



City of Lone Tree Planning Commission Agenda Tuesday, March 10, 2015

Meeting Location:

City Council Meeting Room, Lone Tree Civic Center, 8527 Lone Tree Parkway

Meeting Procedure:

The Lone Tree Planning Commission and staff will meet in a public Study Session at 6:00 p.m. in the lower level of the Civic Center. The Regular Meeting will be convened at 6:30 p.m. in the City Council meeting room. Contact Jennifer Drybread, jennifer.drybread@cityoflonetree.com if special arrangements are needed to attend (at least 24 hours in advance). Comments from the public are welcome during the Public Comment portion of the meeting (brief comments on items not appearing on the regular meeting agenda). Those persons requesting to comment on an agenda item will be called upon by the Chair. If you have any questions please contact Jennifer Drybread, Senior Planner, at jennifer.drybread@cityoflonetree.com, or 303-708-1818.

6:00 p.m. Study Session Agenda

1. Administrative Matters
-

6:30 p.m. Regular Meeting Agenda

1. Opening of Meeting / Roll Call
2. Conflict of Interest Inquiry
3. Public Comment
4. Minutes of the January 27, 2015 Planning Commission meeting
5. RidgeGate Section 15, Filing 21, 3rd Amendment (New Town Phase II)
Project #SP15-07R
6. City of Lone Tree Comprehensive Plan update discussion, Project #MI14-07
7. Adjournment

MINUTES OF THE
Lone Tree Planning Commission Meeting
January 27, 2015

Lone Tree Civic Center

1. Attendance

In attendance were:

Martha Sippel, Chair
Dave Kirchner, Vice-Chair
Rhonda Carlson, Planning Commissioner
Andrew Dodgen, Planning Commissioner
Roy Kline, Planning Commissioner
Herb Steele, Planning Commissioner
Stephen Mikolajczak, Planning Commissioner

Also in attendance from City staff were:
Kelly First, Community Development Director
Jennifer Drybread, Senior Planner
Hans Friedel, Planner

2. Regular Meeting Call to Order

The meeting was called to order at 6:30 pm with a quorum.

3. Conflict of Interest

There were no conflicts of interest stated.

4. Public Comment

There was no public comment.

5. Minutes of the January 13, 2015 Planning Commission Meeting

Commissioner Kline moved and Commissioner Dodgen seconded to approve the minutes. The motion passed unanimously.

6. Lone Tree Comprehensive Plan – Visioning Discussion
As part of a proposed update to the Comprehensive Plan, staff is seeking feedback regarding the long term vision for the City.

Ms. Kelly First introduced revisiting the community vision statement as an important component of updating the City's Comprehensive Plan. She indicated that the current vision statement, while comprehensive, is not particularly

memorable. She said the purpose of the discussion was to brainstorm themes and concepts that encapsulate the essence of what makes Lone Tree a great community. She suggested that a new statement should be visionary, enduring, inspiring, and memorable. It should be more than a slogan, and less than a mission statement. She indicated that staff is not asking Planning Commissioners draft a specific statement. She said that staff would take all of the input received to date and draft recommendations for a new vision statement, for further review.

Commissioner Mikolajczak said he felt the City used to have more community events, concerts, art events, and festivals. He stated that Lone Tree lacked a city center and coherent identity. He recommended place making around a central gathering space or feature such as is the case at the 16th Street Mall, the Santa Fe Arts District, etc. He said that any future city center needs walking malls, shorter buildings, active uses, and bars for nightlife.

His ideas for community vision words and phrases were:

- Thriving business
- Thriving neighborhoods
- Progressive and passionate neighborhoods inspiring residents to transform homes with engaging backyards, porches, and patios
- Community assets that exhilarate life

Commissioner Steele stated that Lone Tree transitioned from quasi-rural to suburban, and is currently transitioning from suburban to an urban city. He suggested balancing vibrant – with its connotation of rapid change – with the concept of stability. Other recommendations for key words and phrases were:

- Connectedness as opposed to disconnected, lonely people in a crowd
- Neighborly, as Lone Tree gets “bigger,” it needs to get “smaller”

Commissioner Dodgen indicated that, as in corporate vision statements, he would like to see action words used in the Lone Tree vision statement to indicate that the City is moving forward. His specific recommendations for key words and phrases were:

- Neighborly, consistently run into people you know; a place where people want to stay
- Proximity and accessibility to activities such as shopping, restaurants, and movies
- Timeless, quality of architecture
- Sustainability

He also recognized that Lone Tree lacked night life.

Commissioner Kline stated that vibrancy would be a big part of any community vision due to growth and that growth (and density) don't necessarily mean the

end of Lone Tree's "neighborly" feel. He shared how he grew up in neighborhoods in Chicago – an enormous city – where there were small spaces within a big space. In Chicago, there were several city blocks with a sense of place characterized by a shared feeling of identity where you knew your neighbors and store keepers. This personalized the big city. He also stated that open space preservation is key for sustainability and connectivity. Furthermore, he stated that special places and community branding protected home values, and that it's important to balance business, commercial, and residential development.

Commissioner Kirchner stated that Lone Tree was not just a great place to live but a great place to do business. Lone Tree has developed a unique reputation in the metro area that could be described as "cachet." He stated that Lone Tree had a distinctive aura – and that this needed to be sustained. Other key words and phrases were:

- Balanced mix of uses
- Neighborly, desirable neighborhoods
- Feels like home

Commissioner Carlson stated that Lone Tree was a great community in which to live, work, and play. People care about the community and want to volunteer. She also suggested that Lone Tree benefited extensively from a spirit of volunteerism.

Chair Sippel indicated agreement with the other comments and recalled another city's vision statement that contained the phrase "live, learn, work, and play." She stated that Lone Tree was characterized by quality of life; however, was somewhat lacking in diversity. Other key words and phrases were:

- Innovative
- Dynamic
- Vibrant
- Cohesive community
- Caring, involved citizens
- Stewards of the natural environment
- Planning, careful growth
- Set the standard
- A great place to live, learn, work, play, and recreate
- Needs a community gathering space

Commissioner Steele added that businesses would continue to locate here as this was a place that senior executives desired to live. He talked about neighbors walking around socializing and talking to each other. He indicated his fondness for the friendliness of most neighbors in the subdivisions and preferred the neighbor-friendly appeal of front and side porches to homes where the garage is the primary entry and fosters homeowner anonymity.

Overall, he recommended residential designs that foster interaction. He continued that as cities become more urban, they become “hardscapes” in need of landscaped “softscapes” and gathering areas. He also indicated that a Vision Statement loses meaning if it is too long, but the same could be true of it is too short. He suggested developing a “synopsis statement”, where key words are highlighted.

