. This document contains technical information in support of the Plan, including master plans for utility infrastructure systems, master traffic studies, and technical street standards for execution by the Rampart Range Metropolitan District (RRMD). The Technical Supplement is initially approved by the City Council. Updates and changes to the Supplement may be administratively approved by the City.

RIDGEGATE DESIGN REVIEW COMMITTEE (DRC) PROCESS AND CITY OF LONE TREE SUBDIVISION AND SITE IMPROVEMENT PLAN (SIP) PROCESS

Prior to this City process, any project within RidgeGate must go through the RidgeGate Design Review Committee (DRC) for review and approval. The DRC must approve the plans prior to proceeding through the Lone Tree development review process. The City of Lone Tree requires plans for development to go through staff review followed by a public review by the City Planning Commission, and final approval by the City Council.

RELATIONSHIP TO CITY REGULATIONS AND OTHER MUNICIPAL CODES

Where provisions of this Plan do not address a particular subject, the relevant provisions of the City of Lone Tree Zoning Code, as amended, or any other applicable ordinances, standards and guidelines, or regulations of the City of Lone Tree shall be applicable.

Plan Organization

The Plan is organized into five sections. The headings of each major plan topic are summarized by section below.

SECTION ONE: INTRODUCTION

- Context
 - » Centennial Airport and the Federal Aviation Administration
 - » City of Lone Tree Comprehensive Plan
 - » Planned Development District
 - » Public Participation Process
 - » Intent of the Sub-Area Plan
 - » RidgeGate East Technical Supplement
 - » RidgeGate Design Review Committee Process and City of Lone Tree Subdivision and Site Improvement Plan Process
 - » Relationship To City Regulations And Other Municipal Codes
- Plan Organization
- Vision and Guiding Principles

SECTION TWO: FRAMEWORK ELEMENTS

- Framework Elements Overview
- Land Use and Urban Design
- Districts within the City Center
 - » Mixed Use Districts Overview
 - » Commercial Districts Overview
 - » Residential Districts Overview
 - » Office Districts Overview
- Parks and Open Space
- Architecture
- Sustainability and Smart Technology
- Transportation and Connectivity
- Character and Identity
- Attainable Housing
- Civic Use Dedication

SECTION THREE: GUIDELINES

- Guidelines Overview
- General Site Planning Guidelines
- General Architecture Guidelines
- General Landscape Guidelines
- Mixed Use District Guidelines
- Commercial District Guidelines
- Residential District Guidelines
- Office District Guidelines

SECTION FOUR: VARIANCE GUIDELINES AND PROCEDURES

- Potential Variations and Recommended Conditions

3

SECTION FIVE: APPENDIX

- Acreages by Block
- Development Visualizations
- Street Types Map
- Typical Street Sections
 - » Mixed Use Street
 - » Local Street
 - » Festival Street
 - » Parkway
 - » Collector
 - » Minor Arterial
 - » Campus Access Road
- Accessory Dwelling Units
- Other Resources
- Glossary

Vision and Guiding Principles

Collectively, the Vision and Guiding Principles provide the overall direction for how the City Center will develop. All subsequent chapters and sections of this document are an outgrowth of the Vision and Guiding Principles. To accomplish this future, it is critical that all partners work toward this common vision.

THE VISION FOR LONE TREE CITY CENTER

Lone Tree City Center will become an authentic downtown environment known for its districts that are tied together by robust transit, a comfortable pedestrian environment and a network of bikeways. It will be supported by employment centers, shopping areas and housing choices. The quality open spaces, parks and plazas throughout the City Center will provide users a diverse network of placemaking spaces, offering plenty of opportunities for recreation, relaxation and community gathering.

GUIDING PRINCIPLES

The following Guiding Principles establish a framework to guide the development and evolution of the City Center for the coming decades. The Guiding Principles articulate the direction while framing a set of criteria for evaluating unanticipated opportunities. The five Guiding Principles are:

1. Mixture of Uses.

Development will consist of a wide variety of uses, encouraging people to live, work and play within the City Center, activating the area throughout the day and year, establishing a vibrant urban center.

2. Vibrant Public Spaces.

The City Center will be organized around signature public spaces that are flexible, scalable, programmable and designed to support strong placemaking.

3. Quality Design.

Buildings in the City Center will be of a massing and scale that is appropriate for the context, with architectural features, high quality materials and design details that contribute to the human scale, identity and overall character of the City Center.

4. Transportation Options.

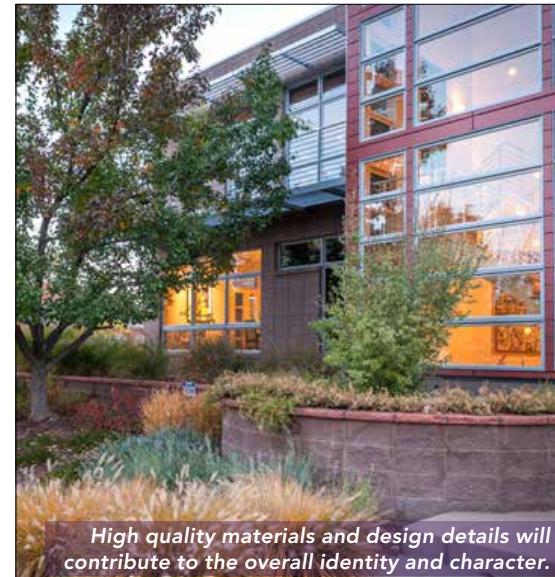
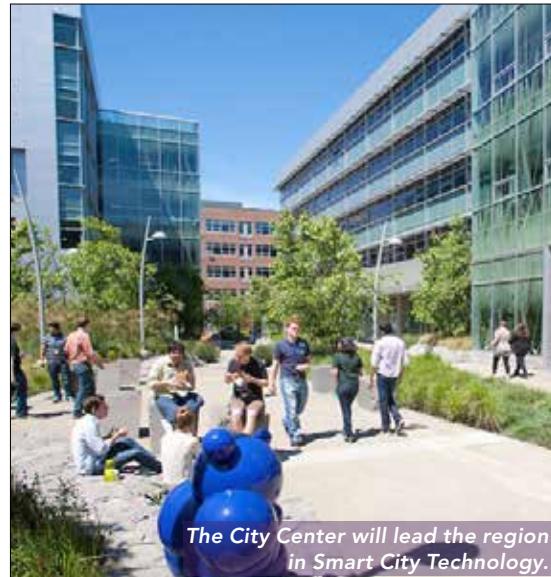
Pedestrian, bicycle and transit facilities will be balanced with vehicular accommodations, promoting a system of connected, multimodal transportation facilities, dispersing peak traffic demands and parking needs.

5. Innovative Districts.

The City Center will lead the region in Smart Cities Technologies and sustainability, providing infrastructure, buildings and open spaces that contribute positively to an efficient, adaptive and environmentally responsible heart of the community.



5



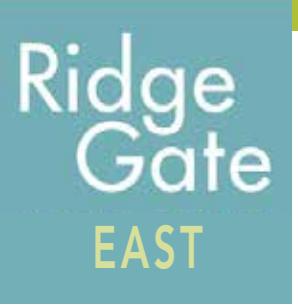


Lone Tree
city center sub-area plan



SECTION TWO

framework elements



Ridge
Gate
EAST

Framework Elements Overview

The following pages provide the framework for the City Center and how it will emerge in the coming years, with a vibrant downtown, bustling station areas, varying districts and high quality open spaces.

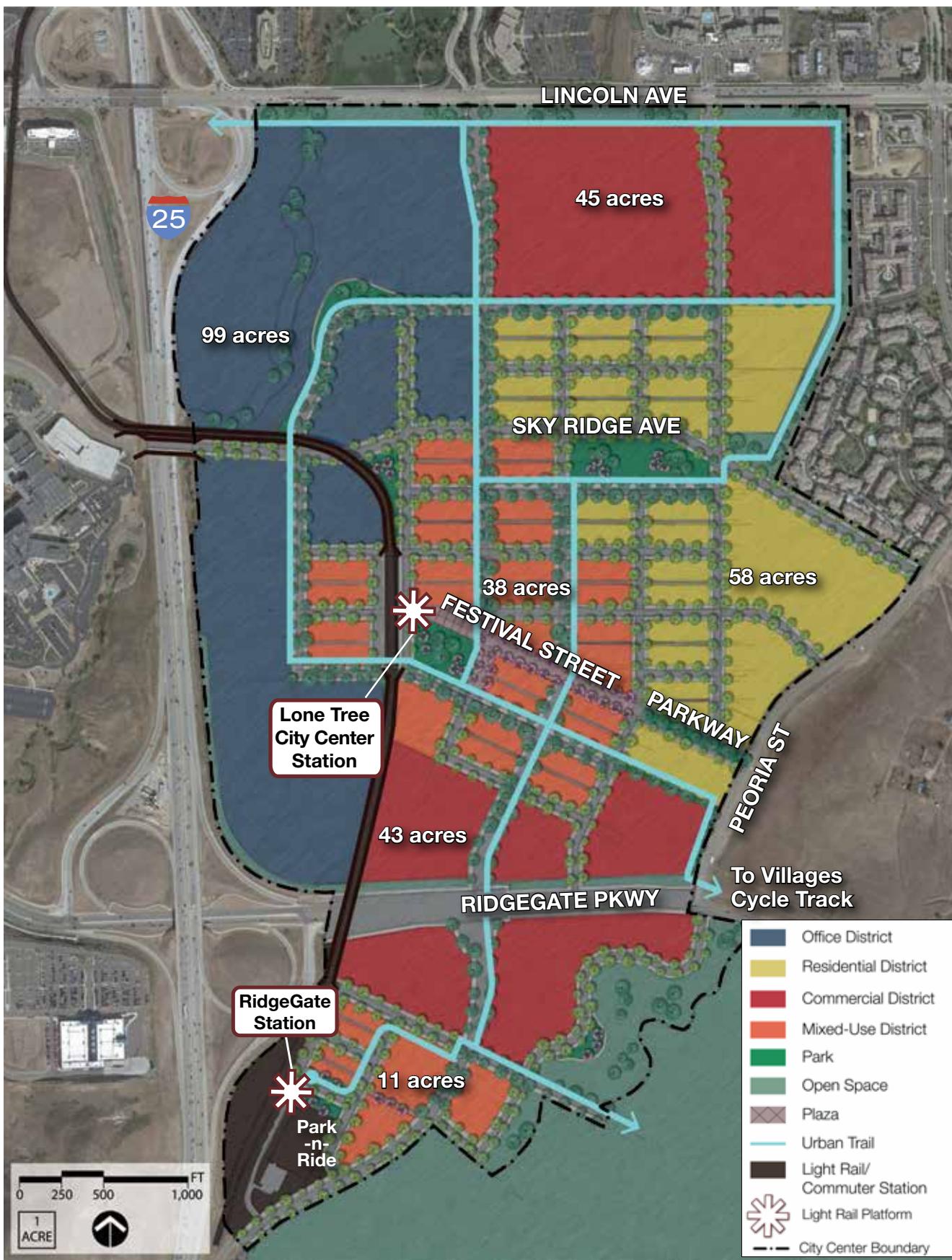
The framework establishes an approach for creating districts within the City Center that develop into unique character areas; creates a hierarchy for great plazas, parks and open spaces; develops the City Center's approach and commitment to sustainability; shapes the height, massing and architectural detailing of buildings; ensures strong, multimodal connections throughout the City Center; outlines the approach to character and identity; and develops specific land use and policy positions to support the City Center vision.

The framework elements in this section are organized in the following categories:

- Land Use and Urban Design
- Districts within the City Center
- Parks and Open Space
- Sustainability and Smart Technology
- Architecture
- Transportation and Connectivity
- Character and Identity
- Attainable Housing
- Civic Use Dedication

8





City Center Framework and District Map

Land Use and Urban Design

A coordinated land use and urban design strategy is key to creating a cohesive experience that is in line with the overall vision and guiding principles of the City Center. This broad understanding of land uses, block configuration and street alignments provides the framework for the following elements and guidelines.

STRATEGIC PLACEMENT OF DIVERSE USES

The City Center will consist of a variety of uses to attract visitors and users to the area. Therefore, the plan locates uses strategically throughout the City Center, creating a variety of interconnected spaces and districts.

- Northern and southern portions of the City Center have strong retail and greenway connections.
- Western portions of the City Center appeal to office uses and are consistent with the surrounding context.
- Eastern portions of the City Center are primarily high density residential and provide a smooth transition to the Villages.
- Transitions in scale and mass are considered across the districts and in connections to development adjacent to the City Center.
- The pedestrian environment is strengthened by street activation including, active ground floor uses, a higher degree of transparency along the ground floor and cafe style sidewalk uses.
- Hotels are expected in the City Center and should contribute positively to the adjacent area.
 - » Hotels are encouraged to be located in mixed use, office and commercial areas. A variety of hotel types is recommended to provide for a diversity of choices for visitors to the City Center.
 - » The most prominent hotels are encourage to be within mixed use areas. Office uses are encouraged to contain hotel types that best integrate with the needs of an office campus.



Locate uses strategically throughout the City Center, creating a variety of spaces and districts that connect with surrounding uses.



Hotels should contribute positively to the adjacent area.

PROTOTYPICAL BLOCK CONFIGURATIONS

Within mixed use areas, the plan creates blocks that are of a consistent size and pattern, which will provide unity and coordination throughout the district. In limited cases, other districts may have more flexibility in terms of block configuration to accommodate the site development pattern; see page 60 for specific criteria.

- The ideal mixed use block size is 265' x 365' in order to create walkable environments.

STRATEGIC ALIGNMENT OF STREETS

Align streets along a typical grid, creating a walkable, easy to navigate City Center.

- Continuation of the existing street pattern into adjacent areas allows for traffic dispersal and integration.
- The majority of roads and pathways feed into the mixed use core where traffic is dispersed along a grid of streets.
- The orientation of streets and blocks creates and protects many views and vistas, while creating a pedestrian-oriented environment.
- The Parkway and Festival Street provide an organizing element for the City Center and help to transition medium density residential development into higher density mixed use development.
- A continuous east-west minor arterial, Sky Ridge Avenue, connects the City Center to Peoria Street and the RidgeGate West Village.
- Streets will be supplemented by the creation of an "urban trail" for pedestrians and cyclists that promotes multimodal transportation and connects to existing cycling facilities including the Cycle Track along RidgeGate Parkway.

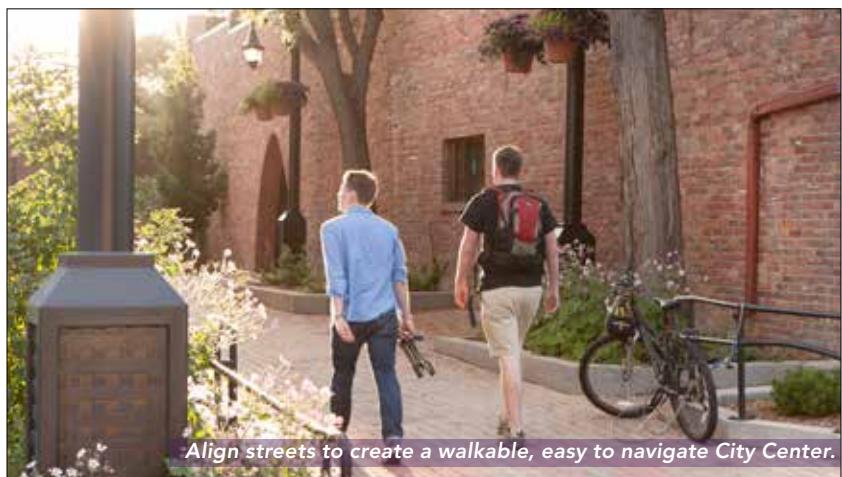


A mix of uses helps to create an active environment at most times of day.

11



Public spaces should be designed with unique feel and character.



Align streets to create a walkable, easy to navigate City Center.

Districts within the City Center

The City Center will feature identifiable districts, each with its own unique character and sense of place, which is in support of the vision and guiding principles established earlier in the Plan. Each district has a distinct set of land uses, urban form, streetscape, and architectural character. The districts are intended to develop a unique character, while supporting the overall vision for the City Center as a whole and allowing flexibility in response to changing market demands.

The City Center has been divided into four district types: Mixed Use, Commercial, Residential and Office Districts.

Furthermore, the Plan identifies and provides specific guidelines for nine individual districts, which are:

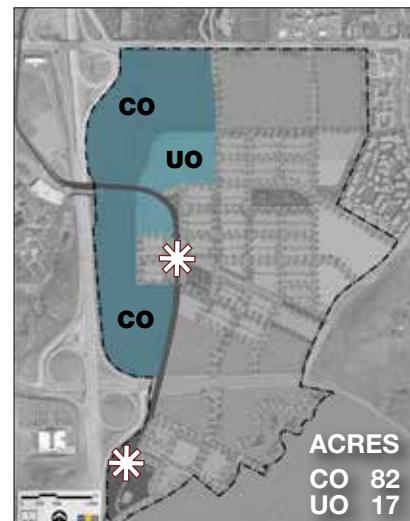
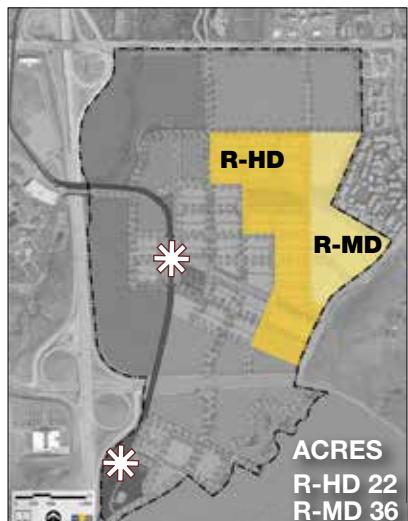
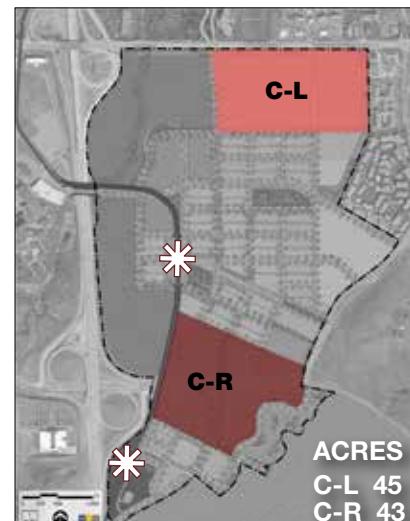
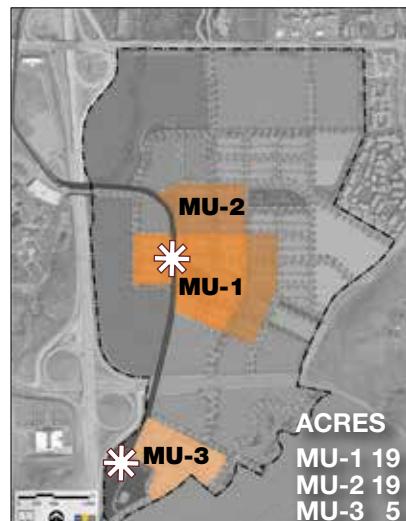
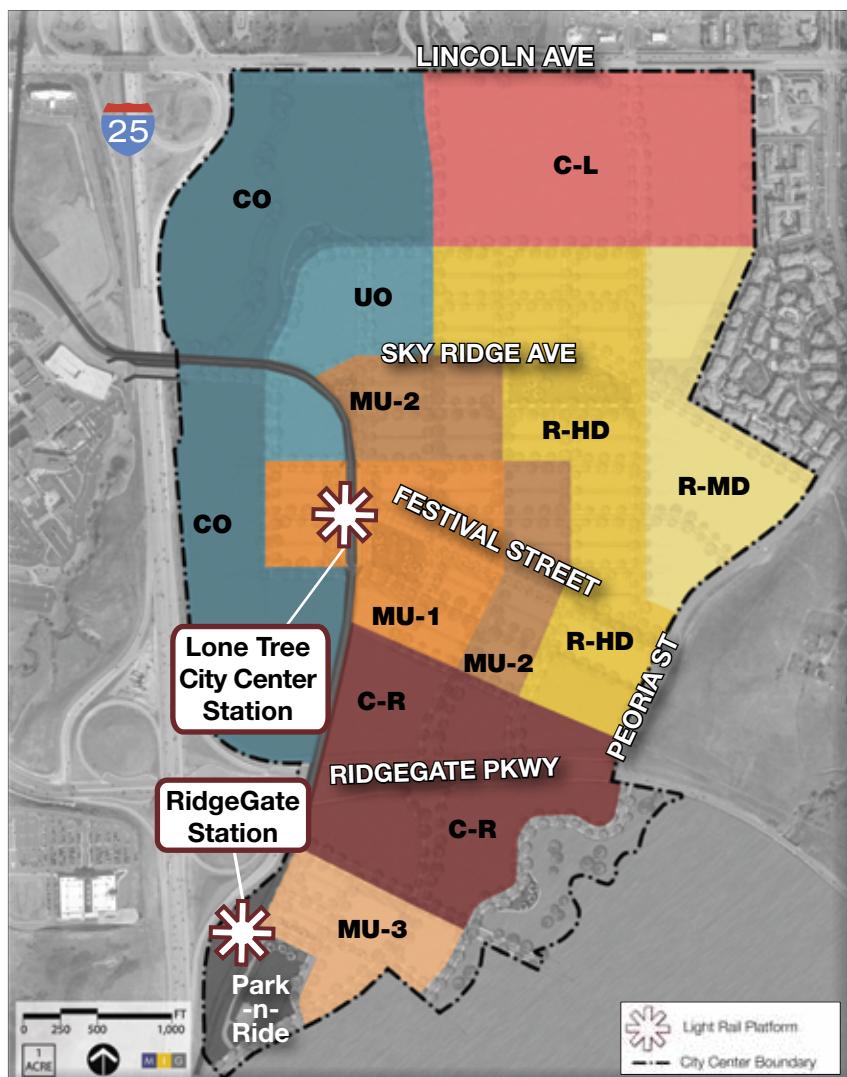
MIXED USE DISTRICTS: Mixed Use Core (MU-1), Mixed Use Edge (MU-2), and Mixed Use Commuter Station (MU-3)

COMMERCIAL DISTRICTS: Commercial at RidgeGate Parkway (C-R) and Commercial at Lincoln Avenue (C-L)

RESIDENTIAL DISTRICTS: High Density (R-HD) and Medium Density (R-MD)

OFFICE DISTRICTS: Urban Office (UO) and Corporate/Campus Office (CO)

12



Distinguishing Elements of the Districts

The matrix below summarizes the key distinguishing elements of each district, providing specific detail relating to urban form, character and use. Following this matrix is an overview summary of each district, relating the individual districts to the framework established in this section.

DISTRICT	DENSITY/INTENSITY	BUILDING HEIGHT	SETBACKS	STREET ACTIVATION	PUBLIC AMENITIES	PARKING	LAND USE
MU-1	High (Core)	5-10 stories	minimal to none	required	Station Park/Plaza, Festival Street, Urban Trail	on-street, structured	retail, mixed use, office, civic, hotel
MU-2	High	5-10 stories	minimal (flexible)	encouraged	Western Pocket Park, Festival Street, Urban Trail	on-street, structured	retail, mixed use, office, civic, hotel
MU-3	Medium	3-5 stories	minimal (flexible)	encouraged	urban plazas, Urban Trail	on-street, structured	retail, residential, office, civic, hotel
C-L	Low/Medium	1-3 stories	developer discretion	-	informal plazas, Urban Trail	structured	retail, hotel, general services
C-R	Low/Medium	1-3 stories	developer discretion	-	South Greenway Vista Park, Urban Trail	structured	retail, office, hotel general services
R-HD	High (40 du/acre)	2-6 stories	minimal	-	Neighborhood Park, Parkway, Urban Trail	on-street, tuck-under	residential
R-MD	Medium (5-20 du/acre)	1-3 stories	medium	-	Eastern Pocket Park, Urban Trail	on-street, surface lots, tuck-under, structured	residential
UO	Medium/High (flexible)	3-6 stories	minimal	-	Office Vista Park, Urban Trail	garage, on-street, structured	office, retail, hotel, commercial
CO	Low (flexible)	2-6 stories	large (flexible)	-	Office Vista Park, Urban Trail	structured encouraged, surface lots allowed	office

Mixed Use Districts

The Mixed Use Districts are adjacent to RidgeGate's light rail stations and incorporate easy access and seamless transitions within the public spaces for a diverse group of users. These districts should have the highest density and will strongly support transit-oriented development. The flexibility and various scales that mixed use buildings can accommodate make this an appealing location for development and adds value by offering a variety of building program opportunities. These districts provide key bicycle circulation that will be integrated into the right-of-way and includes ample buffers and well-designed crossings for pedestrians. The majority of parking will be located in structures behind or below buildings.

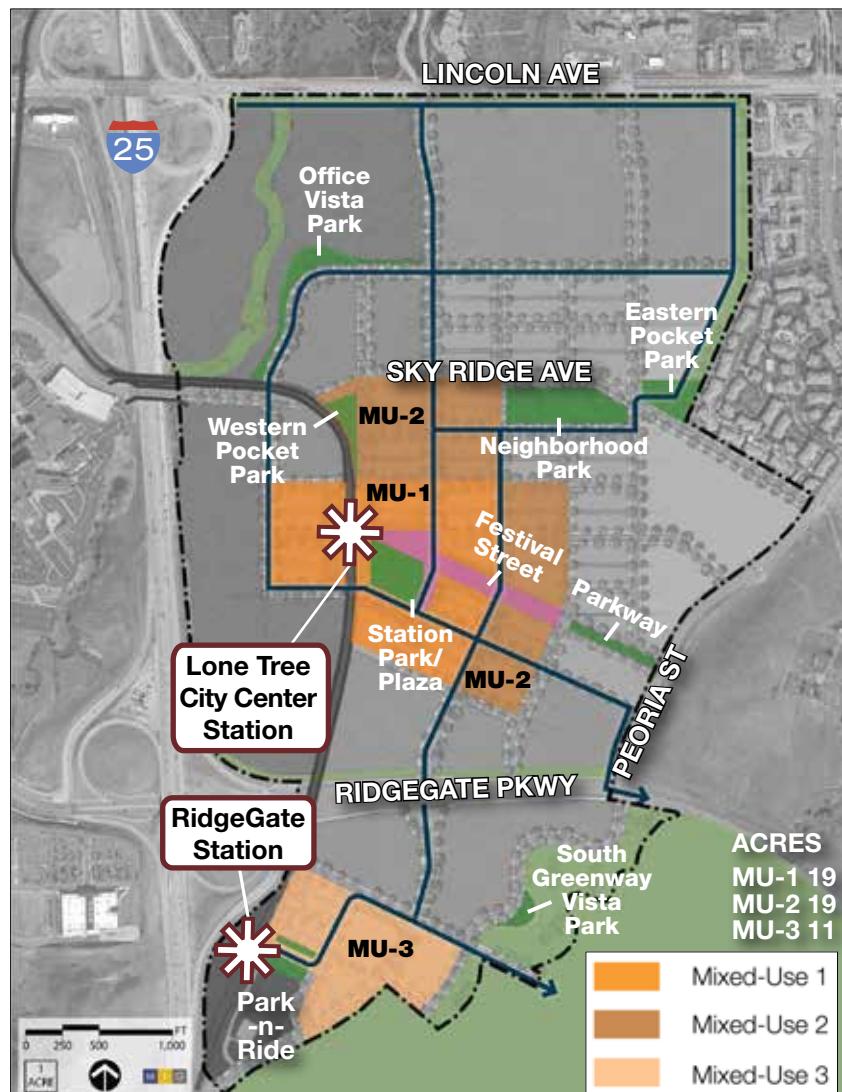
The Mixed Use Districts are divided into the Mixed Use Core District (MU-1), the Mixed Use Edge District (MU-2), and the Mixed Use Commuter Station District (MU-3).

MU-1: MIXED USE CORE

The Mixed Use Core is intended to be 19 acres of iconic urban-style development adjacent to City Center Station. Structures are anticipated to have heights of 5-10 stories with high intensity of use. The Mixed Use Core includes minimal to no setbacks and quality amenities and materials. Ground floor retail and other active uses that engage the street are required. The Station Park/Plaza and Festival Street will be major community assets and are intended to activate and provide connection to transit. Parking is to be primarily on-street or in parking structures.

MU-2: MIXED USE EDGE

Located immediately outside of MU-1 is the 19 acres of MU-2. This district will contain many similarities to MU-1, such as alleys, the Festival Street and Urban Trail, and building heights of 5-10 stories. However, MU-2 is anticipated to have a lower intensity of use than MU-1, as it should scale down to the surrounding residential area. To accommodate this transition, MU-2 has more flexibility for the ground floor activation and amenity zones, parking and open space. Encouraged uses include residential, office, commercial and hotel, and ground floor active uses are encouraged, though not required. The Urban Trail traverses this area and a Pocket Park is located in the district along the light rail tracks.



MU-3: MIXED USE COMMUTER STATION

The Mixed Use Commuter Station District (MU-3) is 11 acres, and is adjacent to the RidgeGate Station. This district will have a pedestrian-oriented urban fabric, serving the end-of-line station, which contains a 1300 car Park-n-Ride, and drop-off and pick-up locations. The density of MU-3 is lower, with suggested building heights of 3-5 stories. Active ground floor uses are strongly encouraged within this area, with recommended uses including residential, office, commercial, hotel, and civic.

For more detail on the Mixed Use Districts, see page 50 of the General Guidelines in Section Three.

Commercial Districts

The Commercial Districts support a sustainable economy with a mix of local and national retail businesses as driven by market opportunities. The Commercial Districts are located on the north and south of the City Center and have similar conditions along the major east-west arterials, where the high volumes of traffic will allow for visibility. The proximity of the Commercial Districts to I-25 provides quick access to these sites from a variety of distances.

Commercial development is to be highly functional, easily accessible and practical yet uniquely identifiable as part of the Lone Tree City Center. The Commercial Districts are intended to be flexible and driven by the market for the development of parcels and allow for retail/commercial uses of various footprint sizes and configurations.

The Commercial Districts are divided into the Commercial at Lincoln District (C-L) and the Commercial at RidgeGate District (C-R).

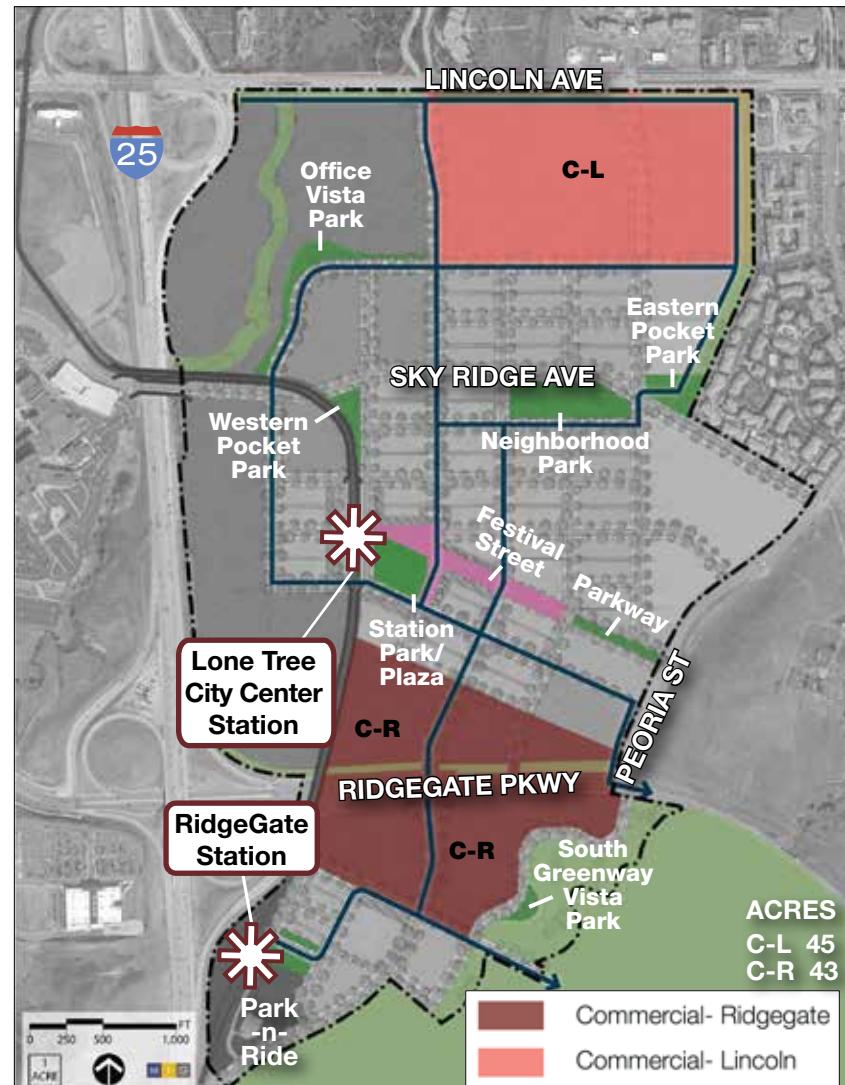
C-L: COMMERCIAL AT LINCOLN

Currently the 45 acres of the Commercial at Lincoln District (C-L) comprises the largest contiguous retail/commercial parcels in the City Center. Commercial at Lincoln, located directly south of Lincoln Avenue, will have a relatively low density. Anticipated development includes larger footprint structures and can accommodate a variety of uses including large retailers, restaurants, shopping centers, hotels and general services. The Urban Trail passes through and around this district, and plazas are encouraged between large buildings.

It is expected that the C-L District, in particular, will have much in common with the Corporate/Campus Office District (CO), which is described in the Office District section. Given this close relationship and similar intended character and experience between the two districts, the C-L District can take on a character and development pattern similar to that of the Corporate/Campus Office District as market demand evolves.

C-R: COMMERCIAL AT RIDGEGATE

The Commercial at RidgeGate Parkway District (C-R) is 43 acres spanning both sides of RidgeGate Parkway and containing large parcels of land which can be developed for retail/commercial uses.



Similar to C-L, this district will be low density with large parcels. While accessible via vehicle, this area is intended to be walkable between commercial properties on each side of RidgeGate Parkway, with a traffic signal providing ample pedestrian crossing time upon demand at Havana and RidgeGate Parkway. Land uses include general retail and restaurant, commercial, office, hotels and general services. The Urban Trail here will provide an important connection between the MU-3 district and the rest of the development. Adjacent to Commercial at RidgeGate is the South Greenway Vista Park.

For more detail on the Commercial Districts, see page 52 of the General Guidelines in Section Three.

Residential Districts

The Residential Districts are intended to be higher density and urban in character. These districts offer options for housing that is vibrant and close to employment and transit centers.

The Residential Districts vary in density. The urban context of the City Center and RidgeGate Parkway Station areas can better support higher density development in the Residential Districts than the surrounding residential areas. The Residential Districts form the eastern edge of the City Center and serve as a transition zone between the high density Mixed Use Districts to the lower density residential villages to the east. These districts can provide a variety of residential developments including and not limited to condominiums, apartments, townhomes, and rowhouses.

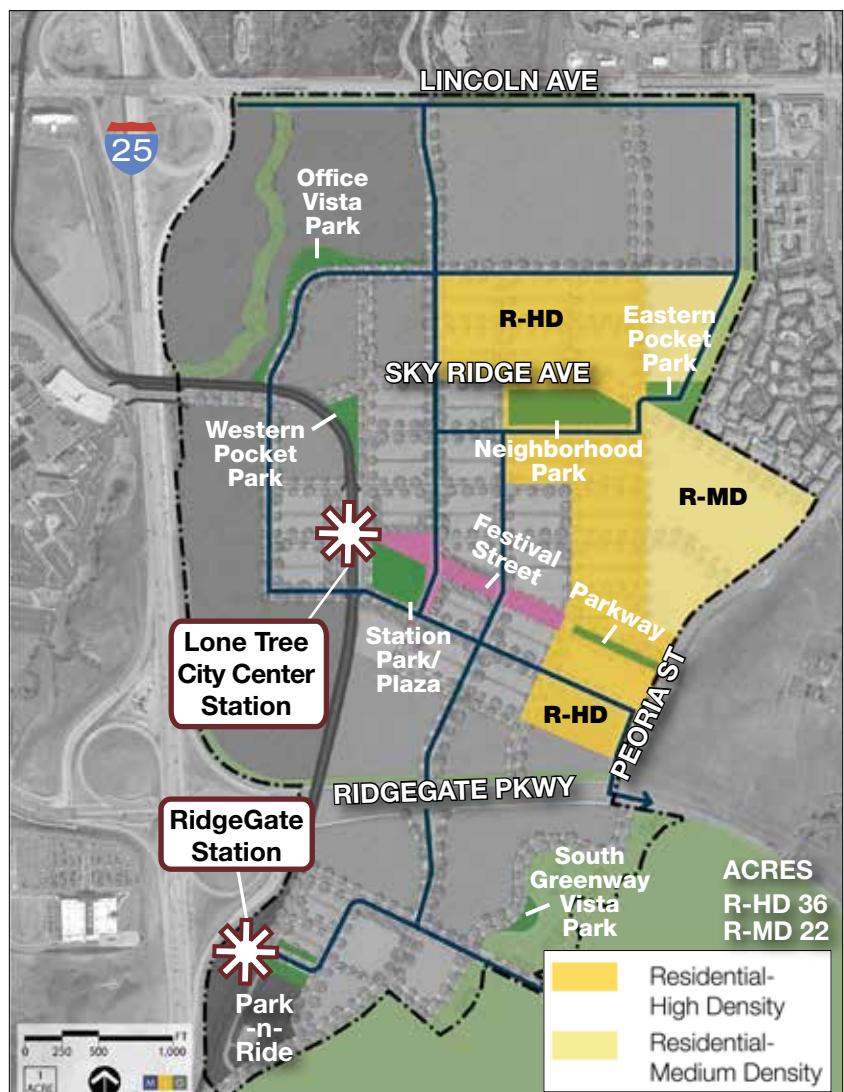
The Residential Districts are divided into the Residential High-Density District (R-HD) and the Residential Medium-Density District (R-MD).

R-HD: RESIDENTIAL HIGH-DENSITY

The 36 acres of the Residential High-Density District (R-HD) consist of primarily multifamily housing developments in an urban fabric. Developments in this district can include a variety of heights with a suggested density of approximately 40 dwelling units per acre or higher. Building types include small apartment buildings and townhomes. Setbacks and landscapes are variable. The typical block size is 365' x 265' and alleys are encouraged for access, service and utilities. This district is adjacent to the Festival Street and Parkway, and includes the larger Neighborhood Park as a primary community gathering space that accommodates the district's higher density.

R-MD: RESIDENTIAL MEDIUM-DENSITY

The Residential Medium-Density District (R-MD) is 22 acres of multifamily housing and single-family attached or detached housing in a semi-urban fabric. Development in this district includes one and two story structures with a suggested density of 5-20 dwelling units per acre. The district will also function as a transition to the surrounding single family residential areas. Setbacks are variable and the landscaping caters to a dense and diverse residential setting. Streets with curbs and sidewalks define medium sized blocks. The Eastern Pocket Park and the Urban Trail comprise the main public spaces within the district.



For more detail on the Residential Districts, see page 54 of the General Guidelines in Section Three.

Office Districts

The Office Districts make up the west side of the City Center. This appealing location is highly visible from both inside and outside the City Center. The light rail is adjacent to a majority of the Office Districts and provides exposure to riders and great access to transit. Flexibility within the Office Districts allows developments to incorporate a strong business identity within the City Center. Both districts provide opportunities for large office developments with related land uses, including hotels and other commercial developments.

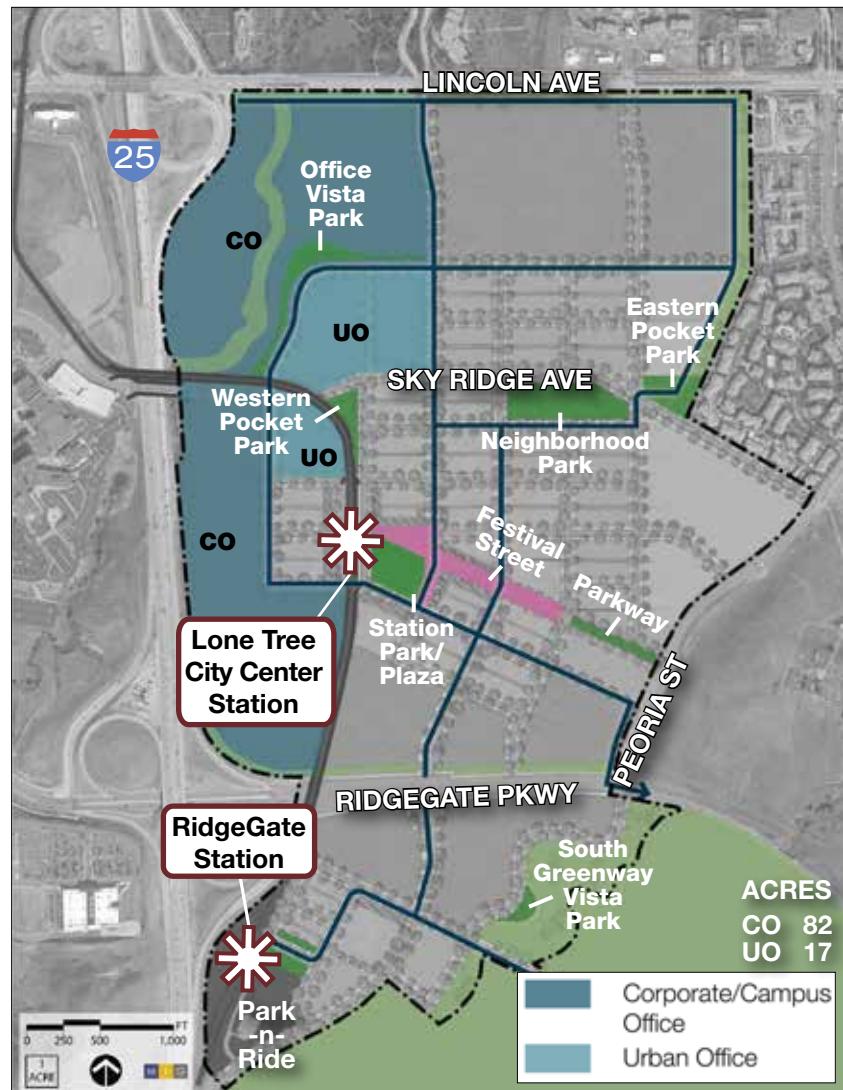
The Office Districts are divided into the Corporate/Campus Office District (CO) and the Urban Office District (UO).

CO: CORPORATE/CAMPUS OFFICE

The Corporate/Campus Office District (CO) is 82 acres of large, contiguous parcels of land that can be available for development by a single user or multiple users. The district's density and building height is intended to be lower than that of the Urban Office district, and is mostly reliant on developer discretion. The CO district is located along I-25 and stretches from Lincoln Avenue to RidgeGate Parkway. The parcels are large and allow flexibility for future tenants to create an identity with these large, ready-to-develop sites. The contiguous parcels adjacent to I-25 have appeal to developments that desire a standalone identity, prefer a flexible campus scale and/or would like to capitalize on the visibility along I-25. The Office Vista Park on the eastern side of the district provides access to the outdoors for office workers.

UO: URBAN OFFICE

The Urban Office District (UO) is 17 acres of office development, resembling an urban scale and form while providing space large enough for office users. The density and building height is higher than the Corporate/Campus Office District and functions as a transition to the Mixed Use Districts. Additionally, the Urban Office District can accommodate a variety of land uses such as office, retail, hotel and commercial. The close proximity of the Urban Office District to the Mixed Use Districts, and the possibility of compatible



17

land uses, allows for easy pedestrian and bicycle connectivity. Buildings would be developed with pedestrian connections and building frontages near the street. The Office Vista Park, Urban Trail, and adjacency to the Western Pocket Park provide gathering and outdoor space for those employed within the district. The Urban Office District is easily accessible by car from Sky Ridge Avenue. The light rail is elevated above Sky Ridge Avenue, where a turn in the tracks provides riders an expansive view of the Urban Office District.

For more detail on the Office Districts, see page 56 of the General Guidelines in Section Three.

Parks and Open Space

The parks and open space system is intended to be urban in context. In support of the vision and guiding principles articulated at the beginning of this section, the parks and open space system will provide vibrant public spaces, including pockets of respite and open areas amid the relatively dense built environment. In response, the majority of the parks within the City Center should be well-maintained and designed for large crowds of active and passive users. However, depending on the immediate context, design solutions that echo the natural landscape should be encouraged where appropriate.