During the visioning discussion, Ms. First took active notes synthesizing the discussion in real-time on the PowerPoint – those notes were:

- Thriving Business
- Progressive, Passionate neighborhoods
- Community assets that exhilarate life
- A place everyone wants to hang out
- City/urban
- Vibrancy, yet stability
- Connectedness
- Neighborly
- Action word to show moving forward
- Connection with people
- Nightlife needed
- Proximity/convenience
- Quality
- Sustainability
- Well planned growth
- Know your neighbors
- Open space preservation
- Sense of place – special
- Home values
- Business/retail balance
- Cachet – distinctiveness
- Neighborhoods important
- Sense of being “at home”
- Balance/blend/mix of uses
- Desirable
- Great community to live, work and play
- Safety, security, stability
- Quality of life
- Volunteerism
- Neighborly/friendly/cohesive
- Innovative
- Careful stewardship of natural environment
- Planned growth
- Set the standard
- Live, work, learn shop, play
- Gathering places
- Neighborhood/living-friendly

- Design that fosters interaction
- Softening urbanization/hardscape through landscape

7. Adjournment

There being no further business, Chair Sippel adjourned the meeting at 7:45 p.m.

These minutes have been reviewed and confirmed by

_____ (name), on _____(date)



CITY OF LONE TREE
STAFF REPORT

TO: City of Lone Tree Planning Commission

FROM: Kelly First, Community Development Director
Jennifer Drybread, Senior Planner

DATE: March 4, 2015

FOR: March 10, 2015 Planning Commission Meeting

SUBJECT: RidgeGate Section 15, Filing 21, 3rd Amendment
New Town Townhomes (Phase II)
Site Improvement Plan, Project File #SP15-07R

Owner:
NT RidgeGate MF LLC
1553 Platte Street, Suite 100
Denver, CO 80202

Representative:
New Town Builders
1553 Platte Street, Suite 100
Denver, CO 80202

Planning Commission Meeting Date:
City Council Meeting Date:

March 10, 2015
April 7, 2015

A. REQUEST:

Approval of a Site Improvement Plan (SIP) for 29 single-family attached units on 1.831 acres.

B. LOCATION:

The property is located in RidgeGate in the area known as Lincoln Commons South. The property is between Arts Center Drive to the south and Sky Ridge Avenue to the north. The adjacent land uses are as follows:

East: Same as proposed townhomes (under construction)

West: Future public library

North: Sky Ridge Avenue, developed mixed use retail area

South: Arts Center Drive and MorningStar (senior living, under construction)

C. SITE CHARACTERISTICS:

The property had been overlot graded. There is no vegetation remaining on site. The property gently slopes down from south to north with an approximate 15 feet of grade change.

D. SERVICE PROVIDERS:

| | |
|--------------------|-------------------------------------|
| Water: | Southgate Water District |
| Sanitation: | Southgate Sanitation District |
| Police: | Lone Tree Police |
| Fire: | South Metro Fire Rescue Authority |
| Special Districts: | Rampart Range Metropolitan District |

E. BACKGROUND:

The development is proposed as Phase II of a townhome development project, by New Town Builders. Phase I was considered by the Planning Commission in June of 2014 and was approved by City Council in August 2014. The proposed building types, elevations, materials and colors are the same as those approved by City Council.

F. DESCRIPTION:

Zoning. The proposed residential use is permitted by zoning. The property is zoned PD and is within a Commercial-Mixed Use (C/MU) Planning Area in the RidgeGate Planned Development. The zoning allows residential as a permitted use.

Access. The property is proposed to be accessed via Belvedere Lane and Town Ridge Drive.

Parking. The proposed parking complies with the parking standards as required in the RidgeGate Residential West Village Sub-Area Plan. Parking is provided within one- and two-car garages accessed off internal alleys, in a small parking lot on site, and with some guest parking on street.

Building Design. The building designs are the same as those approved by City Council in Phase I. As with Phase I, the proposed building designs in Phase II are consistent with the City's Design Guidelines and applicable Sub-Area Plan and have been approved by the RidgeGate Design Review Committee (DRC).

There are two building types, a courtyard row house fronting the townhomes approved in Phase I along Belvedere Lane and stacked townhomes fronting the site of the future library. The facades are articulated with architectural elements including breaks in the building facade, roof overhangs, and offset wall planes. The scale and composition of building material components correspond with the overall scale and massing of the building. Building colors are generally earth toned, with orange and red colors limited to building accents. Building materials include stucco, brick veneer, and limited areas of cementitious hardboard lapped siding that complements the area while providing architectural variety. Roof lines are designed to accommodate photovoltaic solar panels.

Landscaping. The proposed landscape and irrigation plans are compliant with the City's requirements and that of the applicable Sub-Area Plan. Landscaping proposed is adapted to this climate, and is generally low-water intensive. One small park is proposed between the residences and Belvedere Lane, and is landscaped with trees to provide a comfortable setting in the summer months.

Lighting. Lighting fixtures are consistent with Phase I. Street lights and pedestrian lights are compliant with the RidgeGate standard. Security lighting is fully cut-off to minimize light pollution.

Snow Storage. Snow storage is proposed at the end of each alley in a pervious area to allow snow to melt into the landscape per City standards.

Local Park Dedication. The local park dedication is calculated based on provisions of the approved Sub-Area Plan. Based on the population generated and nature of amenities provided within the project, cash-in-lieu of land dedication is recommended in the amount of \$14,273. Payment will be required to the City prior to building permit approval, as recommended through a condition of approval.

G. REFERRALS: Homeowner Associations in the City were sent a referral and staff received no responses. Public Works Department comments were of a technical nature and will be addressed as a condition of approval as is standard practice.

H. STAFF FINDINGS AND RECOMMENDATION:

Staff finds that the application is in conformance with the SIP requirements of the Lone Tree Zoning Code, the Subdivision Code, the Comprehensive Plan, and the RidgeGate Lincoln Commons Commercial Mixed-Use Sub-

Area Plan.

Staff recommends the Planning Commission recommend approval of the SIP to City Council, subject to final approval by the Public Works Department, and with one condition:

1. The local park dedication of \$14,273 for the property will be paid to the City by the applicant prior to building permit approval.

END

City of Lone Tree

Department of Community Development
9220 Kimmer Drive Suite 100
Lone Tree, CO 80124
Ph: 303-708-1818 Fax 303-225-4949

DEVELOPMENT APPLICATION FORM

◆ OFFICE USE ONLY ◆

PROJECT NAME: RidgeGate Sec. 15, Flg 21, 3RD AMDT

PROJECT FILE # SP15-07R

REQUEST: SIP (NewTown) Phase II

SITE LOCATION: Sky Ridge Avenue & Belvedere Lane
(Nearest Intersections)

DATE SUBMITTED: 1/6/15

OWNER:

Name: NT RIDGEGATE MF LLC
Address: 1553 Platte Street, Suite 100
Denver, CO 80202
Phone: 303-707-4400 FAX: 303-389-9334

FEES: \$ 3200 # 1033

(Engineering fees are not included)

AUTHORIZED REPRESENTATIVE:

Name: JAY GARCIA Fax: 303-389-9334
Address: 1553 Platte Street, Suite 100 Email: jgarcia@newtownbuilders.com
Phone: 303-707-4405 Business/Project Name: NT RIDGEGATE MF LLC

LEGAL DESCRIPTION (site address):

PROJECT INFORMATION:

Subdivision Name: Ridge Gate Section 15 Filing #: 21 Lot # (if appropriate): 3 Block #: _____
Planning Area # (if PD) RidgeGate 4th Amendment
PRESENT ZONING: PD C/M-U (When rezoning) – PROPOSED ZONING N/A
GROSS ACREAGE: 1.831 # of units (residential) 29
Unit type: Townhome
FIRE DISTRICT: South Metro Fire METRO DIST: Rampart Range Metro District No. 1
WATER: Southgate Water & Sanitation ELEC: Xcel Energy
SEWER: Southgate Water & Sanitation GAS: Xcel Energy

Further submissions pursuant to this application may include any and all development proposals, submissions, applications and procedures that may be made or initiated under the City of Lone Tree Charter, ordinances, rules, regulations, guidelines or policies including, without limitation, those for any of the following: (i) annexation; (ii) zoning or re-zoning, including any development plan for zoning within the Planned Development (PD) District; (iii) preliminary PD or PUD site plan, or related design guidelines or development standards; (iv) final PD or PUD site plan; (v) Site Improvement Plan; (vi) any master or general development plan, sub-area plan, site plan or similar development plan, however denominated, which may be provided for under any PD development plan or any other zoning; (vii) Sketch Plan, Preliminary Plat or Final Plat; or (viii) any amendment made to any of the foregoing, as applied for or as approved. *To the best of my knowledge, the information contained on this application is true and accurate.*

APPLICANT SIGNATURE: _____

Date: 1/6/15

Project Narrative – SIP

RidgeGate Section 15, Filing 21, Lots 3
NT RidgeGate MF LLC
Lincoln Commons South

Landowner:

Colony Investments
1041 3rd Ave
New York, NY 10021

General Information

Owner / Developer:

NT RidgeGate MF LLC
1553 Platte Street
Suite 100
Denver, CO 80202
Kevin Puccio, Vice President

Plat Prepared by:

Redland
8000 South Lincoln Street, Suite 206
Littleton, CO 80122

Subdivision Name:

RidgeGate Section 15, Filing 21, Lot 3

Zoning:

RidgeGate, Fourth Amendment PDD

Water and Sanitation Provider:

Southgate Water & Sanitation District

Development Impact

Impact of Development:

NT RidgeGate MF LLC proposes to build 29 town homes as part of Phase II. The residential development will provide high-quality energy efficient housing for the community. Phase II of the neighborhood is designed to be walkable with alley loaded homes, strong pedestrian connections and proximity to amenities, such as open space and retail.

Housing mix:

- Courtyard Row Home (CY)
- Stacked Townhomes (ST)

Phase II of the neighborhood will be complimentary to adjacent land uses. A strong urban edge will align with the surrounding streets (existing and future) with townhomes fronting the surrounding streets and internal pocket park.

The Courtyard Row Homes and Stacked Townhomes will offer the residents of RidgeGate a more affordable alternative to single family detached housing while still offering the amenity of private outdoor space.

The site plan for Phase II has been designed to provide an attractive balance of hardscape and landscape components. These gathering areas will promote community and emphasize walkability. The neighborhood is adjacent to parks, a future district promenade and a future library.

Compliance with Intent and Approval Standards

Intent of Site Improvement Plan Process

The proposed Phase II townhome design compiles with the intent of the City of Lone Tree Site Improvement Plan process (outlined in Section 16-27-10 of Article XXVII) by promoting high-quality residential design and sustainable and healthy living. As referenced above, the site has been designed to integrate courtyards, connect to parks and provide a balance of hardscape and landscape components. These public and private spaces promote community and emphasize walkability. The surrounding land uses are embraced with the design of this site plan.

Approval Standards:

Phase II is in conformance with the current City of Lone Tree Comprehensive Plan, Design Guidelines, and Code. This project will also comply with the applicable standards listed in Section 16-27-90 of Article XXVII.

Development Phasing

Proposed Development Schedule:

NT RidgeGate MF LLC proposes to develop the land as the 2nd phase ("Phase II") of its townhome project on the opposite side of Belvedere Lane which was approved by the City of Lone Tree City Council on August 19, 2014. Depending on the townhome sales and schedule for construction for the 1st phase across the street, construction for Phase II could begin anytime between 2016 and 2018.

Sustainability

Sustainability and Energy Efficiency:

NT RidgeGate MF LLC supports the City of Lone Tree's environmental goals and will employ green building practices and energy efficient design and construction for Phase II of the townhome development. The Site Plan for Phase II was developed considering the optimum solar orientation and community access to nearby parks and open space. NT RidgeGate MF LLC will offer solar panels as a renewable energy source. The landscape plan for Phase II includes native plants to limit the irrigation requirements.

NT RidgeGate MF LLC has the greatest focus on energy efficiency of any homebuilder in the Denver region. The following construction principles have been utilized (and will continue to be refined):

- The frame of each home is turned into an insulating envelope to keep the outside air out and the inside air exceedingly comfortable.
- Heating and air conditioning ducts are checked for tightness so heated or cooled air reaches its destination with loss of less than seven percent.
- High efficiency furnaces, air conditioners and tankless water heaters are included.
- Each home is planned to include a photovoltaic (solar) electricity generating system on the roof as a standard feature.

All homes are intended to be built to Department of Energy “Zero Energy Ready Home” standards. The level of energy efficiency for every one of our homes efficiency is certified by an independent third party energy auditor.

NT RidgeGate MF LLC takes building science to the next level, demonstrating that energy efficient homes are also beautiful and affordable. For the first time, everyday homebuyers can see and purchase an energy efficient home that is truly “state-of-the-art” in building science.

Other Project Data

Total number of employees on maximum shift:

TBD, Varies

Square footage of Buildings:

Varies

The total building foot print is approximately 34,650 SF (+/- 43.4% of the site)

Lot Area:

1.831 Acres (79,789 SF)

Anticipated Opening Date:

Following Phase I on the east side of Belvedere Lane.

Variances

There are no variiances necessary with this proposal.



City of Lone Tree Design Guidelines

Statement of Design Intent

Using this form, or a separate page, please describe how the project meets the intent of the City of Lone Tree Design Guidelines, including the City's Core Design Principles. (If the project is located within a Planned Development that is governed by additional design standards or guidelines, please address how the project satisfies the intent of those standards and guidelines as well).