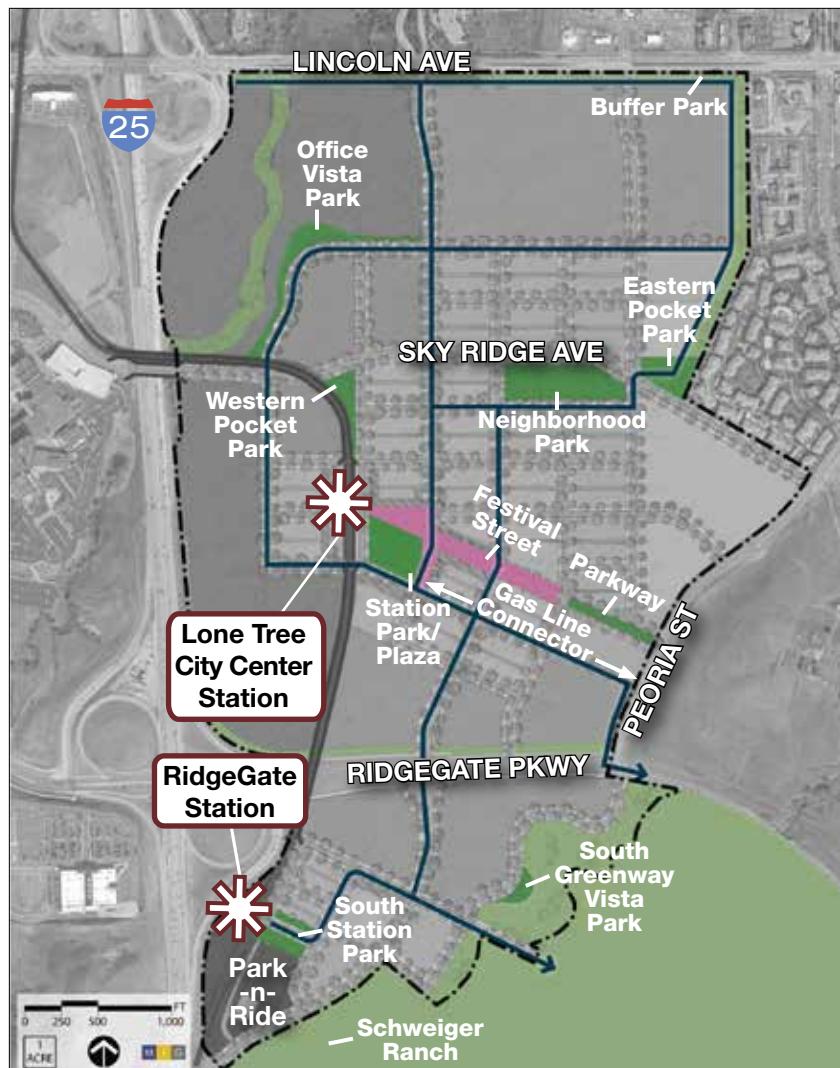
The City Center will provide a green connection to the East Villages via a gas line easement that extends east from the intersection of RidgeGate Parkway and Peoria Street. This green space will connect directly to the Parkway and bring people along the Festival Street to the Station Park/Plaza and the heart of the City Center.

The following parks and open space recommendations are to ensure that the development and building practices foster successful and engaging public open space with the desired aesthetic and functional qualities. It is important to take into consideration the natural features of the site including landforms, large drainage areas, vegetation and wildlife that may visit the site. These existing features present both opportunities and constraints for the park system and will need to be addressed accordingly.

- Five types of parks exist within the City Center:
 - » Station Park/Plaza
 - » Neighborhood Park
 - » Pocket Parks
 - » Vista Parks
 - » Festival Street

For more detail on Parks and Open Space, see page 48 of the General Guidelines in Section Three.

Neighborhood Park requirements for residential projects in City Center are deemed satisfied by the City Center Parks and Open Space Program.



PARK AREAS

PARK	ACRES
Station Park/Plaza	3.6 acres
Neighborhood Park	4.6 acres
Western Pocket Park	1.2 acres
Eastern Pocket Park	1.7 acres
Office Vista Park	1.2 acres
South Greenway Vista Park	0.6 acres
Buffer Park	0.9 acres
South Station Park	0.7 acres



STATION PARK/PLAZA

The 3.6 acre Station Park/Plaza is the heart of the City Center. It will be the most urban park, with bustling traffic and transit connections. From the City Center Station, the Station Park/Plaza will transition down in elevation to the mixed use district in a creative manner that accommodates all user groups.

- Transit-related iconic features should be included within the Station Park/Plaza; appropriate features may include a clock tower or displays for real-time arrival and departure information.
- This park should allow for a variety of organized uses, including, but not limited to: outdoor concerts, movies in the park, gallery events, company gatherings and festivals.

NEIGHBORHOOD PARK

The 4.6 acre Neighborhood Park will be the community gathering place of the Residential Districts. The largest in size, this park should serve as the major, formal outdoor recreation venue for the residents of the City Center. Uses should be both active and passive in nature.

- Programmed active uses should include playgrounds, sports courts or emerging sports facilities. Unprogrammed active uses should include multi-use fields, temporary striping or portable nets/goals.
- Unprogrammed passive uses and space should include open grass areas, trails and multi-use paths, and facilities for picnicking.
- Stormwater detention should be integrated as a feature for both active and passive uses within the park.

WESTERN POCKET PARK

The 1.2 acre Western Pocket Park will serve a unique role in the community. As the parcel is largely undevelopable due to its unusual shape, this space will be more urban in nature. Being tucked against the light rail bridge and bounded by the City Center's only minor arterial will allow for active uses that build upon the area's atmosphere.

- Places to gather should be located towards the southern portion, so that people can sit and watch activities in the park.
- The retaining wall for the light rail bridge presents an opportunity to include some form of public art or vertical gardens.
- The park's urban nature requires particular attention to safety and access; these should be emphasized in the design and programming.



Iconic features should be included within the Station Park/Plaza.

19



The Neighborhood Park should serve as the major, formal outdoor recreation venue for the residents the City Center.



The retaining wall for the light rail bridge presents opportunities for public art.

EASTERN POCKET PARK

The 1.7 acre Eastern Pocket Park will provide a blend of urban, suburban and natural environments. This park provides a connection to the neighborhood park.

- The uses in the park should be relatively passive in nature with facilities such as benches, a small playground, a dog park, and picnic areas.
- The Urban Trail should be a key asset to this pocket park as it will traverse the park and provide a connection to other areas of the City Center.
- Opportunities to sit and gather should be located to the eastern portion of the park, away from Sky Ridge Avenue.

OFFICE VISTA PARK

The 1.2 acre Office Vista Park will be a key resting and interpretative location along the Urban Trail network and a space for office workers to access the outdoors. This park is intended to provide views of the natural drainage area on the site, and to serve the Urban Office and Corporate/Campus Office developments.

20

- This park should provide amenities for individuals who are traveling via bicycle or on foot, as it will be a key stop along the Urban Trail.
- Interpretive opportunities should be incorporated in and around the park focusing on the view of the Corporate/Campus Office District and providing outdoor amenities for office workers.

SOUTH GREENWAY VISTA PARK

The 0.6 acre South Greenway Vista Park shall take advantage of vistas to the Happy Canyon Creek, the proposed community park and the Villages. It should be a maintained park along the Urban Trail with a vista overlook and passive uses. The park will be more maintained than the adjacent open space.

- Interpretive opportunities exist around the natural features, cultural elements and natural environment.
- The zone between the maintained park and the natural vegetation should be designed as an intentional transition.
- This park should be passive in nature, utilizing elements, such as: benches, water fountains, picnic tables and shade structures.



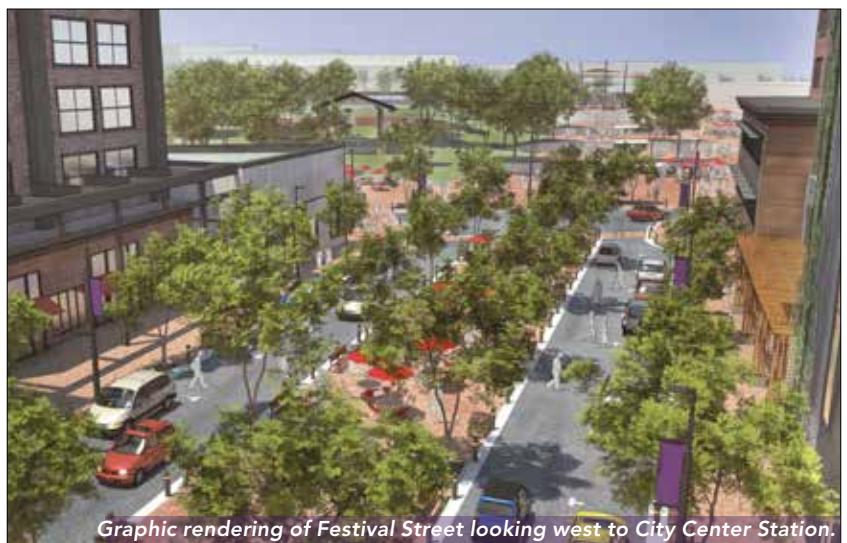
FESTIVAL STREET

The Festival Street is one of the signature spaces that helps to define the core of the City Center. It is flanked by the Station Park/Plaza to the west and a the Parkway to the east. The Festival Street is on an axis that extends from Peoria Street to the City Center Station.

- The Festival Street should be designed as a curblless environment with flexibility to function optimally when the street is open to auto traffic and when it is designated as pedestrian-only.
- The Festival Street should be designed with narrow travel lanes and vertical elements (trees, light standards and public art) to calm traffic and promote a design speed of approximately 10 miles per hour.
- At locations where other streets cross the Festival Street, design elements and pedestrian movements along the Festival Street should be prioritized.
- The center of the Festival Street should be designed as a permanent pedestrian environment with opportunities for formal and informal programming.
- The sidewalks along the Festival Street should be of a sufficient width to accommodate cafe seating, streetscape furnishings and large groups of pedestrians.



The Festival Street should be designed as a permanent pedestrian environment with opportunities for formal and informal programming.



Graphic rendering of Festival Street looking west to City Center Station.



Graphic rendering of Festival Street looking west to City Center Station.

Architecture

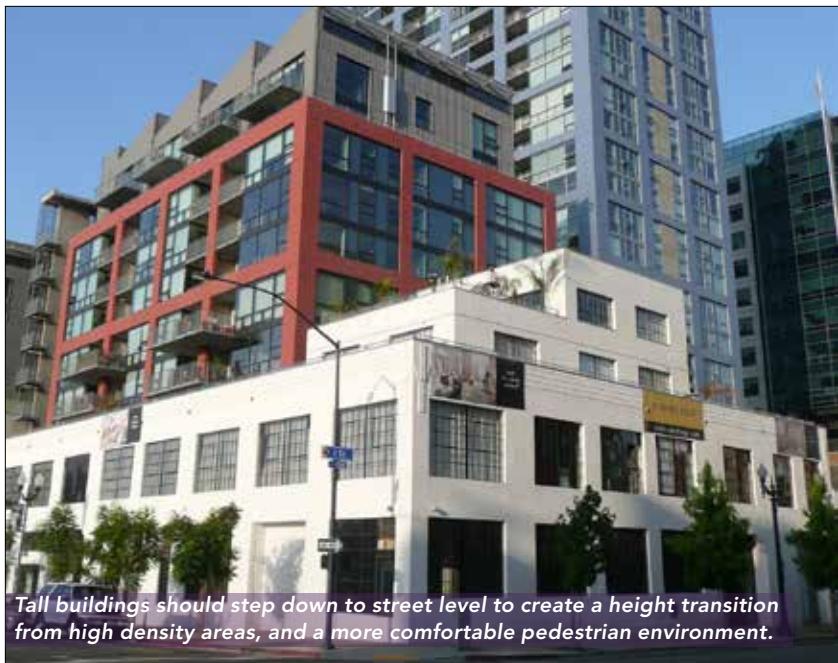
The City Center will be a mixed use, transit-oriented community with the greatest intensity of activity near the City Center Station.

The scale of development should generally step down when moving away from the mixed use core and eastward. The construction of pedestrian-scaled buildings in the near term with the structural capacity and vertical infrastructure to support the addition of towers in the future could also help the City Center test and grow market demand while activating the area in the shorter term. The use of an upper story setback will create larger bases and a comfortable street edge with narrower upper stories that preserve views and provide additional density. This approach also reduces the canyon effect that occurs when tall buildings front all the way to the street edge.

The design of ground floors throughout the City Center should provide maximum flexibility to adjust as the market warrants. A vibrant pedestrian realm with smaller building footprints is encouraged through the creation of development parcels within blocks, market-scaled ground floor spaces, and articulation of individual storefronts.

It is expected that the station area and highway frontage will be most attractive to larger scale office developers and tenants. While market demand should be leveraged in this regard, it is important that taller buildings contribute positively to the skyline. The ground floor of all new development should be well-designed with active uses to engage the street.

22

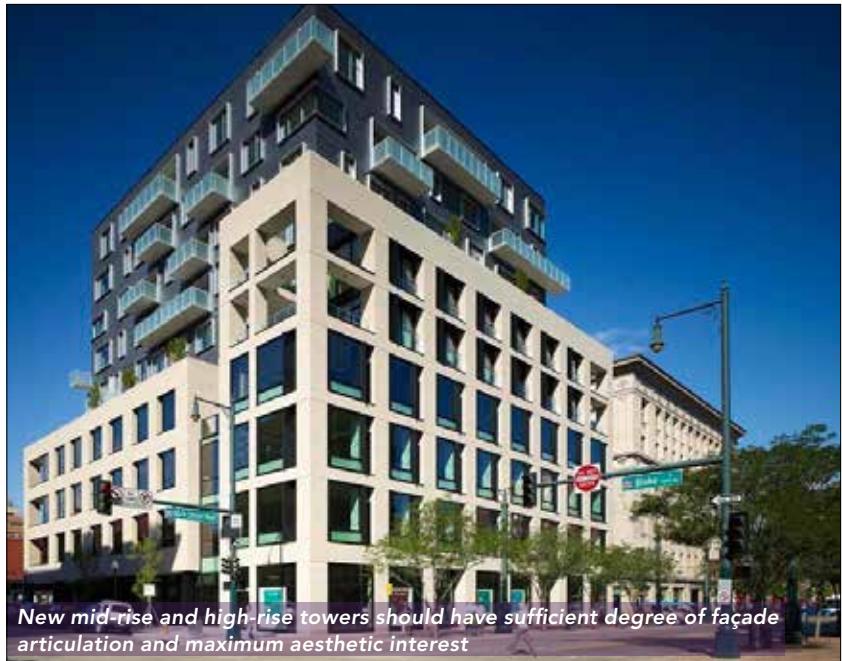


Height, scale and massing of buildings will define the City Center's streetscape experience, provide access to sunlight, and create a decidedly pedestrian-friendly environment. New mid-rise and high-rise towers should have sufficient degree of façade articulation and maximum aesthetic interest to ensure the pedestrian experience is nuanced, comfortable, diverse, and visually engaging. The user experience in the City Center will largely be defined by the ground floor design and programming.

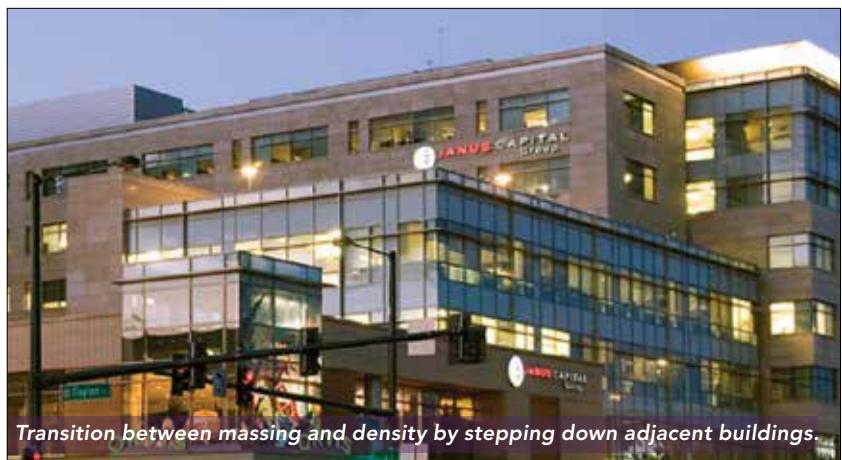
BUILDING FORM AND COMPOSITION

Building form and composition should be sensitive to the architectural scale, massing and proportion, and district context. It should balance the pedestrian realm with the overall building architecture. Transition between building massing and density by stepping down adjacent buildings, especially on the east side where the City Center meets the single-family development. Buildings should have an upper story setback at three stories along streets to provide a comfortable pedestrian environment.

For more detail on Architecture, see page 42 of the General Guidelines in Section Three.



23



Sustainability and Smart Technology

As a greenfield site, the City Center has a unique opportunity to integrate innovative and sustainable technologies into the development from the beginning, and to assess and evolve those applications as the City grows, driving patterns change, and technology advances. The intent is to leverage sustainable practices and technologies where they will result in improved efficiencies, conveniences and livability in the City Center. Initial phases of development will target innovative solutions related to traffic management, parking, transit and public safety.

A vision for complete streets includes: circulation for bicycles; the Urban Trail; sharrows; detached and attached bike lanes; bike sharing; car-charging stations; space for vehicle pick-up and drop-off areas; bus routes considered in infrastructure design; smart parking Integrated Technology Solutions (ITS); free bicycle/scooter parking and repair stations integrated into parking garages; and consideration for Last Mile Transportation Options (free shuttle, other programs) from rail stations to homes and neighborhood centers. This plan also establishes a sustainable framework to guide development with sensitivity towards stormwater management and energy conservation.

- 24
- Blocks are oriented to optimize passive solar opportunities and building heights are responsive to the surrounding context;
 - Green or vegetated roofs and living walls can be used to combat the urban heat island effect and maintain air quality;
 - Solar and other renewable energy should be integrated into architecture and infrastructure;
 - Landscape design solutions should allow for sustainable drainage and buffers along amenities such as the Urban Trail;
 - Electric vehicle charging stations should be encouraged in parking areas; and
 - Materials should be locally sourced, sustainably produced, and environmentally responsible when possible and reasonable.

See RidgeGate East Technical Supplement for specific details on Sustainability and Smart Technology strategies.



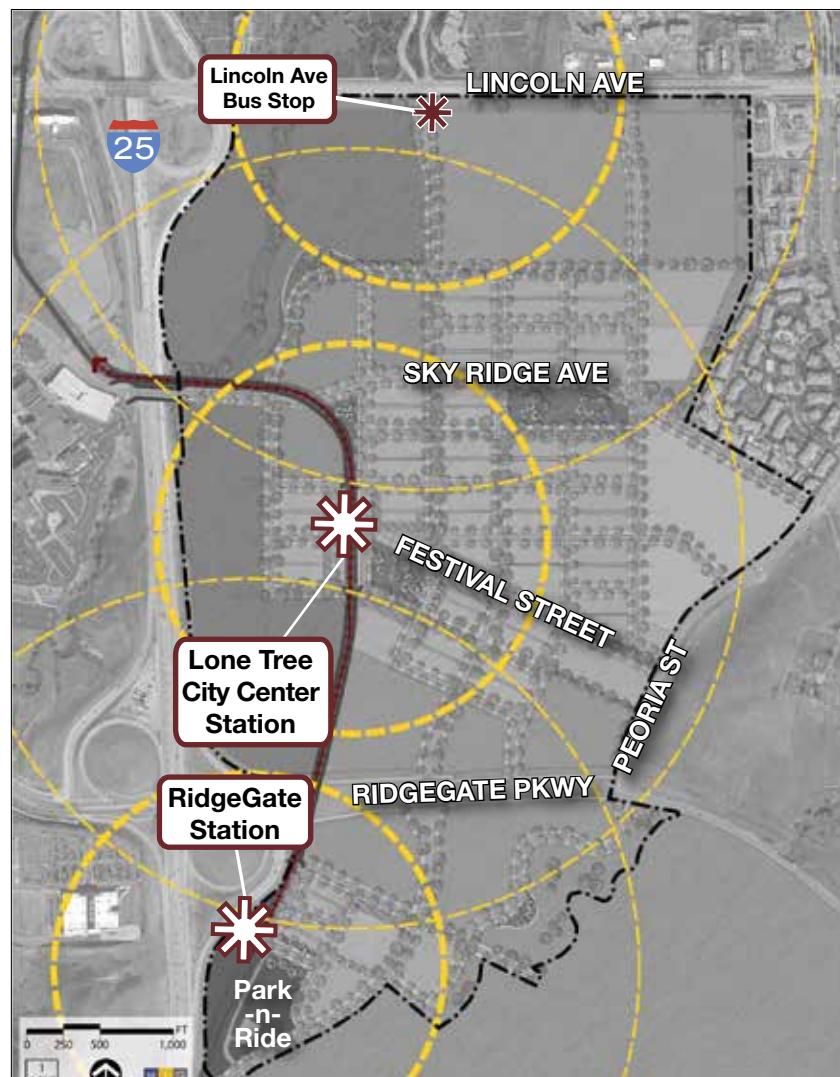
Transportation and Connectivity

A clear network of light rail transit, bus transit, vehicular, bicycle and pedestrian circulation options should operate simultaneously and safely, with a hierarchy of intuitive signage and wayfinding features that guide the user through the City Center. The infrastructure should provide clear routes for people to move safely through the City Center and it should be designed in a way to enhance the district in which it is located, working in concert with the development type and open space that is found within the district. Convenient routes in and out of the City Center to destinations such as the CU South Campus or the Sky Ridge Medical Center will be facilitated by larger thoroughfares including RidgeGate Parkway, Sky Ridge Avenue and Lincoln Avenue. The East Villages are easily accessed via Peoria Street and RidgeGate Parkway. Connections to the Meridian Development north of Lincoln Avenue are also strongly encouraged.

TRANSIT

It is critical to provide transit stops that are attractive, safe and convenient places to wait for the light rail or bus. With the two light rail stops, the City Center has great proximity to transit with 1/4-mile and 1/2-mile walking distances covering the majority of the area. An existing bus runs along Lincoln Avenue and additional transit opportunities are anticipated when the City Center becomes developed, making the entire City Center highly accessible by transit.

- Reduce vehicle dependence by encouraging use of the Urban Trail and alternative methods for commuting.
- Integrate the transit stops, waiting areas, information and associated amenities into the design of adjacent buildings where possible.
- 'Vehicle Drop Off Zones' where passengers can be picked-up and dropped-off should be integrated in infrastructure design for ridesharing services and the future evolution of autonomous vehicle technologies.
- Incorporate benches, shade structures and other outdoor urban furnishings into the design of transit stops. Include high density Smart City Principles such as complete streets for all transportation modes and denser development near stations.



Distance to Major Transit Stops



STREETSCAPES

All streets in the City Center are intended to be multifunctional, accommodating transportation and connectivity needs while providing public space for people to congregate. Street sections are included in the Appendix of this document and provide an overview of the conditions proposed along the major roads.