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

Project Name: New Town Builders – Lincoln Commons South

Location: RidgeGate Section 15, Filing 21, Lot 3

1. Overall Design Concept:

Briefly describe the use and overall concept for the project as a whole.

New Town Builders is proposing to build twenty-nine (29) town homes. These townhomes will be a mix of "Courtyard Row House" constructed in an attached rowhome configuration as well as a "Stacked Townhome" (ranging from 3 attached units to 6 attached units). The residential development will provide high-quality energy efficient housing for the community. The neighborhood is designed to be walkable, with alley loaded homes, strong pedestrian connections and proximity to amenities, such as open space and retail. This project will also compliment and correspond with the townhome project across the street that was approved by the City of Lone Tree City Council in August of 2014.

The Site Plan was developed considering the best solar orientation and community access to nearby parks and open space. New Town Builders plans to offer solar panels on as a renewable energy source. The landscape plan includes native plants to limit the irrigation requirements. New Town Builders supports the City of Lone Tree's environmental goals and will employ green building practices and energy efficient design and construction for the townhome development.

2. Context and Site:

Describe how the project relates functionally and visually to the context of the surrounding area (consider issues of form and character; the natural environment; vehicular and pedestrian access and circulation systems, etc.).

The neighborhood is complimentary to adjacent land uses. A strong urban edge aligns SkyRidge Avenue to the north and Belvedere Lane to the east. The design of the project will continue to coordinate with the design of Arts Center Drive to the south (future) and Town Ridge Road to the west (future).

The Courtyard Row Homes will offer the residents of RidgeGate a more affordable alternative to single family detached housing while still offering the amenity of private outdoor space. Many of the homes front on to a park or courtyard, providing an attractive balance of hardscape and landscape components. These gathering areas promote community and emphasize walkability. The neighborhood also has access to parks and a pedestrian promenade as well as the Lone Tree Arts Center and future Douglas County Library to the west.

3. Public Realm

Describe how the project contributes to an inviting, safe and functional public realm (consider public spaces, street/sidewalk – level experience, lighting, landscaping and signage).

The project has been designed to positively contribute to the existing and future public spaces. The alley-loaded residential design allows the homes to front onto the streets and an internal pocket park. The high-quality architectural design provides an inviting street scene for pedestrians and motorists. Landscaping will be integrated into the project to compliment the architecture. Wide sidewalks and mid-block pedestrian connections offer a pedestrian-friendly environment. The lighting for the project will fit in with the surrounding character of the community and it will also offer safety at night. The signage for the project will be pedestrian scale and will complement the design of the architecture.

4. Architectural Design

Describe how the architectural design contributes to the unique qualities of the area and how design concepts result in a unified, functional and high quality design (consider building form and composition, façade composition and articulation, materials and colors and lighting).

This project provides a unique opportunity to utilize similar design principles and composition already in place within the community as seen at The Lone Tree Arts Center. As a result, simple, angular contemporary forms dominate the overall architectural language of these single-family attached townhome residences by NT RidgeGate MF LLC. Furthermore, by utilizing a color and material palette that strays only slightly from that of its immediate surroundings, the intent is for these townhomes to complement rather than compete with the neighborhood context. The architectural theme is also based on an “additive” approach that allows for a balanced arrangement of materials that avoids large expanses of blank walls or monotonous color applications.

On the interior, each of the townhome product types offers a minimum 10’ ceiling height at the main living level which allows for greater window area, light and overall spaciousness. Individual private and semi-private outdoor areas (patios and/or decks made of composite materials) as well as attached garages (one-car or 2-car) are provided for each individual townhome as well.

Another important aspect of the architectural design is energy efficiency. These townhomes will be built to the U.S. Department of Energy ‘Zero Energy Ready Home’ specifications offering a cost-effective, high performance package of energy savings, comfort, health, and durability unparalleled in today’s marketplace. Only a select few of the top builders in the country meet the extraordinary levels of excellence and quality specified by the DOE guidelines.

RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT

RIDGEGATE PLANNED DEVELOPMENT, PLANNING AREA 1

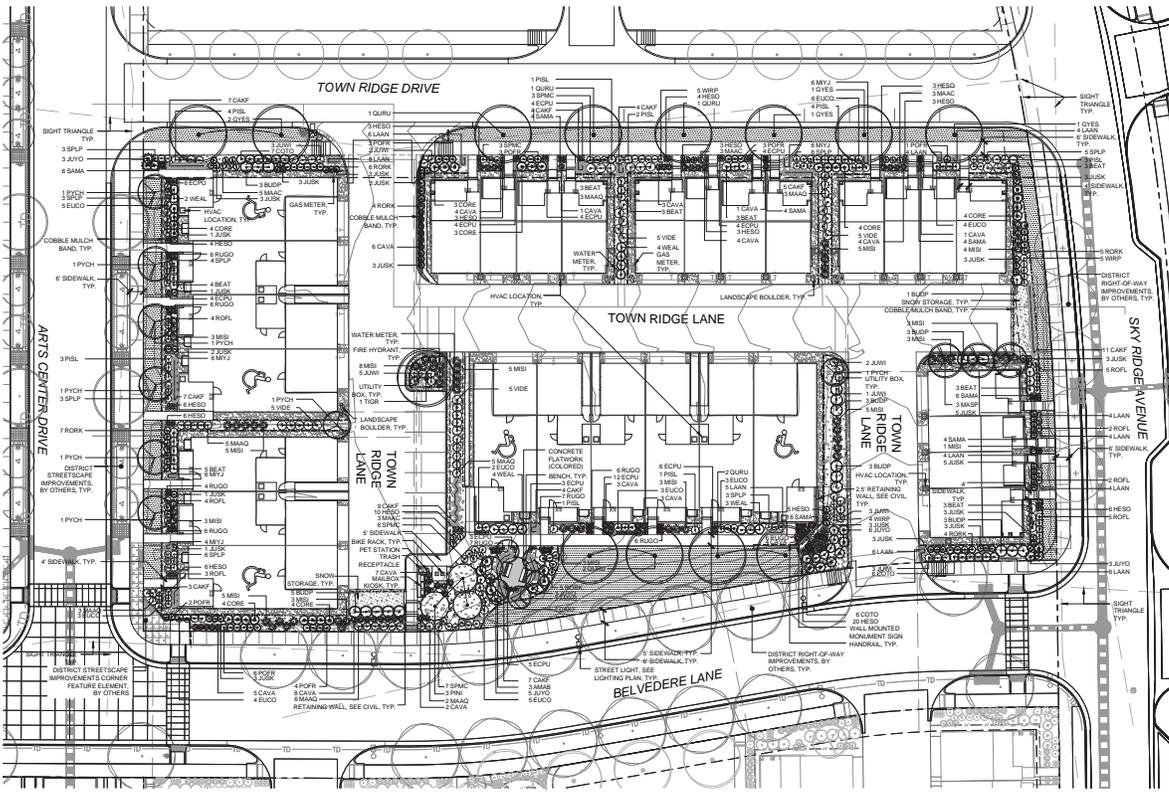
1.83 ACRES

SITE IMPROVEMENT PLAN # SP 15-07R

STATE LICENSED
LANDSCAPE ARCHITECT



| NO. | DATE | DESCRIPTION |
|-----|----------|--------------------|
| 1 | 10/15/15 | ISSUED FOR PERMITS |
| 2 | 11/10/15 | ISSUED FOR PERMITS |
| 3 | 12/15/15 | ISSUED FOR PERMITS |
| 4 | 01/15/16 | ISSUED FOR PERMITS |
| 5 | 02/15/16 | ISSUED FOR PERMITS |
| 6 | 03/15/16 | ISSUED FOR PERMITS |
| 7 | 04/15/16 | ISSUED FOR PERMITS |
| 8 | 05/15/16 | ISSUED FOR PERMITS |
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| 10 | 07/15/16 | ISSUED FOR PERMITS |
| 11 | 08/15/16 | ISSUED FOR PERMITS |
| 12 | 09/15/16 | ISSUED FOR PERMITS |
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| 15 | 12/15/16 | ISSUED FOR PERMITS |
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| 18 | 03/15/17 | ISSUED FOR PERMITS |
| 19 | 04/15/17 | ISSUED FOR PERMITS |
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| 29 | 02/15/18 | ISSUED FOR PERMITS |
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| 75 | 12/15/21 | ISSUED FOR PERMITS |
| 76 | 01/15/22 | ISSUED FOR PERMITS |
| 77 | 02/15/22 | ISSUED FOR PERMITS |
| 78 | 03/15/22 | ISSUED FOR PERMITS |
| 79 | 04/15/22 | ISSUED FOR PERMITS |
| 80 | 05/15/22 | ISSUED FOR PERMITS |
| 81 | 06/15/22 | ISSUED FOR PERMITS |
| 82 | 07/15/22 | ISSUED FOR PERMITS |
| 83 | 08/15/22 | ISSUED FOR PERMITS |
| 84 | 09/15/22 | ISSUED FOR PERMITS |
| 85 | 10/15/22 | ISSUED FOR PERMITS |
| 86 | 11/15/22 | ISSUED FOR PERMITS |
| 87 | 12/15/22 | ISSUED FOR PERMITS |
| 88 | 01/15/23 | ISSUED FOR PERMITS |
| 89 | 02/15/23 | ISSUED FOR PERMITS |
| 90 | 03/15/23 | ISSUED FOR PERMITS |
| 91 | 04/15/23 | ISSUED FOR PERMITS |
| 92 | 05/15/23 | ISSUED FOR PERMITS |
| 93 | 06/15/23 | ISSUED FOR PERMITS |
| 94 | 07/15/23 | ISSUED FOR PERMITS |
| 95 | 08/15/23 | ISSUED FOR PERMITS |
| 96 | 09/15/23 | ISSUED FOR PERMITS |
| 97 | 10/15/23 | ISSUED FOR PERMITS |
| 98 | 11/15/23 | ISSUED FOR PERMITS |
| 99 | 12/15/23 | ISSUED FOR PERMITS |
| 100 | 01/15/24 | ISSUED FOR PERMITS |



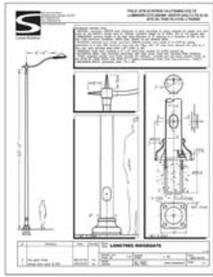
| SYMBOL | DESCRIPTION |
|--------------------------------|---------------------------|
| (Circle with dot) | SHADE TREE |
| (Circle with vertical lines) | EVERGREEN TREE |
| (Circle with horizontal lines) | ORNAMENTAL TREE |
| (Circle with diagonal lines) | DECIDUOUS SHRUB |
| (Circle with wavy lines) | EVERGREEN SHRUB |
| (Circle with solid fill) | ORNAMENTAL GRASS |
| (Circle with cross-hatch) | PERENNIAL |
| (Circle with diagonal lines) | LANDSCAPE BOULDER (2'-3') |
| (Dashed line) | STEEL EDGING |
| (Solid line) | HANDRAIL |
| (Dashed line) | RETAINING WALL |
| (Stippled area) | SOIL |
| (Cross-hatched area) | ROCK MULCH |
| (Diagonal lines) | WOOD MULCH |
| (Dotted area) | DECORATIVE PAVING |
| (Circle with 'X') | TRASH RECEPTACLE |
| (Circle with 'P') | PET WASTE STATION |
| (Circle with 'B') | BIKE RACK |
| (Circle with 'BEN') | BENCH |
| (Circle with 'S') | STREET LIGHT |
| (Circle with 'P') | PEDESTRIAN LIGHT |

1 LANDSCAPE PLAN

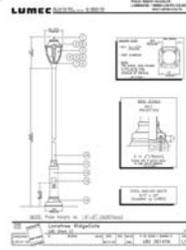


RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT
SITE IMPROVEMENT PLAN
LANDSCAPE PLAN

RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT
RIDGEGATE PLANNED DEVELOPMENT, PLANNING AREA 1
 1.83 ACRES
 SITE IMPROVEMENT PLAN # SP 15-07R



① **STREETLIGHT**
NTS



② **PEDESTRIAN LIGHT**
NTS



③ **WALL MOUNTED LIGHT - WC (GARAGE & PORCH LIGHT)**
NTS

| Luminaire Schedule | | | | | |
|--------------------|-----|-----|-------------------|-------|---------------------|
| Symbol | Tag | Qty | Total Lamp Lumens | LLF | Description |
| ☉ | AA | 4 | 20000 | 0.850 | CTS-250MH-SC2 |
| ☼ | BB | 2 | 7600 | 0.850 | 100HPS-L80-PCCS-SE3 |
| * | WC | 40 | 1200 | 1.000 | 29208Z DSLG-40 |