The planned street types include:

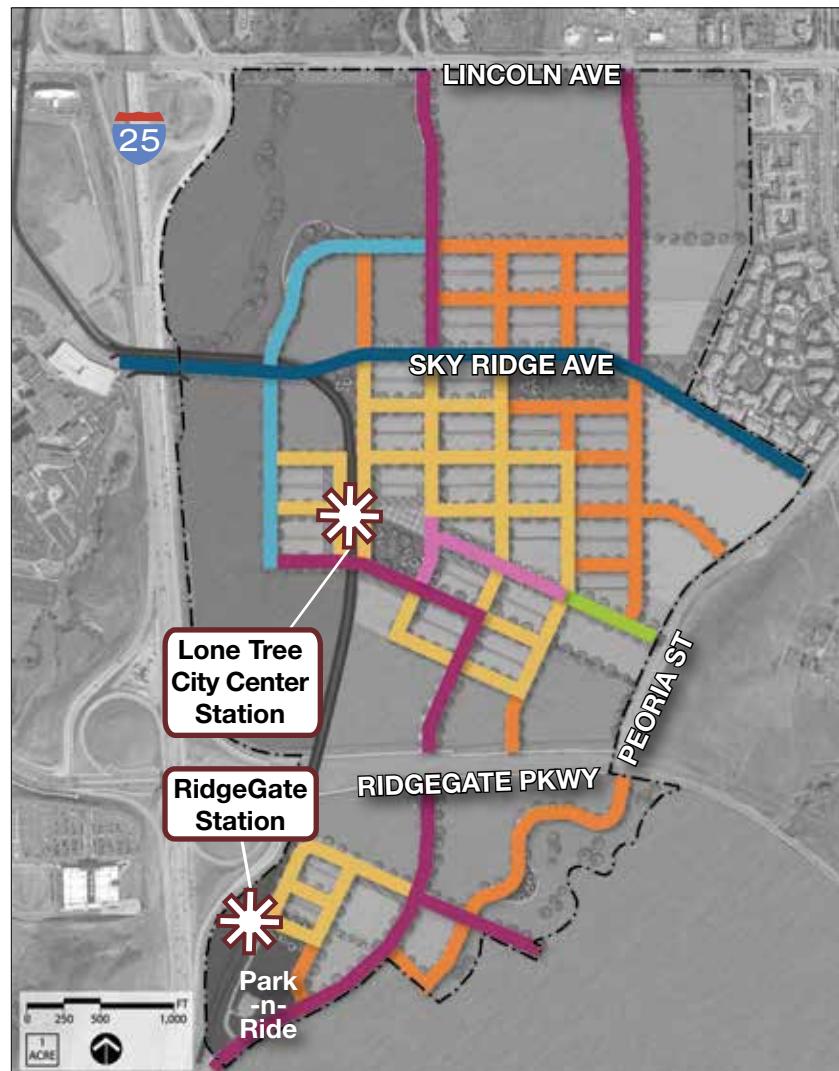


All streets in the City Center are intended to be multidirectional. Two and four-lane roads are suggested for the City Center, as shown in the diagram below.

See RidgeGate East Technical Supplement for specific details on streets in the City Center.

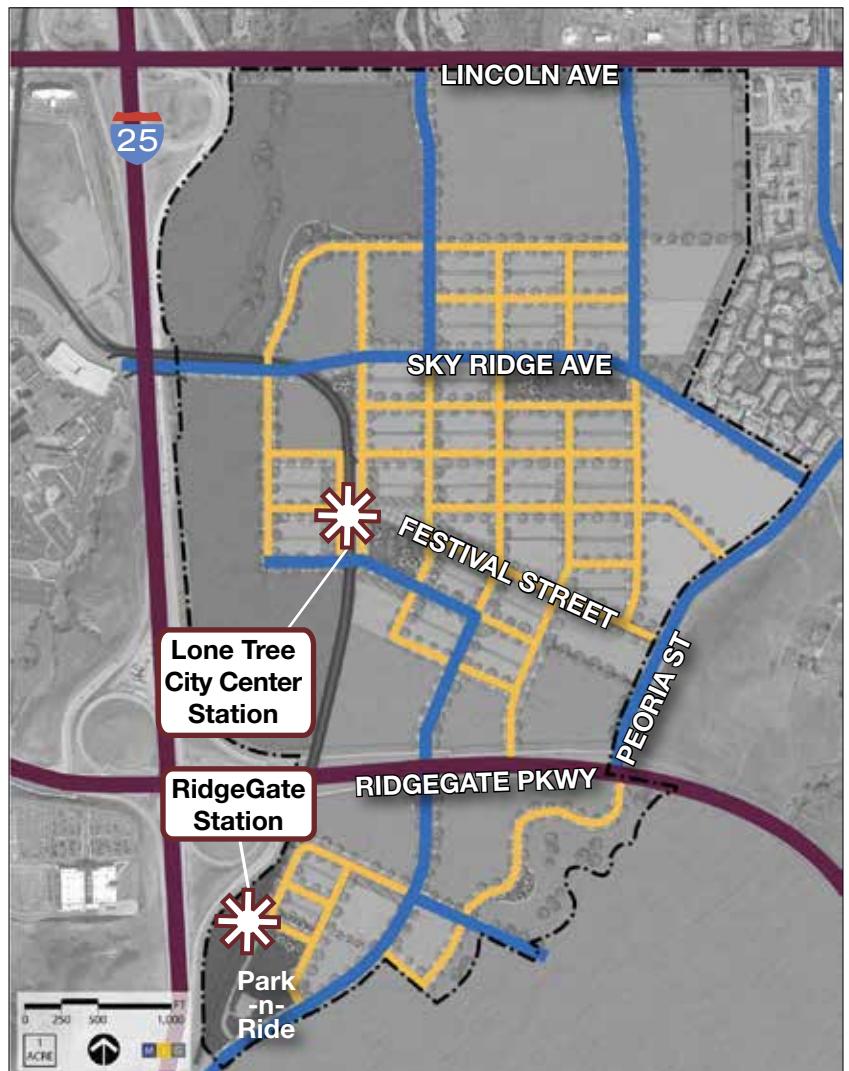


26



Street Types

NOTE: The overall grid pattern shall remain; however, specific street alignments shown are conceptual and subject to refinement.



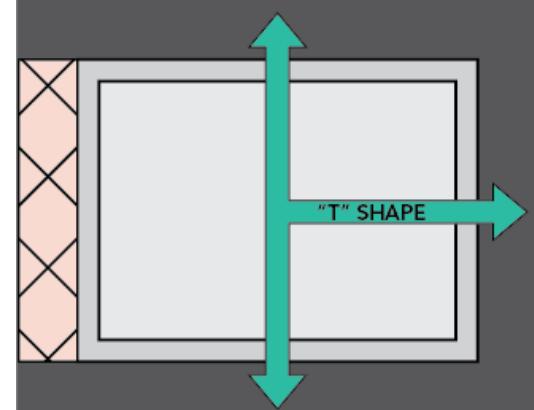
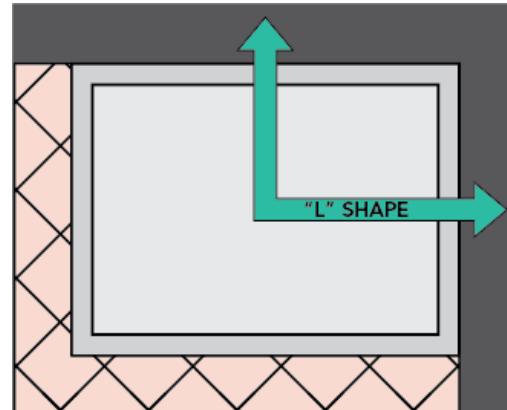
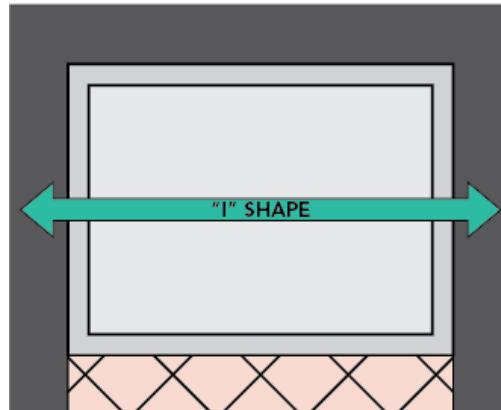
Lane Widths of Roadways

ALLEYS

Alleys are a key component of the block structure and can enhance the pedestrian realm by encouraging utilities, service and trash to be located away from the pedestrian space.

- Alleys are intended to be used by trucks and must accommodate dumpsters. The dumpsters need to be set back at least 15' from the pedestrian zone and screened.
- Alleys will need to be paved to the edges and can contain an inverted crown so the drainage from the alley does not flow into the surrounding streets.
- Continue primary facade materials a distance that covers the pedestrians field of view at alley or service locations.
- Alleys shall cross the sidewalk in a safe manner.
- Provide sufficient accommodations in alleys for loading, service vehicles, trash removal, and utilities so that these uses do not affect the public realm and do not conflict with the required "clear zone" in the alley.
- Orient alleys away from major pedestrian areas such as the Festival Street. In those situations, a traditional alley form of an "I shape" should bend and form an "L shape" or "T shape" so that the alley feeds into a street with vehicular priority.
- Adequate turning radii for trash trucks and service vehicles to be provided at "L" or "T" intersection in alleys.
- Alleys should be posted as "one way."

ALLEY FORMS AND MAJOR PEDESTRIAN AREAS



PARKING

Parking is an essential component of the Plan and more specific parking guidelines can be found in Section Three Site Guidelines. With the desired urban character of the City Center, surface parking lots are generally discouraged, though they may be appropriate during phased construction or as a temporary use. Overall, parking areas should be screened from sidewalks with landscaping, small walls or fences while maintaining clear sight lines and easy access. Lighting around parking lots and structures will conform to the City Center's lighting guidelines and parking signage should conform to the signage guidelines.

The Plan encourages shared and on-street parking in many districts; see the District Distinguishing Elements Matrix on page 13 for more details on parking specific to each district.

With the focus on bicycle access and trails, the City Center will have ample bicycle parking and storage. Parking for carshare, carpool, vanpool and electric vehicles should be provided and located in priority areas. Strategic encouragement of transit/carpool options can be introduced by reducing the parking required by 15% or more.

Prior to the first SIP in the Downtown Area (north of RidgeGate Parkway), a Parking Management Plan will be developed and approved. Elements that could be considered in the plan include: creation of a parking district; oversight of shared parking; provision of on-street meters; bicycles, scooter and motorcycle parking; vehicle drop-off; and autonomous vehicle parking.

PEDESTRIAN AND BICYCLE CIRCULATION

Throughout the City Center there are connections to regional trails as identified in the Walk and Wheel Plan, the City of Lone Tree's pedestrian and bicycle framework. Trails should be consistent with the construction standards in the regional network. Development is encouraged around the pedestrian and bike infrastructure.

Bike infrastructure includes:

- Urban Trail
- Raised Off-Street Bike Lanes
- Striped Bike Lanes
- Sharrow/Shared Routes

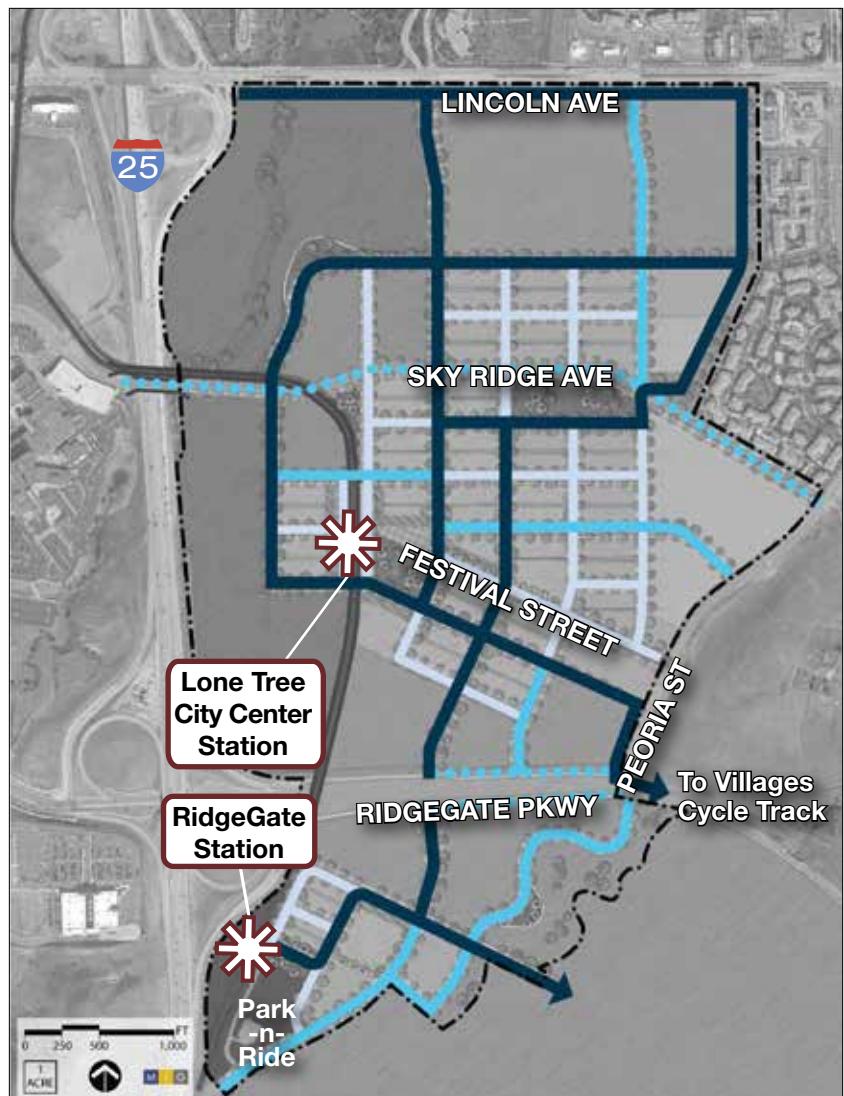
See RidgeGate East Technical Supplement for specific details on bicycle standards in the City Center.

28

Urban Trail

The Urban Trail is intended to be an off-street route for seamless, safe and pleasant bicycle travel throughout the City Center. The Urban Trail crosses all the districts and connects notable areas of the site. Development around the outer edges of the City Center must make connections to the Urban Trail and are strongly encouraged to add to it. With quality accent materials such as colored, stamped, and patterned concrete, the character of the trail is differentiated from other bikeways and pedestrian routes. In addition, interpretive wayfinding and signage is incorporated throughout, including highlights of the community, trail side art, history and current tenants.

In addition, the Urban Trail is designed to include destination routes that would encourage the exploration of the City Center by bicycle or foot. The loop passes many of the City Center's main attractions including the Station Park/Plaza, Neighborhood Park, Festival Street and RidgeGate Station. This adds value to the adjoining properties, creates a cohesive network of routes and provides an attraction for visitors. The trail also connects the City Center Station to the RidgeGate Station (approximately ¾ miles away).



Bicycle Routes



When the Urban Trail crosses major streets, special care should be taken in the design of the facility to ensure safe cycling conditions. The RidgeGate East Technical Supplement will incorporate best practices and should be consulted when the bike facility is being designed.

Bicycle sharing can be available at select locations throughout the City Center, which would allow visitors to ride from one side of the City Center and leave a bicycle on the other, as well as allow for visitors to experience the City Center on bike without having to bring their own. Throughout the City Center, the Urban Trail, like the rest of the pedestrian realm, should be buffered from areas of high traffic or service uses and alleys. The Urban Trail can provide sustainable drainage in buffer areas, when appropriate.

Raised/Separated Bike Lanes

Raised bike lanes are designed with safety in mind for travel along certain minor and major arterials. Cyclist comfort should be a major consideration in the design of these lanes, and they should complement the overall streetscape. See the Bicycle Routes map for locations of proposed raised bike lanes. These lanes cross through all districts and also can connect the Urban Trail and striped bike lanes.

Striped Bike Lanes

Striped bike lanes with a 3' striped buffer zone are located along certain roads leading to major destinations. These lanes are adjacent to and at the same grade as vehicles and are intended to improve connections to the Urban Trail. Designed with safety in mind, designating a bike lane in the road allows for better separation and awareness of cyclists and motorists.

Sharrow/Shared Routes

Shared routes are vehicle roads designed to accommodate bicycles with the marking of a sharrow and appropriate signage throughout. These routes are designated throughout the Mixed Use Districts. Shared routes are designed with safety in mind and are flexible, as they can be added or removed to streets as development emerges.

For more detail on Streetscape Design, see the Typical Street Sections page 67-73 of the Appendix and the RidgeGate East Technical Supplement.



The Urban Trail crosses all the districts and connects notable areas of the site.



Striped bike lane

Shared bicycle facility



With quality accent materials, the character of the Urban Trail is differentiated from other bikeways and pedestrian routes.

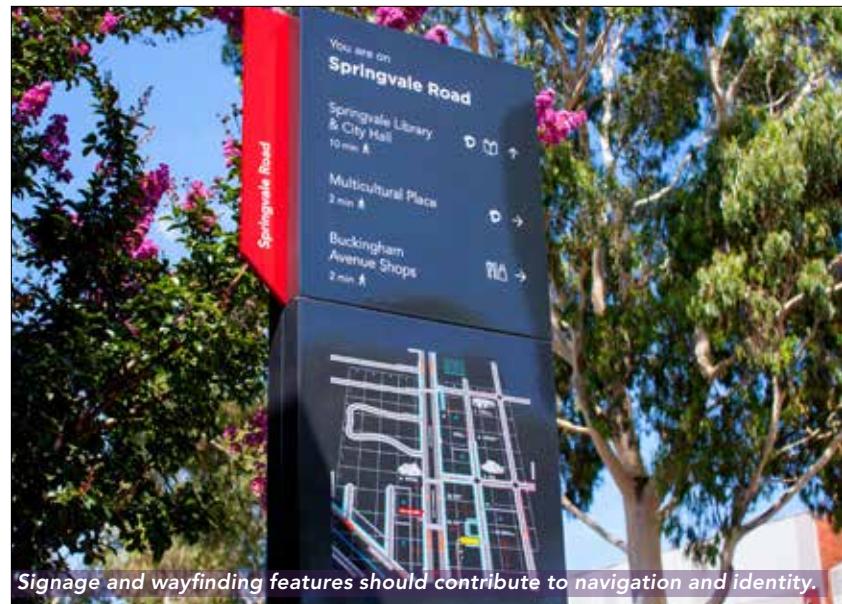
Character and Identity

The unique character of the City Center will create a sense of place through the physical quality of the built form. Public art, signs and programming will also strengthen the identity of the City Center, while tying into the City's overall branding and character.

SIGNAGE AND WAYFINDING

Utilize signage and wayfinding to reinforce the City Center character, placemaking elements, and navigation. A comprehensive strategy will help people navigate and provide understanding of the City Center's identity, layout, landmarks, transportation, and destinations. A Comprehensive Wayfinding and Signage Program will be created for approval by the City. The Sign Program will identify allowable sign types, square footage and design standards to create cohesion while still allowing flexibility. This Sign Plan will apply to identification and wayfinding signs, while the guidelines in this document focus on both wayfinding and private signs.

- An integrated program for signs will reinforce the City Center's place within the City of Lone Tree. City signs should be strategically located at key gateways into the City Center. Other City Center identification and wayfinding signs should incorporate reference to the City in the design of the signs.
- All signs and wayfinding shall promote a distinct and unified district identity and establish a hierarchy for pedestrians, bicyclists and motorists to navigate through the City Center and adjacent areas.
- Urban Trail signage should be highly recognizable, as it will be a signature part of the development and consistent along the trail.
- Arrival and departure signs along Lincoln Avenue and RidgeGate Parkway should include clearly visible directionality.
- Building signage should complement architecture and fasteners and be integrated into the building aesthetics.
- Transit signage should be consistent and reflect standards established by the Regional Transportation District (RTD).



Signage and wayfinding features should contribute to navigation and identity.



A comprehensive strategy will help people navigate and provide understanding of the City Center's identity.

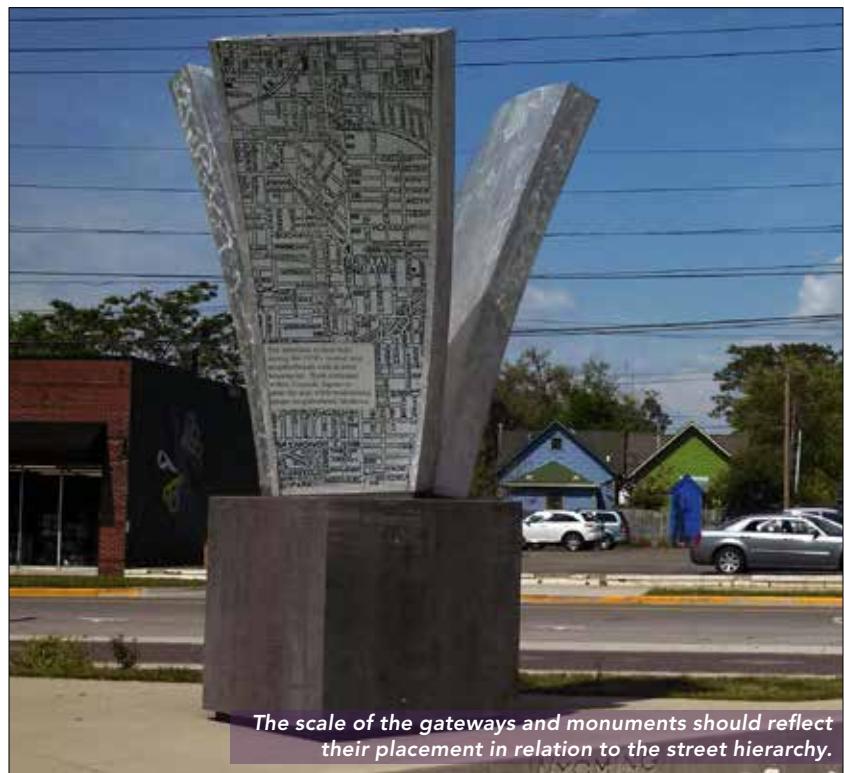
- Universal Design information should be incorporated using a variety of visual, auditory, and tactile communication techniques. These techniques can be incorporated into wayfinding tools that include, but are not limited to: ADA Mobility Route Maps; ADA Building Entrance Signs; ADA Parking Signs.
- Specify site furnishing to accommodate event signage. Special consideration should be given to temporary and event signage along the Festival Street.

GATEWAYS AND MONUMENTS

The traditional application of gateways and monuments as the primary and signature wayfinding strategy does not translate to the City Center's complex urban context. Intersections of major roadways and station areas are the primary gateways for the City Center as they denote points of confluence.

- Major vehicular entryways into the City Center should have a unique treatment and should be coordinated with the commercial developments. At the entry locations, large vegetated buffers will allow for a pleasant and safe pedestrian and cyclist experience.
- Landmark intersections are major crossings and points of arrival. Gateway and monument signage should signal the significance of these intersections. The City Center Sign Plan will identify the landmark intersections within the City Center.
- The scale of the gateways and monuments should reflect their placement in relation to the street hierarchy.
- Gateways and monuments should generally be vertical in nature, and should distinguish the City Center as a unique place within the City of Lone Tree.

For more detail on Character and Identity, see page 46 of the General Architecture Guidelines in Section Three, Building Signage.



Attainable Housing

The shared intent of the City and developer is to provide for attainable housing units, or AHUs, that provide opportunities for people who work in the City Center to also live there, and to meet a need for affordable housing. Design of AHUs will be compatible with the character and context of the area in which they are located.

The City and RidgeGate have agreed to AHUs as described in the Amended and Restated Annexation and Development Agreement with respect to the East Side Property, and further details will be provided in a separate Attainable Housing Plan.

32



Attainable housing units will meet a need for affordable housing.



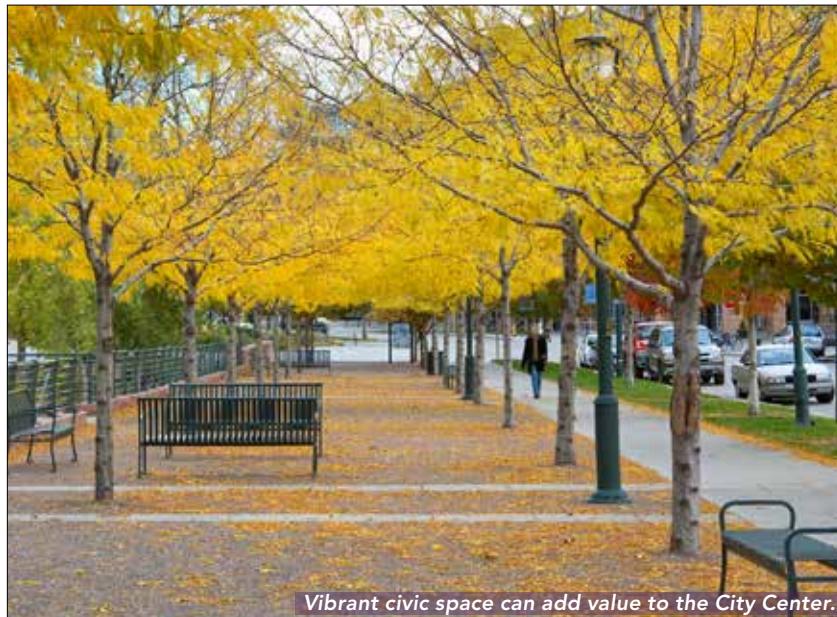
AHUs will allow opportunities for people who work in the City Center to also live there.



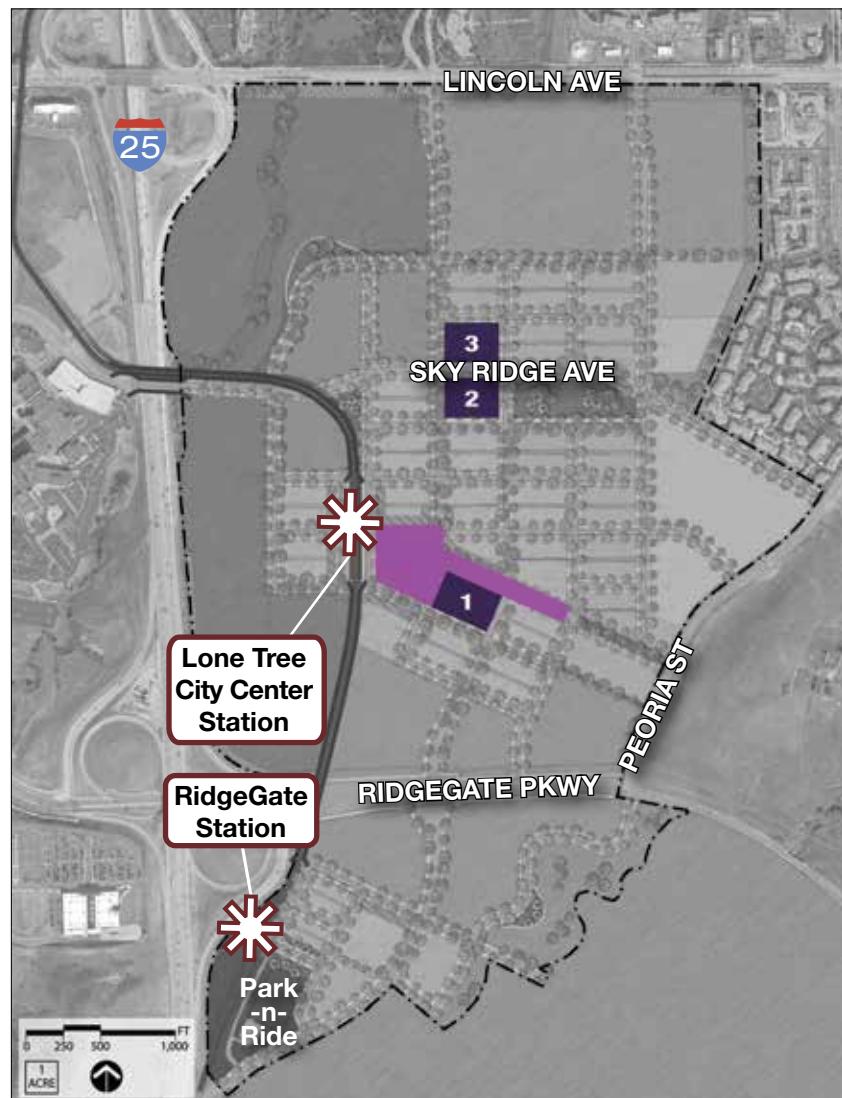
Design of AHUs will be compatible with the character and context of the area in which they are located.

Civic Use Dedication

Sites in the City Center have been identified as suitable for civic and municipal uses, in addition to event spaces. These uses can add significant value to the City Center. Because the timing of development is unknown, the Plan introduces an 'Alternate Sites' approach to the availability of developable parcels. Alternative 1 parcels offer the greatest level of visibility and potential prominence in the City Center, but can also be the most detrimental to the character and sense of place if left vacant for too long. Alternative 2 and Alternative 3 parcels still provide a high degree of visibility and potential prominence, however these parcels may not be as detrimental to the City Center if left vacant in the near future.



Vibrant civic space can add value to the City Center.



Alternative Sites for City/Civic Facilities

	Civic - Municipal
1	- 2.1 acres
2	- 2.1 acres
3	- 2.1 acres
	Civic - Event
1	- 5.6 acres
	Light Rail Platform
	City Center Boundary



Lone Tree
city center sub-area plan



SECTION THREE

guidelines

Ridge
Gate
EAST

Guidelines Overview

The guidelines in this section are organized into general guidelines and district-specific guidelines; the first part of this section contains the general guidelines, which apply throughout the City Center. The second part of this section contains the district-specific guidelines, which were developed specifically for each district within the City Center to achieve the nuanced and, at times, subtle difference between the various districts of the City Center.

A - GENERAL SITE PLANNING GUIDELINES.....	39	C - GENERAL LANDSCAPE GUIDELINES	46
Setbacks and Public Space	39	Parks and Open Space	46
Utilities and Equipment	39	Landscape	46
Parking [and Parking Ratio Table]	40	<i>Irrigation</i>	
		<i>Landscape Lighting</i>	
		<i>Public Art</i>	
B - GENERAL ARCHITECTURE GUIDELINES	41	<i>The following guidelines apply only to specific districts, and are in addition to the General Guidelines presented in the first portion of this section.</i>	
Building Form and Composition Guidelines	41	D - MIXED USE DISTRICTS GUIDELINES.....	48
Facade Composition and Articulation	42	E - COMMERCIAL DISTRICTS GUIDELINES	50
Windows		F - RESIDENTIAL DISTRICTS GUIDELINES	52
Building Entries		G - OFFICE DISTRICTS GUIDELINES.....	54
Architectural Lighting	43		
Materials and Color	43		
Roof	44		
Building Signage	44		
Structured Parking	45		

DISTRICT GUIDELINES

The City Center is made up of nine districts, organized into four primary district types: Mixed Use, Commercial, Residential, and Office.

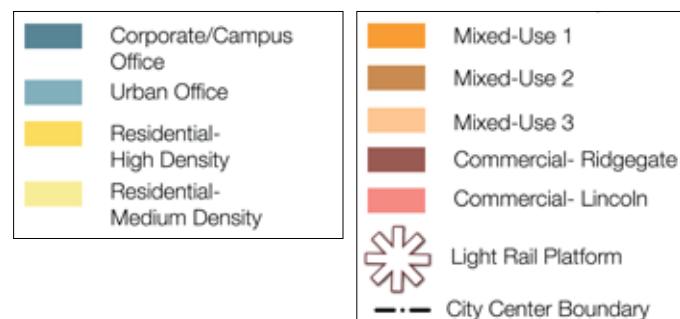
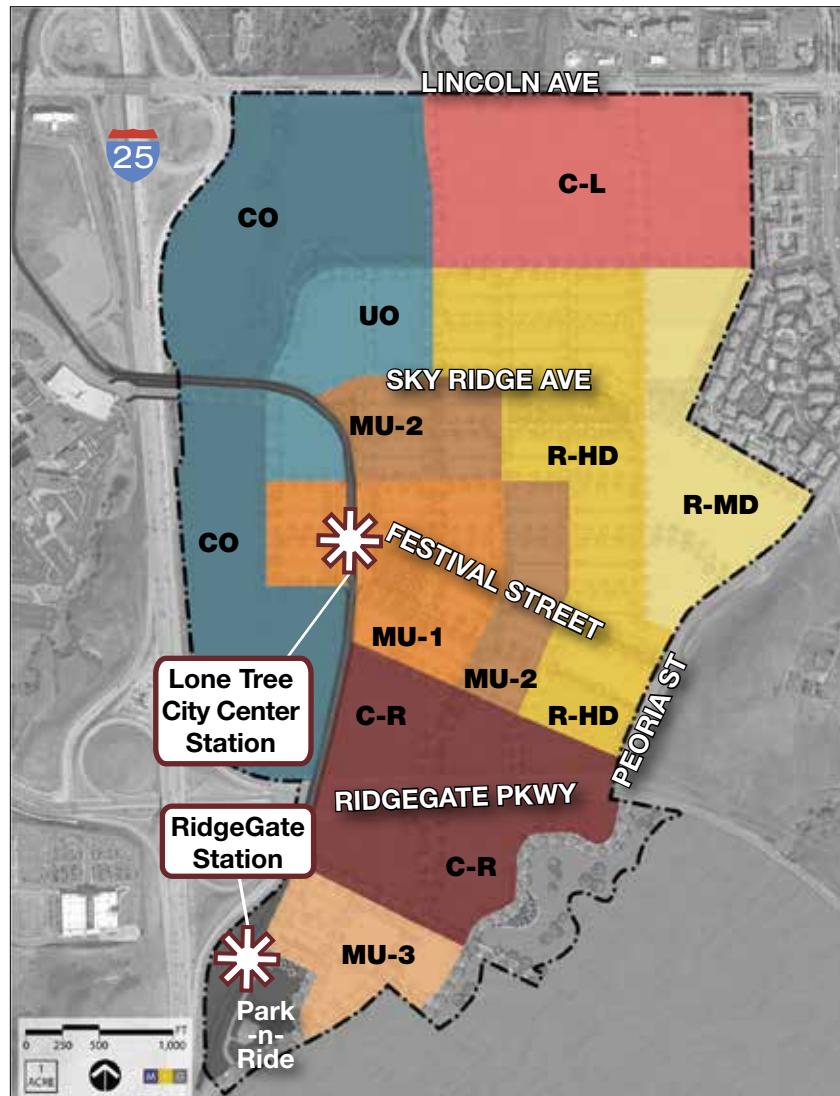
This section provides general guidelines that apply to the entire City Center to ensure consistency within the City Center framework, and it provides district-specific guidelines that are unique to each district to achieve the focused vision for that nuanced character area; the guidelines in this section are organized into the following categories:

- General Guidelines
- Mixed Use Districts Guidelines
- Commercial Districts Guidelines
- Residential Districts Guidelines
- Office Districts Guidelines

HIERARCHY

The guidelines, regardless of category, follow the same organization, and are closely related and stem from the Plan's vision and guiding principles. Both the general guidelines and the district-specific guidelines include:

- **Design Topics.** Subject areas, such as setbacks, parking and facade articulation, that provide organization within the guidelines.
- **Intents.** Provide an overview of what the following guidelines are seeking to accomplish, and are related to the Plan's vision and guiding principles. Intents are included to provide users the reasoning behind the guidelines.
- **Guidelines.** Provide guidance as to how one may meet the intents. Guidelines are performance-based and suggest possible ways for achieving the intent. The guidelines do not impose a specific solution and are not intended to limit creativity and innovation. Rather, they provide a flexible framework within which design professionals can develop their own response to any given issue. Guidelines are numbered for ease of reference.



A - General Site Planning Guidelines

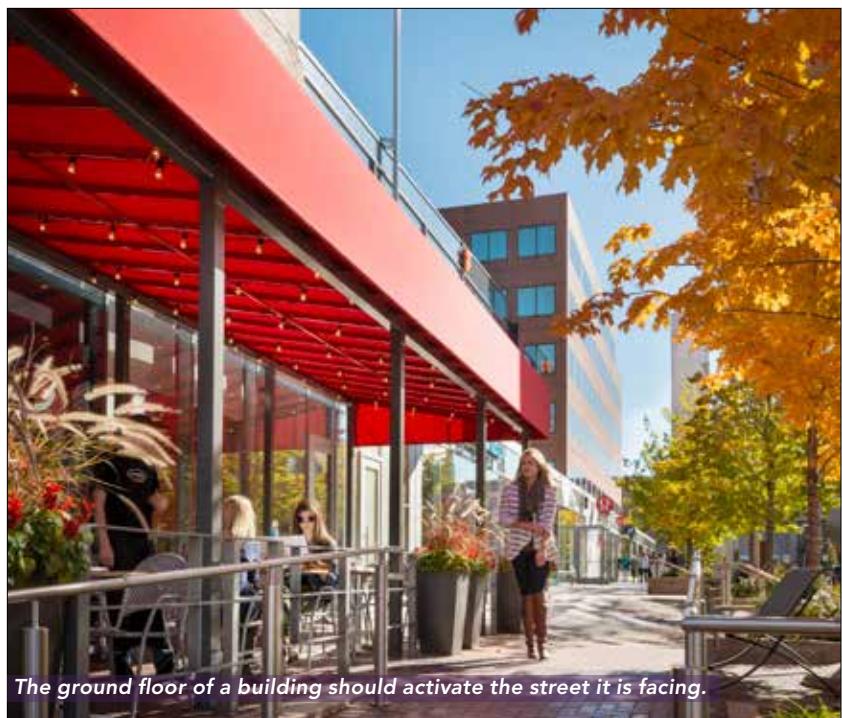
SETBACKS AND PUBLIC SPACE

Intent: To strategically locate buildings along the street to provide better use of public space and context-sensitive site design.

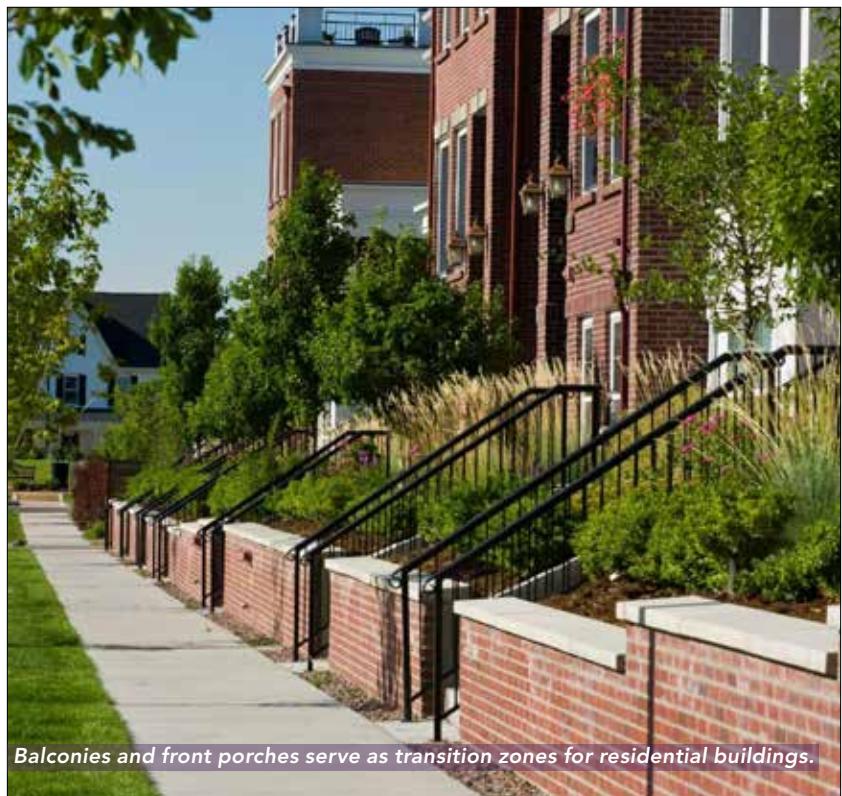
- A.1** When setting a building back from the street, design the space between the building and the street to enhance the public realm with high quality and detailed design features such as furnishings and plantings.
- A.2** When a building is at or near the property line, use the ground floor of the building to activate the street to which it is facing by using tall windows, entrances, active uses and cafe seating where restaurant type uses occur.

Intent: To utilize building setbacks as appropriate in response to the character of each district, adjacent uses and site context.

- A.3** Locate buildings in the Mixed Use Districts at or near the property line to establish a strong street edge. Locate space for small plazas, outdoor cafes and other publicly accessible spaces that enhance the Mixed Use Districts with activity within the setback as approved by the City.
See page 50, Mixed Use Districts Guidelines, for more detail.
- A.4** For commercial developments along RidgeGate Parkway and Lincoln Avenue use a setback to provide a buffer space between the street and the building.
See page 52, Commercial Districts Guidelines, for more detail.
- A.5** Set residential buildings back from the street to allow a transition between the public street and the private residential space; balconies, stoops and front porches can be effective semi-private spaces in these transition zones.
See page 54, Residential Districts Guidelines, for more detail.
- A.6** Locate buildings in the Urban Office District at or near the property line to establish a strong street edge. For buildings in the Corporate/Campus District use setbacks as appropriate to meet program needs.
See page 56, Office Districts Guidelines, for more detail.



The ground floor of a building should activate the street it is facing.



Balconies and front porches serve as transition zones for residential buildings.

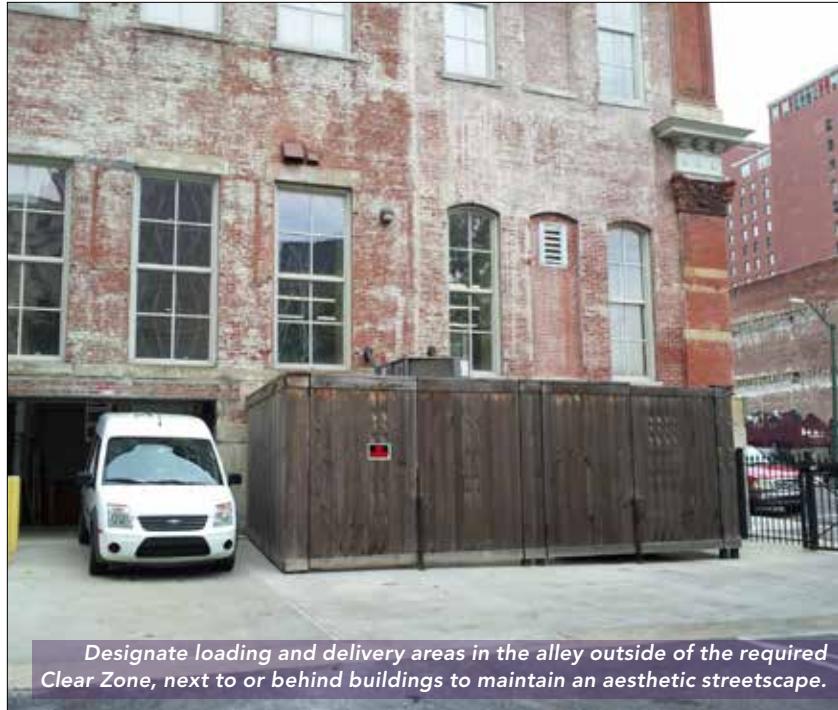
UTILITIES AND EQUIPMENT

Intent: To address utilities and equipment in a consistent manner throughout the City Center and minimize adverse impacts on the public realm.

- A.7** Locate utilities in the right-of-way of alleys or streets, where feasible.
- A.8** Locate mechanical equipment and utilities where not be visible from public spaces or otherwise screen these elements from the public realm.
- A.9** Continue primary facade materials into alleys to minimize visual impact on the pedestrian realm.
- A.10** Locate trash collection either internal to the building or in the alley for pick-up service.
- A.11** Use screening materials that are visually compatible with building materials and do not detract from the site.
- A.12** Screen roof-mounted mechanical equipment from street level.
- A.13** Consolidate utilities for large developments, multiple units and structures.

Intent: To create sustainable, flexible and innovative infrastructure throughout the City Center.

- A.14** Provide sustainable storm water facilities using strategies such as Low Impact Development (LID), where feasible. LID techniques aim to manage stormwater runoff using green infrastructures such as bioretention, green roofs, porous pavement, and swales to protect water quality.
- A.15** Incorporate sustainability, solar orientation, energy efficiency, LEDs, and new technologies into site planning.
- A.16** Use lighting techniques that prevent light trespass and avoid light pollution; strategies such as down-lighting or "smart" lighting are encouraged. All lighting should be energy efficient.



Designate loading and delivery areas in the alley outside of the required Clear Zone, next to or behind buildings to maintain an aesthetic streetscape.

SERVICE

Intent: To locate service, delivery and loading areas for functional use while reducing the visual impacts on public spaces.