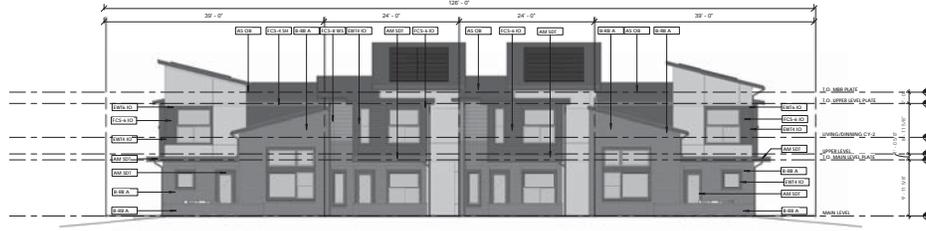
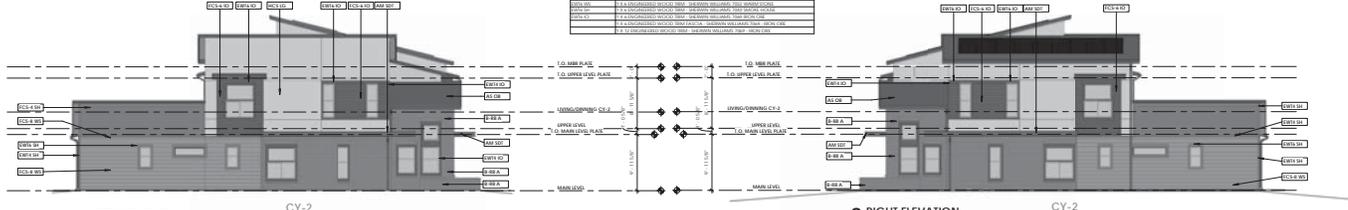
RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT

RIDGEGATE PLANNED DEVELOPMENT, PLANNING AREA 1

1.87 ACRES
SITE IMPROVEMENT PLAN # SP 15-07R



| NO. | DESCRIPTION |
|-----|-------------------|
| 1 | ASPH/FLY ASH CONC |
| 2 | CONCRETE |
| 3 | GRAVEL |
| 4 | GRAVEL |
| 5 | GRAVEL |
| 6 | GRAVEL |
| 7 | GRAVEL |
| 8 | GRAVEL |
| 9 | GRAVEL |
| 10 | GRAVEL |
| 11 | GRAVEL |
| 12 | GRAVEL |
| 13 | GRAVEL |
| 14 | GRAVEL |
| 15 | GRAVEL |
| 16 | GRAVEL |
| 17 | GRAVEL |
| 18 | GRAVEL |
| 19 | GRAVEL |
| 20 | GRAVEL |
| 21 | GRAVEL |
| 22 | GRAVEL |
| 23 | GRAVEL |
| 24 | GRAVEL |
| 25 | GRAVEL |
| 26 | GRAVEL |
| 27 | GRAVEL |
| 28 | GRAVEL |
| 29 | GRAVEL |
| 30 | GRAVEL |
| 31 | GRAVEL |
| 32 | GRAVEL |
| 33 | GRAVEL |
| 34 | GRAVEL |
| 35 | GRAVEL |
| 36 | GRAVEL |
| 37 | GRAVEL |
| 38 | GRAVEL |
| 39 | GRAVEL |
| 40 | GRAVEL |
| 41 | GRAVEL |
| 42 | GRAVEL |
| 43 | GRAVEL |
| 44 | GRAVEL |
| 45 | GRAVEL |
| 46 | GRAVEL |
| 47 | GRAVEL |
| 48 | GRAVEL |
| 49 | GRAVEL |
| 50 | GRAVEL |
| 51 | GRAVEL |
| 52 | GRAVEL |
| 53 | GRAVEL |
| 54 | GRAVEL |
| 55 | GRAVEL |
| 56 | GRAVEL |
| 57 | GRAVEL |
| 58 | GRAVEL |
| 59 | GRAVEL |
| 60 | GRAVEL |
| 61 | GRAVEL |
| 62 | GRAVEL |
| 63 | GRAVEL |
| 64 | GRAVEL |
| 65 | GRAVEL |
| 66 | GRAVEL |
| 67 | GRAVEL |
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| 79 | GRAVEL |
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| 88 | GRAVEL |
| 89 | GRAVEL |
| 90 | GRAVEL |
| 91 | GRAVEL |
| 92 | GRAVEL |
| 93 | GRAVEL |
| 94 | GRAVEL |
| 95 | GRAVEL |
| 96 | GRAVEL |
| 97 | GRAVEL |
| 98 | GRAVEL |
| 99 | GRAVEL |
| 100 | GRAVEL |



REDLAND
PLANNING & ZONING DEPARTMENT

VALENTI

NEW TOWN

RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT
SITE IMPROVEMENT PLAN
CY-4P BUILDING ELEVATIONS

13 of 16

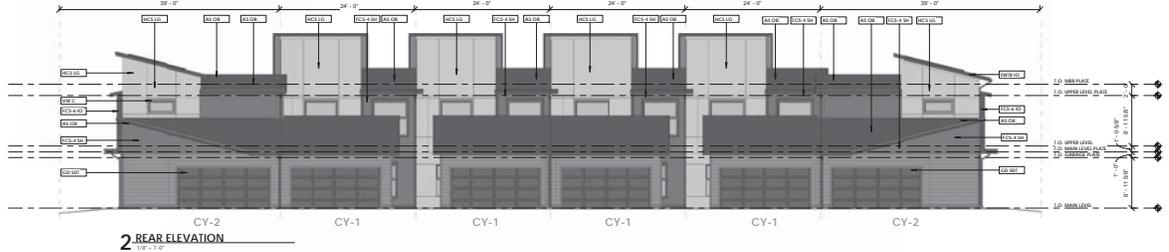
RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT

RIDGEGATE PLANNED DEVELOPMENT, PLANNING AREA 1

1.87 ACRES
SITE IMPROVEMENT PLAN # SP 15-07R



| MARK | DESCRIPTION |
|------|---|
| MB-A | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-B | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-C | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-D | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-E | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-F | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-G | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-H | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-I | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-J | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-K | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-L | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-M | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-N | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-O | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-P | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-Q | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-R | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-S | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-T | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-U | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-V | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-W | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-X | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-Y | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |
| MB-Z | 1/2" THICK BRICK - EXTERIOR WALL - 2000 PSI |