- A.17** Designate loading and delivery parking areas in the alley, outside of the required Clear Zone, next to or behind buildings to maintain a safe and aesthetic streetscape.
- A.18** Provide clear, unobstructed space for on-street deliveries.
- A.19** Trash dumpster collection by service trucks is prohibited in public streets.
- A.20** Provide adequate space free from obstructions for on-street deliveries with a minimum dimension of 12' by 40'.
- A.21** Integrate areas for pick-up and drop-off to maximize service and site planning efficiencies.
- A.22** Consolidate trash and recycling receptacles into centralized areas internal to buildings.

PARKING

Intent: To encourage innovative strategies with street and surface parking and create pleasing, sustainable and high-functioning spaces.

- A.23** Locate surface parking lots away from the street edge, behind buildings, and away from corners to minimize visual impacts.
- A.24** Integrate "Vehicle Drop Off Zones" into the site via striping or deletion of parallel parking.
- A.25** Integrate Low Impact Development (LID) storm water techniques into the landscape.
- » Interrupt large areas of pavement with sustainable infrastructure features and landscaping materials such as planting islands, bioswales, rock features, or similar elements.
 - » Integrate sustainable features, such as pervious pavement, water quality planters, and a robust tree canopy.
- A.26** Surface parking cannot be a standalone and must be accessory to a primary use. Surface lots are not appropriate in Urban Office and Mixed Use Districts.
- A.27** Design site to accommodate snow plowing and storage. This effort can be managed by a Downtown Development Authority or other group. On-site snow may not be plowed into, nor stored within the public right-of-way. Snow storage should be designated in areas of high solar gain.
- A.28** Develop a site design that encourages users to park once and walk to nearby businesses, buildings, services and destinations.
- A.29** Explore on-street parking management strategies such as meters and time limits to reduce parking duration.
- A.30** Provide safe, convenient pedestrian connections from parking areas to public sidewalks, building entries, street crossings, open space and adjacent uses.

Intent: To reduce demand for and construction of surface parking over time, as advancements in technology and driving patterns change.

- A.31** Emphasize walking and biking connections to transit and throughout the City Center, extending to adjacent areas.
- A.32** Promote rideshare, shared parking and reduced minimum parking requirements.



Integrate sustainable features such as attractive and restorative drainage into surface parking lots.

PARKING RATIOS

DISTRICT	MINIMUM	MAXIMUM
Mixed Use (Office)	2.0 spaces per 1000 sq. ft.	4.0 spaces per 1000 sq. ft.
Mixed Use (Residential)	1.0 spaces per bedroom	1.25 spaces per bedroom
Commercial at RidgeGate Commercial at Lincoln (General, Shopping Center)	2.5 spaces per 1000 sq. ft.	4.0 spaces per 1000 sq. ft.
Commercial at RidgeGate Commercial at Lincoln (Restaurant)	5.0 spaces per 1000 sq. ft.	12.5 spaces per 1000 sq. ft.
Residential - High Density (40+ DU/acre)	.75 space per bedroom	1 spaces per bedroom
Residential - Medium Density (20 DU/acre)	1.0 space per bedroom	1.25 spaces per bedroom
Corporate/Campus Office	2.5 spaces per 1000 sq. ft.	5.0 spaces per 1000 sq. ft.
Urban Office	2.5 spaces per 1000 sq. ft.	4.0 spaces per 1000 sq. ft.

PUBLIC REALM

Intent: To create an active public realm and strong connection between public space and private development.

A.33 Create active ground floors, such as retail storefronts; cafes and restaurants; lobbies; art or recreation facilities; and arts and cultural facilities.

A.34 Maintain a consistent ground floor at sloping block conditions. Buildings and the adjacent public realm should address grade change in a creative manner that is comfortable for all user groups.

Intent: To invite pedestrians to pause and inhabit a comfortable, safe and amenity-rich pedestrian environment.

A.35 Provide street amenities, including trees, paved pedestrian use areas, street furniture and lighting.

A.36 Provide street furnishings, including benches, trash containers and bicycle racks.

A.37 Encourage evening uses by providing pedestrian-scaled lighting. Strategies include lower-height and soft lighting at frequent intervals.

Intent: To encourage public art in strategic, prominent, and surprising locations, adding interest and value to public spaces with a variety of art.

A.38 Locate art installations at prominent locations throughout the City Center.

A.39 Construct art of materials safe for pedestrians and users of the district and that does not disrupt traffic.

A.40 Scale art appropriately.

A.41 Create a public art program to fund, select, install, and maintain public art or these tasks can be assigned to other relevant parties.



Locate public art at prominent locations.



Provide street amenities and furnishings.

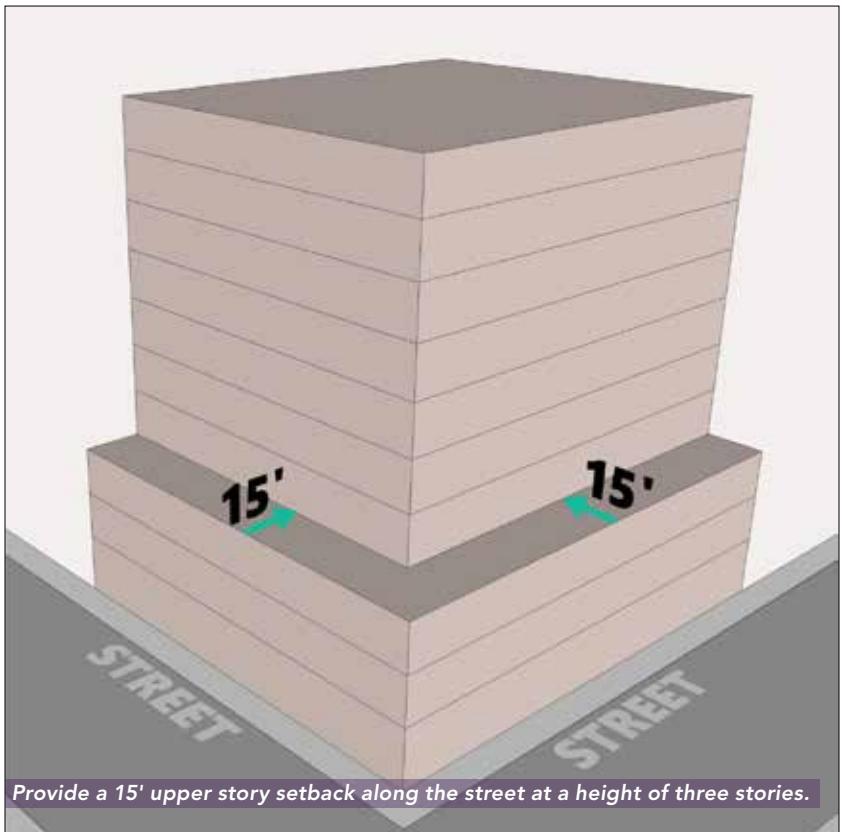
B - General Architecture Guidelines

BUILDING FORM AND COMPOSITION GUIDELINES

Intent: To encourage building form, mass and scale that enhances the pedestrian realm.

- B.1** Relate architectural scale, massing and proportion to adjacent properties and the district character.
- B.2** For buildings greater than 3 stories in height that are located adjacent to single-family attached or detached homes step back the massing of the building and use design strategies to ensure appropriate massing transitions and architectural compatibility.
- B.3** Coordinate building composition with design details, material choices, fenestration, signage and lighting to enhance the pedestrian environment; use a variety of high-quality building materials at the street level.
- B.4** Reduce building mass and scale through proportioning and articulation strategies and avoid long expanses of walls.
- B.5** Provide a 15' upper story setback for taller buildings (over 75') along the street frontage at a height of three stories.
- B.6** Integrate sustainable building practices and smart building techniques into the overall massing and form.
- B.7** Ensure a building's foundation, massing and facade follow the grade of the site and that the frontage and pedestrian realm remain consistent and comfortable in sloped areas.
- B.8** Define corners at street intersections with prominent architectural form. Many design techniques can achieve this goal; a few strategies include:
- » Use "negative space" of the building massing to create a notable corner. Negative space can be a reduction in massing, upper story setback or ground level plaza at the corner. If stepping a portion of the building back at the corner for prominence, use vertical elements, like trees, lights or an art feature, to imply a continuation of the street edge.
 - » Provide active uses near the corner.
 - » Increase the massing and change materials at corners to provide emphasis.

- B.9** Use the human proportions to define building massing, rhythm and proportion that enhances the walkable pedestrian environment.
- B.10** For long building frontages, set portions of the building back along the street to create small recesses, pocket parks or entry plazas with programmatic elements to diversify the streetscape and to increase activation.
- B.11** For residential buildings use stoops, porches and balconies to create places of refuge and privacy from the street.
- B.12** For residential buildings, design internal courtyards to allow daylight into internally-oriented units or windows; size these courtyards appropriately to allow for privacy, light, air and functionality within the courtyard.



FACADE COMPOSITION AND ARTICULATION

Intent: To use articulation and design details to enhance the massing, form and composition of the building, creating human scaled design elements and a high-quality pedestrian realm.

B.13 Enhance the character of the district and the entire City Center by utilizing design strategies that are context sensitive and appropriate. Buildings should not copy historic styles or details and translate them literally to the City Center.

B.14 Provide articulation and changes in massing to break down long expanses of continuous facade.

B.15 Anticipate future sign placement into the design of the façade, locating areas to mount signs and hiding any conduit and hardware that may be needed. When locating future signs, consider the rhythm and pattern of signage along the streetscape and landscaping placement.

B.16 Integrate public and private pedestrian space into the design of façades with features such as recesses, entryways, plazas, and arcades.

B.17 Avoid building features that encroach into the public right of way such as awnings, roof overhangs, balconies and patios. If, and when, allowed, a license agreement request must be submitted as part of the SIP process. Such features also must maintain ADA accessibility, retain a minimum 8' clearance, and require a license agreement with the City.

Windows

Intent: To strengthen the connection between active ground floors and the streetscape.

B.18 Use highly transparent glazing along active ground floors, to enhance the inside-outside connection and encourage street activation.

- » Glazing should have a reflectance value under 20%. Ground level glazing should have lower reflectance values.

B.19 Use awnings or shading devices to manage glare at ground level retail.

Intent: To enhance the façade design through appropriate fenestration techniques.

B.20 Choose fenestration style based on building function.

- » For residential buildings, consider a higher ratio of punched windows instead of unbroken expanses of glass.
- » For office buildings, consider curtain walls and higher proportion of glass.

B.21 Integrate fenestration into the function and design of the building. The desired exposure, daylight and connection between the building and the street may impact final design.

Building Entries

Intent: To activate the streetscape with identifiable building entries.

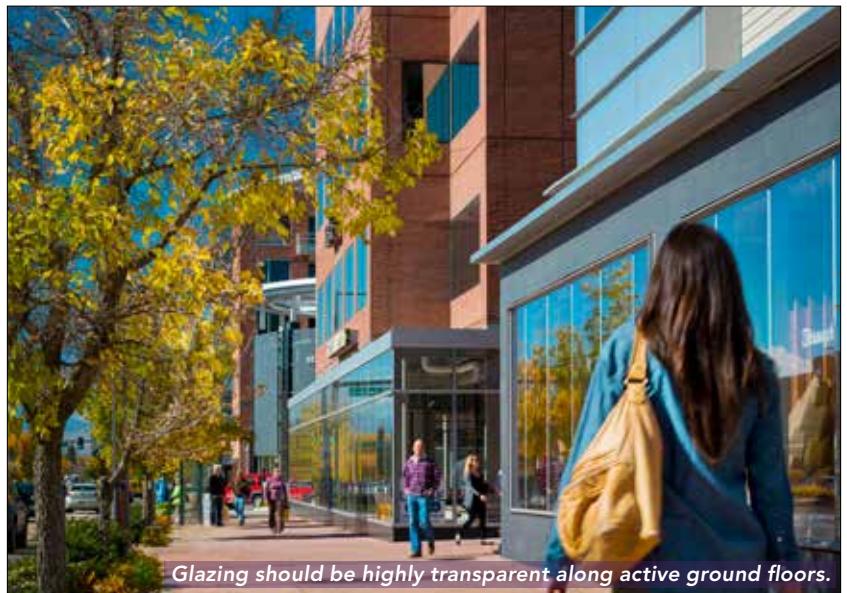
B.22 Design obvious, pedestrian scaled entries that are inviting and reduce the scale of the building façade.

B.23 Create building entries that are identifiable within the building façade and integrated with the building's massing and articulation.

B.24 Recess the building at entrances to create an entry plaza or enhance the entry experience.

B.25 Use entry canopies or other strategies to define main entry locations.

B.26 For multifamily residential buildings orient the ground story units toward the street; porches, stairs or landscaping can provide units privacy while creating interest along the street.



ARCHITECTURAL LIGHTING

Intent: To enhance the building architecture and public spaces to create safe and attractive environments at night and minimize light pollution and glare.

- B.27** Complement the architectural style with appropriate fixtures.
- B.28** Use lighting and other building illumination tools to highlight the architecture while providing safe and vibrant environments and unifying the streetscape.
- B.29** Provide full cutoff fixtures.
- B.30** Enhance safety with consistent, even lighting.
- B.31** Use uplighting only for accenting building features. Uplighting shall not project into the sky.
- B.32** Provide safety lighting at service areas, utilities and access lanes.
- B.33** Use high-efficiency lighting and LED fixtures, when feasible.
- B.34** Integrate smart technologies as appropriate.
- B.35** Use controls, daylight sensors and/or timers to control exterior architectural lighting.
- B.36** Ensure lighting does not spill past property line, except at means of egress locations, main entries or where required for safety.

44



Uplighting should accent building features and shall not project into the sky.

MATERIALS AND COLOR

Intent: To encourage the use of quality, durable and sustainable building materials that are complementary to the district and surrounding landscape.

- B.37** Specify local and regional materials that complement the surrounding landscape.
- B.38** Choose a scale and pattern of materials that enhances the pedestrian experience.
- B.39** Choose color palettes to complement the architecture of the building, the character of the surrounding area and that are durable under the bright, Colorado sunlight.
- B.40** Choose materials to compose a unified, cohesive palette.
- B.41** Use materials in a hierarchical manner, signifying prominence of architectural features with quality materials, finishes and details.
- B.42** Use preferred and/or secondary materials for building facades. Other materials may be allowed, provided they complement the appearance and quality of these preferred materials.
- B.43** **Preferred Materials.** Preferred materials should constitute 60% or more of the building façade and are encouraged to be utilized on facades facing public streets. Preferred materials include: stone; brick; metal; glass storefront and curtain wall; precast concrete; and architectural cast-in-place concrete.
- B.44** **Secondary Materials.** Secondary materials are supporting materials that complement preferred materials and should constitute 40% or less of the building facade. Secondary materials include: stucco; integrally colored split face CMU; cast stone; and fiber cement.
- B.45** **Prohibited Materials.** Prohibited materials are not allowed on building facades. These materials are: painted CMU; EIFS; non-colored CMU; and vinyl siding.

ROOF

Intent: To encourage thoughtful design at the tops of buildings to strengthen building identity and minimize visibility of mechanical units.

- B.46** Relate roof forms to the function of the building.
- B.47** Use parapets and other design strategies to screen roof-mounted mechanical equipment.
- B.48** Use light-colored "cool roof" surfaces to minimize the heat island effect.
- B.49** Integrate photovoltaic, solar hot water systems or other sustainable building elements into the overall roof form and orientation when feasible. Conduits, wiring and piping must be hidden from view if these systems are used.
- B.50** Support future Smart City Technology with electrical and telecom infrastructure. Integrate as extra chases or empty conduit as spare paths from the ground to the roof. Locate technology on the roof and screen it from pedestrian view.
- B.51** Encourage green roofs and/or occupied roofs that enhance the building design and provide amenity space for building users.



Integrate sustainable building elements into the overall roof form.



Occupied roofs that provide amenity space for building users are encouraged.



Roof forms should relate to the function of the building.

BUILDING SIGNAGE

Intent: To promote high quality signs that clearly identifies the building or tenant while respecting the public realm.

B.52 Design ground floor uses with pedestrian-oriented signs.

B.53 Include a comprehensive signage plan with each Site Improvement Plan to define conceptual sign locations. All signs are subject to a sign permit through the City Building Division.

B.54 Rooftop signs and pole mounted signs are prohibited.

B.55 Create an organized and interrelated system of quality signs, sign structures and lighting.

B.56 Encourage a variety of signs that are compatible with the character of the surrounding district.

B.57 Strobe, flashing and blinking signs are prohibited.

B.58 Portable signs are prohibited with the exception of A-frame/ sandwich board signs within 6 feet of the business entry that are not blocking pedestrian circulation and are removed at the end of business hours.

46

B.59 Refer to street type when scaling signs for pedestrians and vehicles.

B.60 For ground floor tenants, locate signs on tenant frontages, separate from the main building lobby.

B.61 Coordinate sign placement with tree planting to avoid trees blocking signs.

B.62 Ensure that blade signs and canopy signs contribute to an enhanced streetscape experience.

B.63 Use controls, daylight sensors or clocks to control lighted signs.

B.64 Incorporate address signs near main entries and into the building architecture. Additional address signs as required by the Fire Department are allowed.

Intent: To allow for building and tenant identification that is compatible with the district and the entire City Center.

B.65 For building mounted signs above the ground story, limit signs to one sign per façade.

Intent: To provide signs that are integrated into the architecture of the building.

B.66 Fit signs within the architectural features of the building façade and complement the building's architecture. Signs should not overlap and conceal architectural elements.

B.67 Integrate signs into the building architecture, anticipating future locations and providing consistent zones for retail signs.

B.68 Conceal electrical raceways and/or conduit from view.



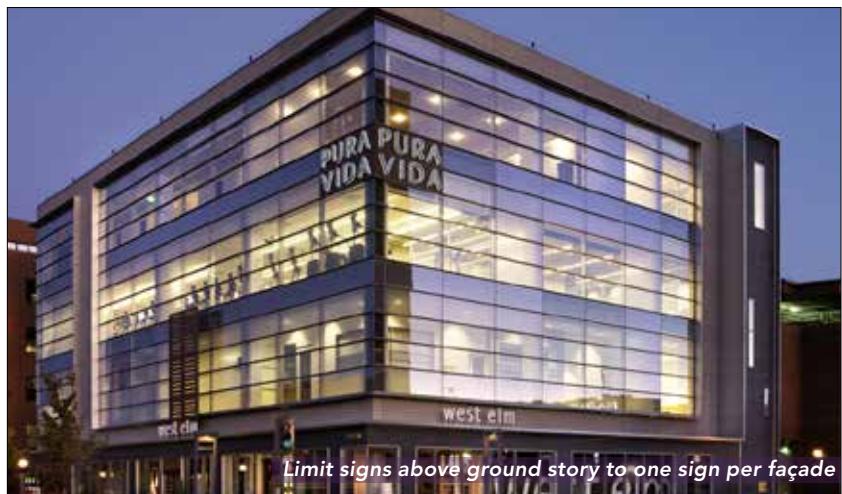
STRUCTURED PARKING

Intent: To encourage parking structures that are designed to provide a safe environment and enhance the built environment and pedestrian experience.

- B.69** Screen structured parking from the public realm or design to be compatible with the surrounding architectural character.
- B.70** Incorporate free bicycle, scooter, and motorcycle parking into garages.
- B.71** Locate ramping internal to the parking garage to avoid sloped edges on public streets. On occasion due to site constraints this may be impossible to do. If so, appropriate garage screening should mask the ramp edges.
- B.72** Design parking structures at an appropriate scale, responding to adjacent properties, districts and open spaces.
- B.73** Provide adequate floor to ceiling heights in parking garages to not preclude conversion to another use at a future date. Adequate floor to ceiling heights are those that can accommodate habitable spaces and incorporate mostly level floors as opposed to speed ramps or other continually sloping surfaces.
- B.74** Locate structured parking under a building or wrapped with an active or habitable space, when feasible.



47



C - General Landscape Guidelines

Projects in City Center are exempt from City of Lone Tree minimum landscaping percentages.

PARKS AND OPEN SPACE

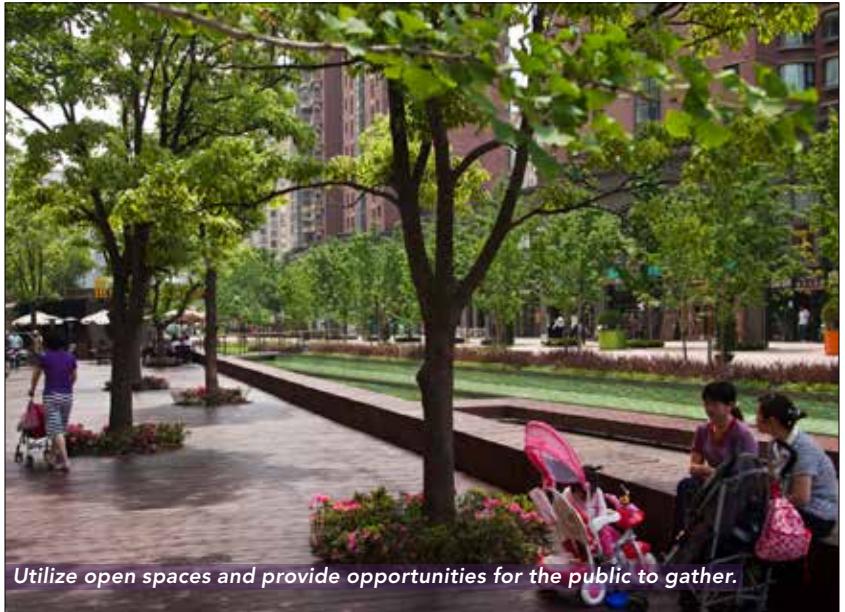
Intent: To provide parks and open spaces that are safe, inviting and respectful of natural systems.

- C.1** Coordinate amenities in parks and open space and create a palette that reflects the character and identity of the City Center.
- C.2** Utilize natural and developed open spaces and provide opportunities for the public to gather.
- C.3** Incorporate Crime Prevention Through Environmental Design techniques .

IRRIGATION

Intent: To encourage irrigation systems that provide adequate moisture to plants while being water-conscious and efficient.

- C.4** Choose plants that require low water and are easy to maintain.
- C.5** Irrigate with reclaimed water, if available.
- C.6** Use drip irrigation systems, other low volume systems and newer technologies in design.
- C.7** Provide water on site naturally with water harvesting, where applicable.
- C.8** Capture stormwater with bioswales and on-site detention. Use underground detention and newer technologies such as Silva cells, which provide water retention and room for tree roots, when feasible.
- C.9** Plantings and vegetation on private property shall be watered and well maintained by tenants.



LANDSCAPE LIGHTING

Intent: To foster safe environments with appropriate lighting techniques and fixtures.