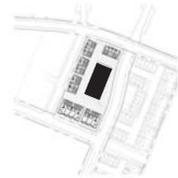
REDLAND
VALENTIN
NEW TOWN

RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT
SITE IMPROVEMENT PLAN
CY-6P BUILDING ELEVATIONS

14 of 16

RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT
RIDGEGATE PLANNED DEVELOPMENT, PLANNING AREA 1

1.87 ACRES
 SITE IMPROVEMENT PLAN # SP 15-07R



| MARK | DESCRIPTION |
|------|--------------|
| 1 | ASPH/FLY ASH |
| 2 | CONCRETE |
| 3 | BRICK |
| 4 | CLAY TILE |
| 5 | WOOD SHAKES |
| 6 | WOOD SIDING |
| 7 | STUCCO |
| 8 | PAINT |
| 9 | GLASS |
| 10 | IRON |
| 11 | ALUMINUM |
| 12 | COPPER |
| 13 | STEEL |
| 14 | BRASS |
| 15 | BRONZE |
| 16 | BLACK |
| 17 | WHITE |
| 18 | GREY |
| 19 | TAN |
| 20 | BROWN |
| 21 | RED |
| 22 | GREEN |
| 23 | BLUE |
| 24 | PURPLE |
| 25 | PINK |
| 26 | YELLOW |
| 27 | ORANGE |
| 28 | BLACK |
| 29 | WHITE |
| 30 | GREY |
| 31 | TAN |
| 32 | BROWN |
| 33 | RED |
| 34 | GREEN |
| 35 | BLUE |
| 36 | PURPLE |
| 37 | PINK |
| 38 | YELLOW |
| 39 | ORANGE |
| 40 | BLACK |
| 41 | WHITE |
| 42 | GREY |
| 43 | TAN |
| 44 | BROWN |
| 45 | RED |
| 46 | GREEN |
| 47 | BLUE |
| 48 | PURPLE |
| 49 | PINK |
| 50 | YELLOW |
| 51 | ORANGE |
| 52 | BLACK |
| 53 | WHITE |
| 54 | GREY |
| 55 | TAN |
| 56 | BROWN |
| 57 | RED |
| 58 | GREEN |
| 59 | BLUE |
| 60 | PURPLE |
| 61 | PINK |
| 62 | YELLOW |
| 63 | ORANGE |
| 64 | BLACK |
| 65 | WHITE |
| 66 | GREY |
| 67 | TAN |
| 68 | BROWN |
| 69 | RED |
| 70 | GREEN |
| 71 | BLUE |
| 72 | PURPLE |
| 73 | PINK |
| 74 | YELLOW |
| 75 | ORANGE |
| 76 | BLACK |
| 77 | WHITE |
| 78 | GREY |
| 79 | TAN |
| 80 | BROWN |
| 81 | RED |
| 82 | GREEN |
| 83 | BLUE |
| 84 | PURPLE |
| 85 | PINK |
| 86 | YELLOW |
| 87 | ORANGE |
| 88 | BLACK |
| 89 | WHITE |
| 90 | GREY |
| 91 | TAN |
| 92 | BROWN |
| 93 | RED |
| 94 | GREEN |
| 95 | BLUE |
| 96 | PURPLE |
| 97 | PINK |
| 98 | YELLOW |
| 99 | ORANGE |
| 100 | BLACK |