- C.10** Provide lighting that is safe, efficient and meets illumination and coverage requirements. Provide adequate light that is respectful of the surrounding areas.
- C.11** Use down-lighting in the plazas, parks and public right-of-way when possible and incorporate a variety of lighting products at a hierarchy of scales.
- C.12** Avoid light pollution and specify efficient and sustainable lighting fixtures, utilizing LED and advanced technologies.

LANDSCAPE WITHIN AND ALONG PUBLIC RIGHTS-OF-WAY

Intent: To promote attractive streetscapes, sustainable landscapes, and promote public safety.

- C.13** Plan, design, and maintain landscaping within and along public rights-of-way according to the City of Lone Tree's Landscape Design Guidelines for Public Rights-of-Way.



49



D - Mixed Use Districts Guidelines

SETBACKS AND PUBLIC SPACE

Intent: To utilize setbacks and street edges to activate public spaces.

- D.1** Encourage development to be located within 5-10' of the lot line to establish a strong street edge.
- D.2** Maximize lot coverage in the Mixed Use District, as the most densely developed parcels in the City Center should be located in this district.
- D.3** Create spaces for users to enjoy, relax, and spend time in the district such as plazas, seating and gathering areas.

Intent: To encourage ground floor uses that stimulate pedestrian activity, creating a quality mixed use environment.

- D.4** Activate the street and respond to the adjacent rights-of-way and public spaces using tall windows, entrances, active uses and cafe seating where restaurant type uses occur.
- D.5** Activate vacant lots to temporarily show the potential for economic activity. This can include non-traditional retail and service vendors, container retail pods, food trucks, artists and groups interested in urban agriculture.
- D.6** Receive prior approval from the City for outdoor display areas. Display encroachment into the public right-of way requires a ROW Special Use Permit and/or a License Agreement.

Intent: To integrate site and building design, creating durable, interesting and sustainable environments that provide a positive experience and spaces for large community events.

- D.7** Design public spaces between structures to be flexible, scalable and programmable.
- D.8** Use streets with curbs, sidewalks and pedestrian crossings to define mixed use blocks in a consistent and predictable manner.

D.9 Provide clear and coherent connections to parks, plazas, transit stops and adjacent parcels and buildings.

D.10 Provide cultural gathering spaces with public art, markets and events, which can foster community development along the Festival Street, at the City Center Station Park/Plaza and at the RidgeGate Station Park/Plaza.

D.11 Take advantage of solar orientation in design when possible.

ACCESS AND SERVICE

Intent: To balance the need of service areas with the desire to create an appealing pedestrian environment.

- D.12** Reduce the visual and functional impact of service areas on public spaces.
- D.13** Consolidate trash and recycling receptacles into centralized areas.
- D.14** Designate delivery zones, passenger drop off and valet parking zones in street design.
- D.15** Provide clear, logical vehicle access that is designed to receive a high volume of visitors. When access to a parking structure or internal area of the site exists, consider the impacts of curb cuts on pedestrian zone and the streetscape.
- D.16** Plan and design for ADA access, integrating universal design into the site.
- D.17** Locate curb cuts away from the highest concentration of pedestrian uses when they are necessary.

Intent: To incorporate multimodal transportation networks and unique site features in site design.

- D.18** Integrate the Urban Trail into the streetscape, providing access to other areas of the City Center.
- D.19** Connect transit stops to adjacent sites with clear signs and pedestrian access and provide amenities such as shade structures and benches.

LANDSCAPE CHARACTER AND IDENTITY

Intent: To create a distinct landscape character that adds value to the City Center through strategies for sustainability, water conservation, a high level of use and a comfortable and attractive pedestrian realm.

- D.20** Plan event spaces to facilitate evening and year-round activities.
- D.21** Create spaces with a variety of hardscapes, using durable and sustainable materials.
- D.22** Design and maintain parks with irrigated turf in limited quantities, well defined plantings, and a variety of city-approved street trees in the rights-of-way and along edges of properties.
- D.23** Emphasize seasonal variety in the planting palette.
- D.24** Choose plant species that are adapted to the Colorado Front Range over non-native plant species; choose plants based on the City of Lone Tree Approved Plant Material.
- D.25** Incorporate accent plantings and formal street trees into the landscape.
- D.26** Design and plan cultural gathering spaces with public art, markets and events to foster community development.
- D.27** Use landscape and exterior areas as extensions for commercial uses when possible with patios, outdoor rooms and exterior elements to enhance the streetscape.

Intent: To select appropriate materials for hardscape and softscape, adding value to the district.

- D.28** Choose materials thoughtfully and integrate the horizontal and vertical landscapes, when possible.
- D.29** Use a palette of materials to define the landscape of the City Center that is modern, sustainable, durable and able to blend in a manner that does not aesthetically clash.

FENCING AND WALLS

Intent: To create additional usable space, integrate architectural style and materials into the landscape and provide appropriate fencing and walls.

- D.30** Screen and complement fences and walls with landscape elements.
- D.31** Structural walls of significant size are discouraged.
- D.32** Use walls to retain the earth and as benches and features in the pedestrian landscape.
- D.33** Construct seat walls and non-structural walls with durable, high-end materials that are aesthetically pleasing and able to handle high use.
- D.34** Integrate walls and planting areas into attractive terraces that provide usable space.
- D.35** Design walls with prominent features that complement the architecture when integrated outside a structure.
- D.36** Permanent chain link and wood fences are not allowed.
- D.37** Use local materials, when feasible.
- D.38** Choose materials and develop design details based on maintenance, lifespan, safety and aesthetic value.
- D.39** Contact the City of Lone Tree Engineering Division for more information about wall policies and requirements.

51



E - Commercial Districts Guidelines

SETBACKS AND PUBLIC SPACE

Intent: To utilize setbacks and site design throughout the district in an integrated manner, as appropriate to the site context.

- E.1** Create a consistent street edge by locating parking predominantly behind buildings.
- E.2** Locate buildings to encourage pedestrian circulation.
- E.3** Create commercial areas that are visible and inviting, allowing individual business owners to provide goods and services easily and successfully.

Intent: To integrate site and building design, creating quality public spaces that enhance the pedestrian experience.

- E.4** Design the site to allow pedestrians to walk to and from adjacent buildings.
- E.5** Create public plazas and pedestrian connections when multiple building footprints exist in one parcel.

ACCESS AND SERVICE

Intent: To facilitate safe, multimodal traffic patterns and inviting entry points.

- E.6** Minimize curb cuts, encourage the use of designated ingress/egress and improve traffic flow.
- E.7** Provide clear, logical vehicle access that is designed to receive a high flux of visitors. When access to a parking structure or internal area of the site exists, mitigate the impacts of curb cuts on pedestrian zone and the streetscape.
- E.8** Strategically design the circulation within parking lots and access to the commercial developments and locate it to avoid crossing the Urban Trail whenever possible.

Intent: To create intuitive and organized site developments that are well connected and integrated within the surrounding district.

- E.9** Service areas shall not negatively impact public spaces.
- E.10** Locate back-of-house functions out of sight from main entrances, primary parking, plazas and access routes.
- E.11** Incorporate and respond to the major arterial corridors along RidgeGate Parkway and Lincoln Avenue in site design and allow for access while addressing and eliminating congestion on and off the site.
- E.12** Provide bus stops with clear pedestrian access to adjacent sites and amenities such as shade structures and benches.

Intent: To create a positive user experience that encourages visitors to return.

- E.13** Place monument signs, gateway and wayfinding elements strategically to invite visitors into the City Center.
- E.14** Provide connections and provisions that allow pedestrians to walk comfortably between adjacent buildings within the district and easily access adjacent open spaces and trails.
- E.15** Clearly mark pedestrian circulation and vehicle circulation crossings and intersections.

LANDSCAPE CHARACTER AND IDENTITY

Intent: To create identity, add value and develop a distinct landscape character through thoughtful design.

- E.16** Use landscape materials to complement architecture, fences, walls, signage and related materials.
- E.17** Select appropriate drainage and detention features dependent on the function of the development.
- E.18** Select landscape materials that can visually frame buildings and buffer parking, garages, and service areas.
- E.19** Create inviting front doors to developments.
- E.20** Integrate connections among landmarks, walls, signs and art while maintaining clear access beyond the Commercial Districts to the rest of the City Center.

Intent: To select appropriate materials for hardscape and softscape, adding value to the district.

- E.21** Select materials suitable for the Colorado Front Range sunlight intensity and seasonality.
- E.22** Choose landscape planting for seasonality and combine plant material that peaks at different times.
- E.23** Use native plant materials when feasible.
- E.24** Plant swales with contextually appropriate species and maintain them appropriately; swales often need maintenance after a large storm event.

Intent: To provide visual interest by strategically locating landscape elements, plantings and accent materials.

- E.25** Use dense plantings to create a visual interest in front of low walls and fences.
- E.26** Identify maintenance plans for all landscaped areas.

FENCING AND WALLS

Intent: To provide appropriate fencing and walls that create additional usable space and integrate architectural style and materials into the landscape.

- E.27** Choose materials and develop design details based on maintenance, lifespan, safety and aesthetic value.
- E.28** Enhance fences and walls with landscaping and features (such as berms).
- E.29** Integrate fences and walls into the landscape, streetscape and as barriers to major traffic areas.
- E.30** Use local materials, when feasible.
- E.31** Design walls at smaller scales instead of large expanses of tall walls; integrate walls into attractive terraces, and minimize structurally engineered walls.
- E.32** Break up large solid walls with interest and variation in materials, scales, breaks in the walls and landscaping.
- E.33** Identify Wall and Fence Plans in the Landscape and Site Improvement Plans to be approved by the City of Lone Tree.



F - Residential Districts Guidelines

SETBACKS AND PUBLIC SPACE

Intent: To utilize setbacks and building frontages to create quality public and private spaces that respond to the site context, the district and the development type.

- F.1** Provide a variety of building types to create interest.
- F.2** Incorporate public or semi-private open spaces such as courtyards, walkways, entry plazas and small gathering areas, as appropriate to the site and the development.
- F.3** Provide stoops, porches and balconies to act as refuge from the street while interacting with it in a semi-private manner.
- F.4** Locate loading areas and utilities away from open spaces, avoid blocking walkways, drives and alleys.

Intent: To promote the residential character of the district, balancing high quality public realm with the need for transition zones and private spaces.

- F.5** Within high density developments establish a strong street edge and enhance the public realm surrounding the building with appropriate setbacks.
 - » Large courtyards or entry plazas create a gathering space at the building entry and provide a transition zone from the public realm of the streetscape to the private property within the building.
 - » A successful balance of both a strong street edge and an entry courtyard is appropriate for high density residential development.
- F.6** Design plazas and courtyards to be functional and pleasing spaces for the residential units adjacent to the space. These spaces should add value to the properties and provide communal open space.
- F.7** Provide buffers and appropriate setbacks to help avoid negative impacts to units fronting arterial streets.

F.8 For units fronting the Neighborhood Park provide a consistent street frontage with shallow to medium front and side yard setbacks.

F.9 Set buildings back approximately 20' on properties fronting the Parkway (continuation of Festival Street); this will complement the Parkway's design and further enhance this unique streetscape.

Intent: To promote the residential character of the district, providing flexibility in building placement for medium scale residential developments.

- F.10** Encourage amenities such as playgrounds, urban gardens and other community gathering spaces in shared spaces.
- F.11** Activate the pedestrian zone along street frontages and internal building facades with doors, windows, porches, canopies and balconies.



ACCESS AND SERVICE

Intent: To create healthy, safe and livable environments.

- F.12** Respect adjacent spaces and context. Units fronting the Neighborhood Park shall not impede access to the park, and access to the park shall not impede access to these units.
- F.13** Design plazas and courtyards that occur between units in a manner that highlights and emphasizes open space connections and other public amenities.
- F.14** Consolidate services such as mail delivery locations.
- F.15** Provide buffers along arterial streets to mitigate negative impacts from the high traffic road.
- F.16** Provide short term deliveries and short term parking options in front of or near building entries.

Intent: To provide vehicular access and parking areas that contribute positively to the district.

- F.17** Locate loading, unloading and parking away from public view.
- F.18** Provide designated spaces for moving vans and delivery trucks, preventing vehicles from blocking travel lanes or alleys.

LANDSCAPE CHARACTER AND IDENTITY

Intent: To foster community engagement with shared landscapes.

- F.19** Maintain lawns, parks and shared semi-private spaces within the Residential Districts.
- F.20** Provide spaces for community landscapes such as gardens, play areas, plazas, dog runs and picnic areas.
- F.21** For high and medium density housing, provide designed landscapes with durable materials for high activity and impact.

FENCING AND WALLS

Intent: To provide fences and walls that reflect the architectural character of the district and complement open spaces.

- F.22** Choose materials and develop design details based on maintenance, lifespan, safety and aesthetic value. Use local materials, when feasible.
- F.23** Minimize fences and walls in front and side yard areas or where visible from public streets and open spaces.
- F.24** Minimize large engineered walls over 4' when alternative methods of retaining are feasible.
- F.25** Break up large solid walls with interest and variation in materials, scale, breaks in the walls and landscaping.
- F.26** Utilize metro districts or Home Owners Associations (HOAs) for consistency and standards on residential fencing in order to create a cohesive environment and create standards on approved fencing options.

F.27

CENTENNIAL AIRPORT NOISE MITIGATION

Intent: To minimize exposure of residential uses from aircraft noise with Airport Influence Area (AIA) regulations.

- F.28** For all residential dwelling units to be constructed within the AIA, the applicant shall disclose to prospective purchasers, in writing, that they are located within an area that will be impacted by aircraft and aircraft noise. Disclosure will be required to be provided on subdivision plats and included in contract documents for a residential property sale.

G - Office Districts Guidelines

SETBACKS AND PUBLIC SPACE

Intent: To provide setbacks and public spaces that organize the site or area, aiding in access, circulation, security and privacy, and provide environmental benefits such as stormwater drainage, water quality, urban forests and open spaces.

- G.1** Employ flexible design strategies that could help development adapt if or when users and tenants change over time.

Intent: To create meaningful pedestrian and vehicular connections within the site and to adjacent areas.

- G.2** Prioritize the pedestrian experience and design the site to allow the user to walk to and from adjacent buildings. Consider shortcuts and maximum pedestrian convenience, especially for big box stores or commercial centers.

- G.3** Maximize uninterrupted public sidewalks.

- G.4** Consider security in design for the pedestrian realm, providing clear lines of sight and adequate lighting.

- G.5** Enhance the site with sidewalks, designated crossing areas, and pleasant amenity zones.

Intent: To accommodate the intended use of the site while maintaining a quality environment through the thoughtful use of site design and setbacks.

- G.6** In the Corporate/Campus District (CO), provide setbacks and public spaces that accommodate the specific needs of the campus. It is expected that setbacks will be larger based on these needs however this can be flexible if necessary.

- G.7** Encourage public spaces that are accessible and appealing.

- G.8** Design public spaces for site users, which will include employees, clients, and visitors.

Intent: In the Urban Office District (UO), to support development that is of an urban form, establishing a strong street edge while providing areas of open space.

- G.9** Encourage building frontages near the street and provide minimal setbacks to establish an urban edge within the development, and create a transition between the Mixed Use District and the Corporate/Campus District.

FENCES AND WALLS

Intent: To provide screening materials around the district that are compatible with building materials and do not detract from the district.

- G.10** Design walls with prominent features that complement the architecture when integrated outside a structure.

- G.11** Break up large solid walls with interest and variation in materials, scale, breaks in the walls and landscaping.

- G.12** Fences and walls can enhance the entrance into the individual CO sites, but should not act as a barrier to the pedestrian scale along the Urban Trail.

- G.13** Entry signs can be incorporated in fences and walls to direct the visitors into the site.

- G.14** Use local materials, when feasible.

- G.15** No permanent chain link fences are allowed.

- G.16** Consider maintenance, lifespan and safety in fence and wall design and selection.

Intent: To discourage fences in the Urban Office District (UO).

- G.17** The use of walls, stone and plazas are preferred to fences when screening or terracing a site.

ACCESS AND SERVICE

Intent: To integrate site design with intentional vehicular and pedestrian circulation, common spaces, wayfinding elements and incorporation of natural features.

G.18 Incorporate access and service areas into the site so that the loading and unloading areas are not visible from public streets.

G.19 Screen service areas when visible from the first two floors of adjacent developments.

Intent: To provide flexibility in site design in the Corporate/Campus District (CO).

G.20 Allow for the unique identity of the business, when multiple structures exist on one parcel.

G.21 When a large parcel is owned by a single corporate owner, establish an overarching identity for the site.

Intent: To encourage access and service areas that are consistent with the district's urban character in the Urban Office District (UO).

G.22 Encourage access into and out of the site along the edges of the parcels.

G.23 Depending on the development, parcels within UO can be developed with alleys.

G.24 If alleys are included, the trash service should occur in the alleys.

G.25 If alleys are included, loading and unloading should occur at the back of the building in alleys.

G.26 If alleys are included, utilize them as utility corridors.

G.27 If alleys are not incorporated, consider screening services and locate trash receptacles away from high pedestrian areas.

G.28 Consolidate delivery and mail services where possible.

LANDSCAPE CHARACTER AND IDENTITY

Intent: To establish a distinct character that creates identity and adds value to the development.

G.29 Create intentional and well designed landscapes.

G.30 The setting will be dictated by the development but shall consider integration with the landscape.

G.31 The landscape can be a combination of native grasslands, maintained lawns and formal plaza space.

G.32 Include plants in the planting palette that have been approved by the City of Lone Tree.

G.33 Conserve water and incorporate low water flow and sensor controlled irrigation technology in plantings.

G.34 When undeveloped parts of the site exist, plant native plant species to discourage the excess use of water and runoff.

G.35 Integrate the Urban Trail into the adjacent streetscape and/or landscape and provide access to other areas of the site. Illuminate the Urban Trail at night and ensure that surrounding vegetation does not interfere with cyclists.

57

Intent: To support a distinct urban landscape character that creates an identity and adds value to the development.

G.36 Design spaces that encourage users to congregate.

G.37 Accommodate outdoor work environments, when feasible.

G.38 Provide an array of outdoor amenities.

G.39 Landscape plans shall be reviewed by the City of Lone Tree as part of the Site Improvement Plan review.

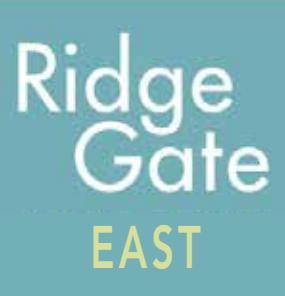




Lone Tree
city center sub-area plan

SECTION FOUR

variation guidelines
and procedures



Ridge
Gate
EAST

Variation Guidelines and Procedures

The Lone Tree City Center Sub-Area Plan should not be interpreted or utilized as an unchangeable mandate for the type, size and location of development within Lone Tree City Center and the RidgeGate Parkway Station Area. Rather, the Plan is intended to establish a robust framework to guide development based on the vision, guiding principles and guidelines.

A variation from this Plan should be evaluated based on two conditions: (1) a development proposal supports the vision for the City Center and the intent communicated throughout this document; and (2) the variation from the Plan would not have a detrimental effect on the ability to realize the vision and framework elements set forth in this document, albeit it in a different way than may be depicted in the Plan.

Variations will be evaluated through the Site Improvement Plan approval process. The City of Lone Tree Community Development Director, in consultation with the City Manager, will determine if an update to the Sub-Area Plan is required. All Sub-Area Plan amendments will be reviewed by the Planning Commission and acted on by the City Council.

60

POTENTIAL VARIATIONS AND RECOMMENDED CONDITIONS

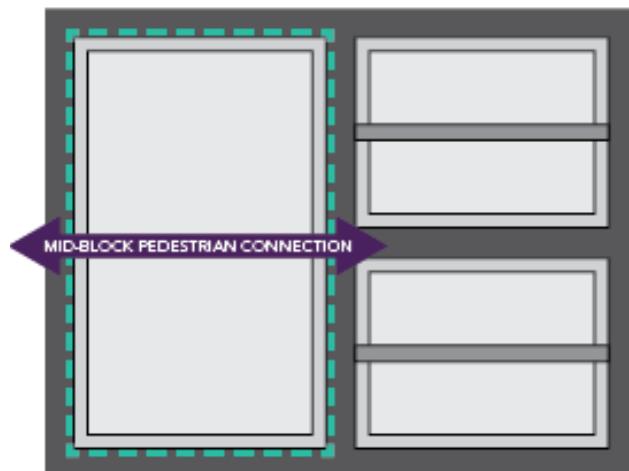
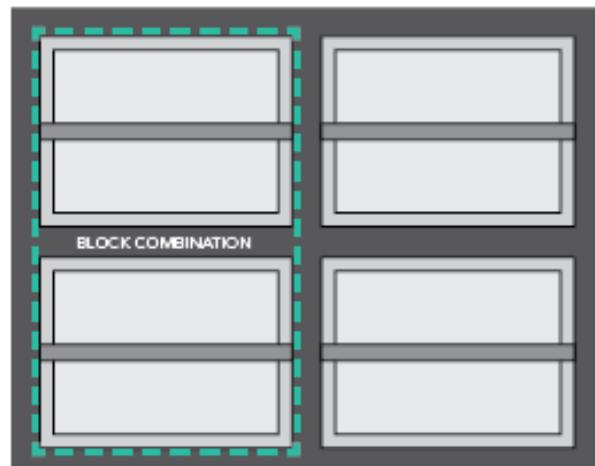
This section highlights potential variations that might be requested throughout the development process and provides recommended conditions for those exceptions to the recommendations included within this Plan.

Combining Two Blocks

It is not uncommon for a developer or end user of a development to combine two blocks in an urban environment. Combining blocks may potentially eliminate a multimodal connection from the street grid, thereby decreasing visual and physical connectivity. Combining blocks may change the intended character for an area if it becomes the predominant development pattern as opposed to the exception.

Recommended Conditions:

- A well-designed mid-block connection should be provided within close proximity to the original alignment of the street (see diagram below). The alignment does not need to be identical, but should minimize out of direction travel for pedestrians and bicyclists using the mid-block connection.
- Combining blocks will not be allowed immediately adjacent to blocks that have already been combined in the same orientation.
- Combining blocks should not be allowed on three or more blocks per district identified in the Plan.
- Combining blocks should not be allowed if either block in question is located within the MU-1 district.



Excluding Alleys in Blocks Where Designated

Certain developments and designs may result in a preference for excluding alleys where they may be designated in the Plan.

Recommended Conditions:

- Utilities planned for or already utilizing the alley corridor must be accommodated in a manner acceptable to the City of Lone Tree and the utility providers prior to an exception being granted.
- Services, loading and other typical alley uses should be accommodated within the footprint of the development proposed for the block and screened from pedestrians on the adjacent sidewalks and public realm.

Setting Buildings Back Further Than Recommended

Situations may arise in which a developer may prefer to exceed the recommended setback for a particular district within the City Center. Additional setbacks may be additive to the character and activation of the street if done with the following conditions in mind.

Recommended Conditions:

- The additional space created by the setback must contribute to public or private pedestrian, plaza or park space.
- The additional space created by the setback should be well-designed and appointed with hardscape and landscaping commensurate with the adjacent open space or right-of-way.
- The additional setback shall not be utilized for parking.

Adjusting the Alignment of Roadways

In certain instances, a developer or end user of a development may have interest in adjusting the alignment of a roadway designated in the Sub-Area Plan.

Recommended Conditions:

- The two intersections that a roadway was intended to connect should still be connected with the adjusted alignment.
- The adjusted alignment should not decrease connectivity and options for pedestrians, cyclists or automobiles.
- The adjusted alignment should not result in a remnant area, block or parcel that is deemed undevelopable or that is not easily combined with another development opportunity.

Developing on an Area or Block Designated for Open Space or Civic Use

In order to achieve desired adjacencies, frontages or combinations of land uses, it might be of interest to develop an area or block that is designated for open space or a civic use in the Sub-Area Plan. So long as the open space or civic use can still be accommodated in the same general location and to the degree originally intended, exceptions should be considered and are subject to approval from the City.

Recommended Conditions:

- An adjacent block with equally good access and sufficient acreage should be available for the intended use.
- The development proposed for the original open space or civic use site should not overshadow the new site identified.

Developing with a Different Land Use Than Designated

Finally, a developer or end user of a development may be interested in a particular location, roadway or adjacent amenity within the Sub-Area, but imagine the area or block with a different use than suggested in the Sub-Area Plan.

Recommended Conditions:

- The proposed land use should be deemed compatible and complementary to existing and planned uses on adjacent blocks and parcels.
- The proposed land use should not significantly detract from the level of street activity that would have been generated by the original designated use.
- Ground floors should not be developed for a land use different than designated within the MU-1 district.





Lone Tree
city center sub-area plan

SECTION FIVE

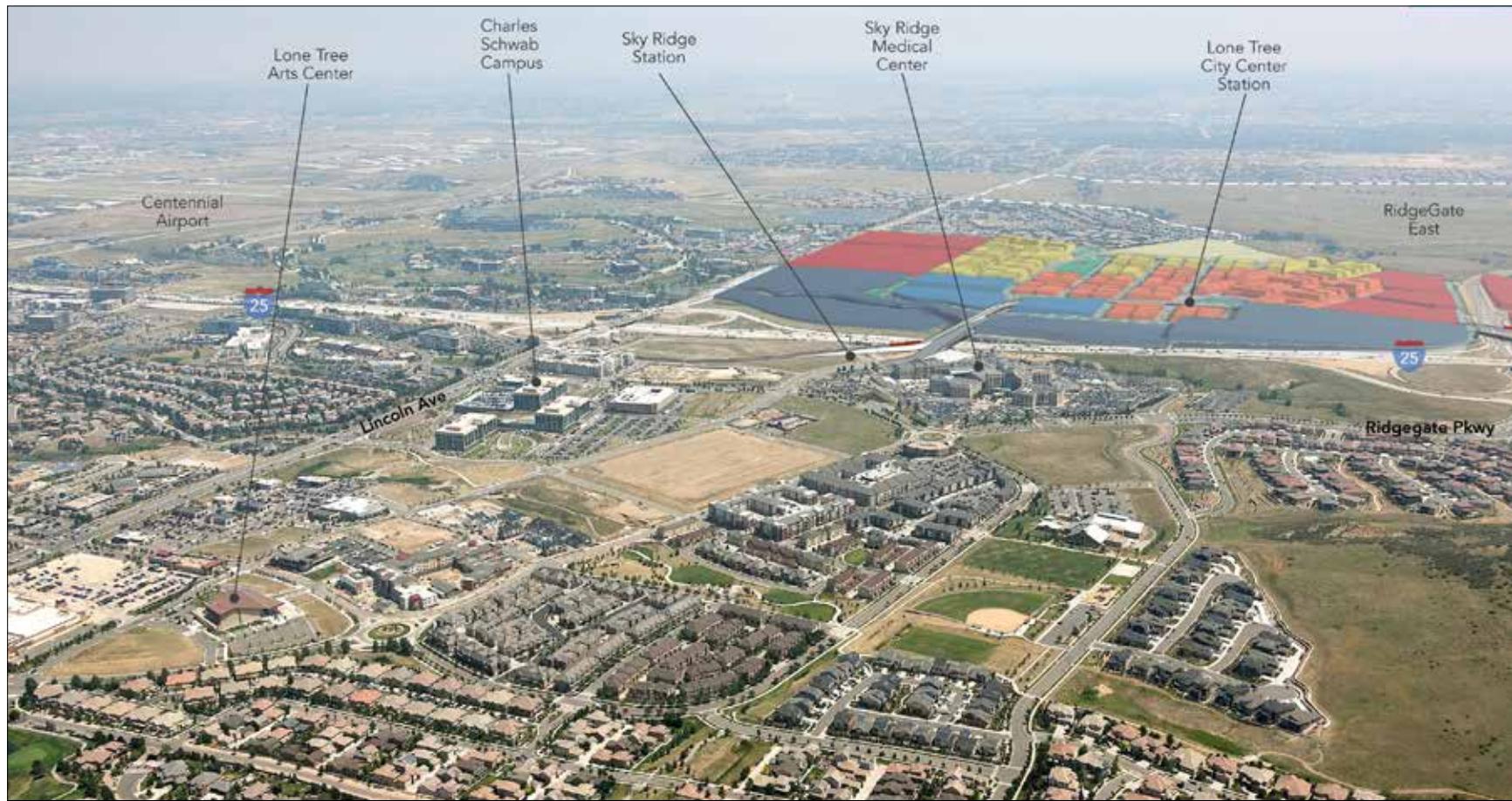
appendix

Ridge
Gate
EAST

Acreages by Block



Development Visualizations



View of the proposed City Center from RidgeGate West.

65



View of the proposed City Center from RidgeGate West.



View of the proposed City Center from Lincoln Avenue.

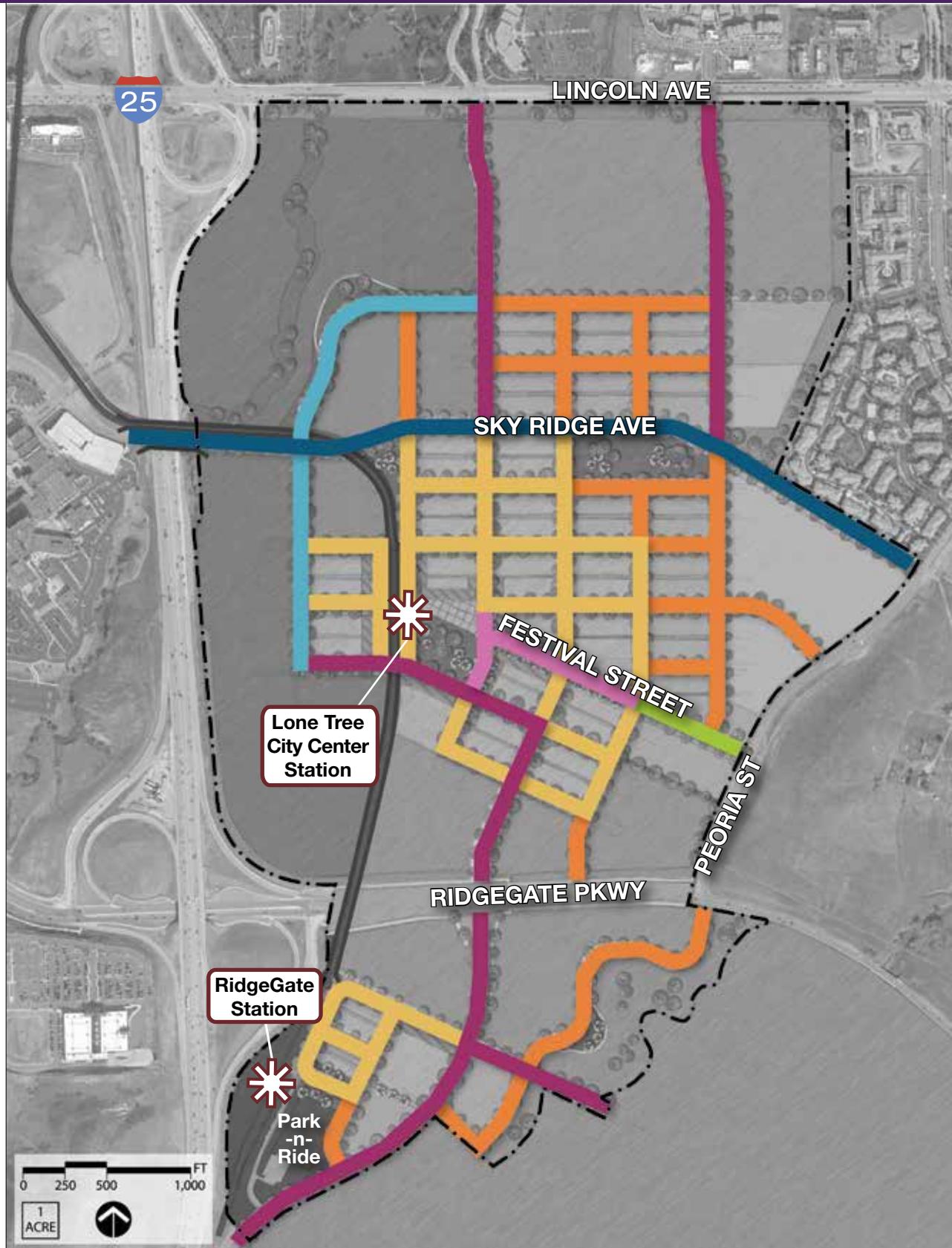
NOTE: All graphics on this page are for concept only.

Street Types Map

66

There are seven designated street types in the Lone Tree City Center. Refer to Figures 1-7 for details.

- Mixed Use Street
- Local Street
- Parkway
- Campus Access Road
- Collector
- Minor Arterial (Sky Ridge Avenue)
- Festival Street
- City Center Boundary



NOTE: All street alignments shown are subject to refinement.

FIGURE 1: MIXED USE STREET (TYPICAL)



Above graphic for concept only.

For adopted details, refer to RidgeGate East Technical Supplement.

67



FIGURE 2: LOCAL STREET



Above graphic for concept only.

For adopted details, refer to RidgeGate East Technical Supplement.

68



FIGURE 3: FESTIVAL STREET



Above graphic for concept only.

For adopted details, refer to RidgeGate East Technical Supplement.

69



FIGURE 4: PARKWAY



Above graphic for concept only.

For adopted details, refer to RidgeGate East Technical Supplement.

70



FIGURE 5: COLLECTOR



Above graphic for concept only.

For adopted details, refer to RidgeGate East Technical Supplement.

71



FIGURE 6: MINOR ARTERIAL (SKY RIDGE AVENUE)



Above graphic for concept only.

For adopted details, refer to RidgeGate East Technical Supplement.

72



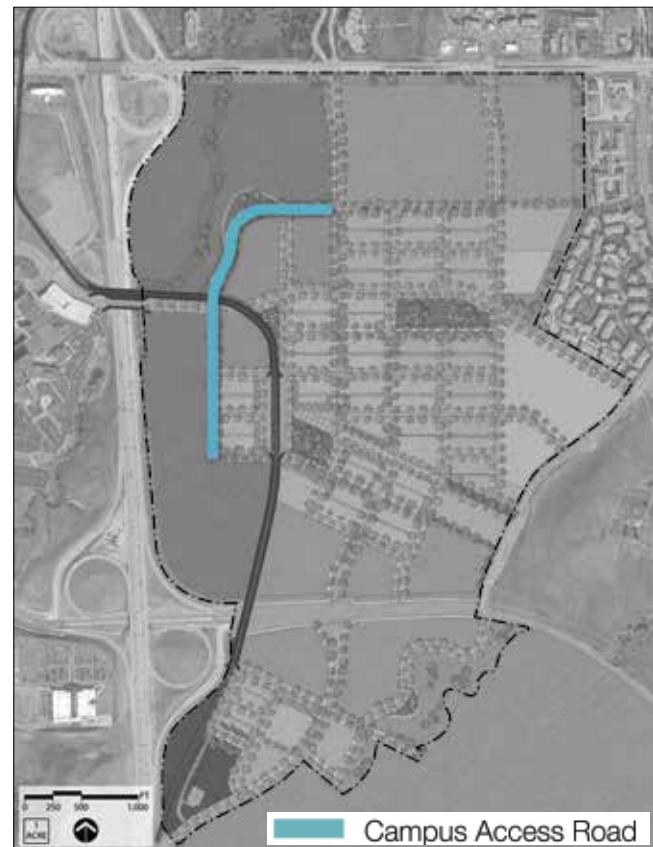
FIGURE 7: CAMPUS ACCESS ROAD



Above graphic for concept only.

For adopted details, refer to RidgeGate East Technical Supplement.

73



Accessory Dwelling Units (ADU)

SUMMARY AND RECOMMENDATIONS

This narrative and provisions are largely based on a Model Local Ordinance developed by APA in 2000 for AARP and APA Zoning Practice, 2012, Issue #7 and other research.

Definition

Accessory Dwelling Units (ADUs) are independent housing units within a home or on a lot. They can be an accessory unit built within the principal dwelling unit or an attached or unattached accessory structure.

ADU FRAMEWORK AND REQUIREMENTS:

Use

Encourage ADUs on residential detached lots where they meet the minimum requirements below. ADUs may be incorporated into a new or an existing dwelling. ADUs include an accessory unit within a detached dwelling unit (such as a basement), above a garage, or an attached or detached accessory structure. Detached accessory cottages would be allowed on lots with a minimum 6,000 square foot lot size.

ADUs would not be allowed on residential lots for attached development. This includes townhomes, apartments, or condos (unless the ADU is above a detached garage), as there would likely be insufficient parking, infrastructure, yard or unit space to accommodate ADUs; the unit configuration makes it more difficult to build ADUs in these developments; and building requirements, such as firewalls may preclude such.

Density Addressed by Size

To help maintain the residential character of the neighborhood, limit the size and density of ADUs per the following:

- Size - maximum of 600 square foot
- Number allowed - maximum of 1 ADU per lot
- Bedrooms – maximum of 2 bedrooms

Parking

ADUs shall not result in excess automobiles, defined as any vehicle or vehicles owned or operated by members of a household that cannot be accommodated on the dwelling unit's driveway or parked in a common lot.

One additional off-street parking space may be added to the lot, and the space must meet minimum side setbacks of 5'.

Maintenance

The owner of the lot shall occupy either the principal unit or the ADU to help ensure the property is maintained (included in a deed restriction, form supplied by the City of Lone Tree).

Covenants

Covenants for detached residential development shall not preclude ADUs.

Safety

ADUs must meet building and fire codes.

Services

ADUs shall be connected to the water and sewer utilities of the principal dwelling unit and may not have separate water and sewer service. Such service must be deemed adequate by the service provider.



ADUs benefit communities by providing affordable housing opportunities.

Setbacks

For the sake of good neighbor relations and appearance, 5' side and 15' rear yard setbacks would be established for attached and detached ADUs. To keep detached accessory dwellings inconspicuous, a detached ADU would be set back at least 5' behind the principal unit.

Height Limits

ADU shall have a maximum building height of 25'. The goal is to avoid having an apartment as an attachment to a house or above a garage appear as if it is looming over a neighbor's property.

Rental Term

To realize the benefits of ADUs for providing affordable housing, ADUs shall not be used for short-term rentals (less than 4 weeks), such as an Airbnb (included in the deed restriction, form provided by the City).

Ownership

ADU shall not be converted to condominiums.

Application process

The ADU application process is an administrative process with the City of Lone Tree, completed concurrent with building permit issuance.

Compliance

A complaint would precipitate an inspection by the City to determine compliance with the ADU permit (can require changes or the permit may be revoked based on an inspection of the ADU and a written record of the Zoning Administrator's findings).

Appearance

The building design for attached and detached ADUs must be consistent with the principal dwelling unit. For instance, the roof pitch of the accessory dwelling, and the colors, trim and the windows should be complementary with the primary building.

A secondary entrance shall not be added in the front of the main house; no stairs to the ADU in the front yard of the primary building.

Other Resources

- City of Lone Tree Walk & Wheel Report, January 2015
- City of Lone Tree Chapter 16 Zoning
- RidgeGate 5th Amendment PDD, February 2018
- RidgeGate East Technical Supplement, February 2018
- Centennial Airport Influence Area (AIA) Map

SUBSEQUENT/SUPPLEMENTAL PLANS AND PROGRAMS TO BE DEVELOPED

This Sub-Area Plan identifies many plans and programs to be developed in the future for approval by the City of Lone Tree as follows:

- Attainable Housing Plan
- City Center Sign Plan
- Parking Management Plan for Downtown District
- Public Art Program

Glossary

Campus/Corporate Office District: a district within the City Center that is located along I-25 and contains large parcels that can be developed for corporate and/or campus users. This district has flexibility, which is intended to allow large tenants to develop at the campus scale.

City Center: located east of I-25 in Lone Tree, Colorado, and along the Southeast Light Rail Line, the City Center is approximately 440 acre development. The City Center will include a diverse mix of uses, character areas, scales of development and public spaces while establishing a strong, cohesive and high quality identity.

Commercial Districts: located along arterials at the northern and southern portions of the City Center, providing highly visible development parcels, suitable for retail centers and other large format commercial areas. Specific districts include the Commercial at RidgeGate (C-R) and the Commercial at Lincoln Avenue (C-L).

Concrete Masonry Unit: a standardized building block used for construction that is made from cast concrete.

Director: City of Lone Tree Community Development Director.

Districts: developed to establish character areas throughout the City Center. Each district has specific guidelines and intents that are crafted to support the desired character for the district. The City Center has been divided into nine districts.

Downtown Lone Tree (Downtown): a portion of the City Center that is located north of RidgeGate Parkway. The Downtown is expected to become a highly mixed use area that capitalizes on its proximity to the light rail station.

Exterior Insulation Finishing System (EIFS): a non load-bearing exterior cladding system that is prohibited as an exterior building material in the City Center.

Festival Street: one of the signature spaces of the City Center that extends through the Mixed Use District to the City Center Station. The Festival Street should provide formal and informal gathering spaces, prioritize pedestrian movement and traffic calming elements.

Full Cutoff Fixture: a light fixture that emits no light dispersion or direct glare to shine above a 90 degree, horizontal plane from the base of the fixture.

Guidelines: provide guidance as to how one may meet the design intents and establish provisions for connectivity, setbacks and adjacencies.

Guiding Principles: establish a framework to guide development of the City Center.

High-rise development: buildings with the highest floor 75' and greater.

Landmark Intersections: located at major intersections and points of arrival, landmark intersections are meant to function as gateways into the City Center.

Lone Tree City Center Station: the light rail station along the Southeast Rail Line that is centrally located within the City Center's Mixed Use District.

Mixed Use: areas with a mixture of uses, often within a single structure, that is typically urban in nature and supportive of Transit-Oriented Development and pedestrian supportive environment.

Mixed Use Districts: within the City Center, consists of the area adjacent to the stations that is urban-focused and includes a variety of building uses, community spaces and ground floor active uses.

Multimodal: characterized by balancing all modes of transportation, including vehicles, pedestrians, bikes and transit.

Neighborhood Park: the largest public space in the City Center, located in the Residential District. This park should accommodate formal outdoor recreation activities.

Office Districts: make up the western portion of the City Center, includes the Corporate/Campus Office District and the Urban Office District.

Park-n-Ride: transit stations that provide a large amount of parking for transit riders, allowing riders to leave their cars and transfer to public transportation.

Plan: shorthand for the Lone Tree City Center Sub-Area Plan.

Planned Development District (PDD): a regulatory document adopted by the City of Lone Tree that was prepared to guide development for the entire 3,500 acre RidgeGate community.

Pocket Park: using otherwise undevelopable parcels with an unusual shape, pocket parks in the City Center will provide an amenity instead of leaving a vacant parcel. The Plan suggests two pocket parks, one in the west and the other in the east.

Preferred Materials: materials that are encouraged to be used on 60% or more of the building façade and are encouraged to be utilized on facades facing public streets. Preferred materials include stone, brick, metal, glass storefront and curtain wall, precast concrete and architectural cast-in-place concrete.

Prohibited Materials: materials that are not allowed on building facades and include painted CMU, EIFS, non-colored CMU, vinyl siding.

Residential District: the Residential District is comprised of two districts, Residential High Density (R-HD) and Residential Medium Density (R-MD).

RidgeGate Parkway Station: the future light rail station that will be located along the Southeast Rail Line Expansion and south of RidgeGate Parkway. This station area will include a small civic park and promenade lined with mixed use development and a Park-n-Ride for long-term, structured parking.

Station Area: the area within a walkshed of a transit station, typically considered 1/2 mile around the station, and made up of mixed use developments with walkable and bikeable streets and public spaces.

Secondary Materials: supporting materials that complement the preferred materials and can be used on 40% or less of the building facade. Secondary materials can include: stucco; wood; colored, ground, sandblasted, split face CMU; cast stone and fiber cement.

Setback: refers to the distance between the building face and the lot line.

Sharrows: a travel lane that is shared by vehicles and bicyclists.

Site Improvement Plan (SIP): as enabled by the City of Lone Tree Planning Division, an SIP is required for the development of new buildings and related site improvements and for exterior modifications to existing buildings and site improvements, as determined by the Director. SIPs are required for all single-family attached, multifamily and nonresidential development, and includes at a minimum: cover sheet, site plan, landscape plan, irrigation plan, grading plan, site furnishings plan, lighting plan, building elevations, drainage report and plan, erosion control study and plan, and materials/color sample board.

Transit-Oriented Development (TOD): a type of community development that is oriented around transit, consisting of a mixture of uses, relatively high density and a multimodal street network, generally within a 1/2 mile of a transit station.

Urban Office District: urban style office development that is located between the Mixed Use Districts and the Corporate/Campus District, transitioning between the two different character areas.

Urban Park and Urban Plaza: located in the Mixed Use District, at the City Center Station, will be the most urban public space in the City Center, with bustling traffic, connecting the station to the Festival Street. This space should include areas for community events such as outdoor concerts, movies in the park, gallery events and weddings.

Urban Trail: an integral multimodal asset that connects the development throughout the Sub-Area and the surrounding village developments to the east. The Urban Trail will connect to multiple parks and will allow for safe crossings.

Vista Park: a park located adjacent to open spaces and other areas with sweeping views that is designed to take advantage of these views.