REDLAND
 ENGINEERING & ARCHITECTURE

VALERIAN

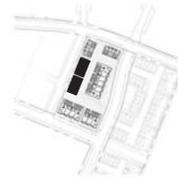
NEW TOWN

RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT
 SITE IMPROVEMENT PLAN
 CY-6P BUILDING ELEVATIONS

4 of 8

RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT
RIDGEGATE PLANNED DEVELOPMENT, PLANNING AREA 1

1.87 ACRES
 SITE IMPROVEMENT PLAN # SP 15-07R



| MARK | DESCRIPTION |
|------|-------------------|
| 01 | CONCRETE |
| 02 | BRICK |
| 03 | WOOD SIDING |
| 04 | ASPH/FLT SHINGLES |
| 05 | PAVING |
| 06 | LANDSCAPE |
| 07 | IRON |
| 08 | ALUMINUM |
| 09 | STEEL |
| 10 | COPPER |
| 11 | GLASS |
| 12 | STONE |
| 13 | CLAY TILE |
| 14 | SLATE |
| 15 | CEMENT |
| 16 | PLASTER |
| 17 | STAINLESS STEEL |
| 18 | BRASS |
| 19 | PAINT |
| 20 | WOOD |
| 21 | ROOFING |
| 22 | LANDSCAPE |
| 23 | PAVING |
| 24 | CONCRETE |
| 25 | BRICK |
| 26 | WOOD SIDING |
| 27 | ASPH/FLT SHINGLES |
| 28 | PAVING |
| 29 | LANDSCAPE |
| 30 | IRON |
| 31 | ALUMINUM |
| 32 | STEEL |
| 33 | COPPER |
| 34 | GLASS |
| 35 | STONE |
| 36 | CLAY TILE |
| 37 | SLATE |
| 38 | CEMENT |
| 39 | PLASTER |
| 40 | STAINLESS STEEL |
| 41 | BRASS |
| 42 | PAINT |
| 43 | WOOD |
| 44 | ROOFING |
| 45 | LANDSCAPE |
| 46 | PAVING |
| 47 | CONCRETE |
| 48 | BRICK |
| 49 | WOOD SIDING |
| 50 | ASPH/FLT SHINGLES |
| 51 | PAVING |
| 52 | LANDSCAPE |
| 53 | IRON |
| 54 | ALUMINUM |
| 55 | STEEL |
| 56 | COPPER |
| 57 | GLASS |
| 58 | STONE |
| 59 | CLAY TILE |
| 60 | SLATE |
| 61 | CEMENT |
| 62 | PLASTER |
| 63 | STAINLESS STEEL |
| 64 | BRASS |
| 65 | PAINT |
| 66 | WOOD |
| 67 | ROOFING |
| 68 | LANDSCAPE |
| 69 | PAVING |
| 70 | CONCRETE |
| 71 | BRICK |
| 72 | WOOD SIDING |
| 73 | ASPH/FLT SHINGLES |
| 74 | PAVING |
| 75 | LANDSCAPE |
| 76 | IRON |
| 77 | ALUMINUM |
| 78 | STEEL |
| 79 | COPPER |
| 80 | GLASS |
| 81 | STONE |
| 82 | CLAY TILE |
| 83 | SLATE |
| 84 | CEMENT |
| 85 | PLASTER |
| 86 | STAINLESS STEEL |
| 87 | BRASS |
| 88 | PAINT |
| 89 | WOOD |
| 90 | ROOFING |
| 91 | LANDSCAPE |
| 92 | PAVING |
| 93 | CONCRETE |
| 94 | BRICK |
| 95 | WOOD SIDING |
| 96 | ASPH/FLT SHINGLES |
| 97 | PAVING |
| 98 | LANDSCAPE |
| 99 | IRON |
| 100 | ALUMINUM |
| 101 | STEEL |
| 102 | COPPER |
| 103 | GLASS |
| 104 | STONE |
| 105 | CLAY TILE |
| 106 | SLATE |
| 107 | CEMENT |
| 108 | PLASTER |
| 109 | STAINLESS STEEL |
| 110 | BRASS |
| 111 | PAINT |
| 112 | WOOD |
| 113 | ROOFING |
| 114 | LANDSCAPE |
| 115 | PAVING |
| 116 | CONCRETE |
| 117 | BRICK |
| 118 | WOOD SIDING |
| 119 | ASPH/FLT SHINGLES |
| 120 | PAVING |
| 121 | LANDSCAPE |
| 122 | IRON |
| 123 | ALUMINUM |
| 124 | STEEL |
| 125 | COPPER |
| 126 | GLASS |
| 127 | STONE |
| 128 | CLAY TILE |
| 129 | SLATE |
| 130 | CEMENT |
| 131 | PLASTER |
| 132 | STAINLESS STEEL |
| 133 | BRASS |
| 134 | PAINT |
| 135 | WOOD |
| 136 | ROOFING |
| 137 | LANDSCAPE |
| 138 | PAVING |
| 139 | CONCRETE |
| 140 | BRICK |
| 141 | WOOD SIDING |
| 142 | ASPH/FLT SHINGLES |
| 143 | PAVING |
| 144 | LANDSCAPE |
| 145 | IRON |
| 146 | ALUMINUM |
| 147 | STEEL |
| 148 | COPPER |
| 149 | GLASS |
| 150 | STONE |
| 151 | CLAY TILE |
| 152 | SLATE |
| 153 | CEMENT |
| 154 | PLASTER |
| 155 | STAINLESS STEEL |
| 156 | BRASS |
| 157 | PAINT |
| 158 | WOOD |
| 159 | ROOFING |
| 160 | LANDSCAPE |
| 161 | PAVING |
| 162 | CONCRETE |
| 163 | BRICK |
| 164 | WOOD SIDING |
| 165 | ASPH/FLT SHINGLES |
| 166 | PAVING |
| 167 | LANDSCAPE |
| 168 | IRON |
| 169 | ALUMINUM |
| 170 | STEEL |
| 171 | COPPER |
| 172 | GLASS |
| 173 | STONE |
| 174 | CLAY TILE |
| 175 | SLATE |
| 176 | CEMENT |
| 177 | PLASTER |
| 178 | STAINLESS STEEL |
| 179 | BRASS |
| 180 | PAINT |
| 181 | WOOD |
| 182 | ROOFING |
| 183 | LANDSCAPE |
| 184 | PAVING |
| 185 | CONCRETE |
| 186 | BRICK |
| 187 | WOOD SIDING |
| 188 | ASPH/FLT SHINGLES |
| 189 | PAVING |
| 190 | LANDSCAPE |
| 191 | IRON |
| 192 | ALUMINUM |
| 193 | STEEL |
| 194 | COPPER |
| 195 | GLASS |
| 196 | STONE |
| 197 | CLAY TILE |
| 198 | SLATE |
| 199 | CEMENT |
| 200 | PLASTER |
| 201 | STAINLESS STEEL |
| 202 | BRASS |
| 203 | PAINT |
| 204 | WOOD |
| 205 | ROOFING |
| 206 | LANDSCAPE |
| 207 | PAVING |
| 208 | CONCRETE |
| 209 | BRICK |
| 210 | WOOD SIDING |
| 211 | ASPH/FLT SHINGLES |
| 212 | PAVING |
| 213 | LANDSCAPE |
| 214 | IRON |
| 215 | ALUMINUM |
| 216 | STEEL |
| 217 | COPPER |
| 218 | GLASS |
| 219 | STONE |
| 220 | CLAY TILE |
| 221 | SLATE |
| 222 | CEMENT |
| 223 | PLASTER |
| 224 | STAINLESS STEEL |
| 225 | BRASS |
| 226 | PAINT |
| 227 | WOOD |
| 228 | ROOFING |
| 229 | LANDSCAPE |
| 230 | PAVING |
| 231 | CONCRETE |
| 232 | BRICK |
| 233 | WOOD SIDING |
| 234 | ASPH/FLT SHINGLES |
| 235 | PAVING |
| 236 | LANDSCAPE |
| 237 | IRON |
| 238 | ALUMINUM |
| 239 | STEEL |
| 240 | COPPER |
| 241 | GLASS |
| 242 | STONE |
| 243 | CLAY TILE |
| 244 | SLATE |
| 245 | CEMENT |
| 246 | PLASTER |
| 247 | STAINLESS STEEL |
| 248 | BRASS |
| 249 | PAINT |
| 250 | WOOD |
| 251 | ROOFING |
| 252 | LANDSCAPE |
| 253 | PAVING |
| 254 | CONCRETE |
| 255 | BRICK |
| 256 | WOOD SIDING |
| 257 | ASPH/FLT SHINGLES |
| 258 | PAVING |
| 259 | LANDSCAPE |
| 260 | IRON |
| 261 | ALUMINUM |
| 262 | STEEL |
| 263 | COPPER |
| 264 | GLASS |
| 265 | STONE |
| 266 | CLAY TILE |
| 267 | SLATE |
| 268 | CEMENT |
| 269 | PLASTER |
| 270 | STAINLESS STEEL |
| 271 | BRASS |
| 272 | PAINT |
| 273 | WOOD |
| 274 | ROOFING |
| 275 | LANDSCAPE |
| 276 | PAVING |
| 277 | CONCRETE |
| 278 | BRICK |
| 279 | WOOD SIDING |
| 280 | ASPH/FLT SHINGLES |
| 281 | PAVING |
| 282 | LANDSCAPE |
| 283 | IRON |
| 284 | ALUMINUM |
| 285 | STEEL |
| 286 | COPPER |
| 287 | GLASS |
| 288 | STONE |
| 289 | CLAY TILE |
| 290 | SLATE |
| 291 | CEMENT |
| 292 | PLASTER |
| 293 | STAINLESS STEEL |
| 294 | BRASS |
| 295 | PAINT |
| 296 | WOOD |
| 297 | ROOFING |
| 298 | LANDSCAPE |
| 299 | PAVING |
| 300 | CONCRETE |



4 LEFT ELEVATION
 1/8" = 1'-0"



3 REAR ELEVATION
 1/8" = 1'-0"



2 RIGHT ELEVATION
 1/8" = 1'-0"



1 FRONT ELEVATION
 1/8" = 1'-0"

REDLAND
 PLANNING & ZONING DEPARTMENT

VALERAN

NEW TOWN

DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 APPROVED BY: _____
 PROJECT NO.: _____
 SHEET NO.: _____

RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT
 SITE IMPROVEMENT PLAN
 ST-4PLEXC (HIGH ROOF FRONT) ELEVATIONS

6 of 8

RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT
 RIDGEGATE PLANNED DEVELOPMENT, PLANNING AREA 1
 1.87 ACRES
 SITE IMPROVEMENT PLAN # SP 15-07R



REDLAND
 DESIGN GROUP

NEW TOWN

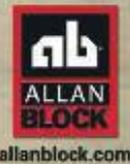
| | |
|---------|--|
| DATE | 10/15/2024 |
| BY | J. HARRIS |
| FOR | REDLAND DESIGN GROUP |
| PROJECT | RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT |
| SHEET | 8 OF 8 |

RIDGEGATE SECTION 15, FILING 21, 3RD AMENDMENT
 SITE IMPROVEMENT PLAN
 STACKED TOWNHOUSES (ST)
 ARCHITECTURAL RENDERINGS

8 of 8



AB Collection - AB Stone



AB Collection



AB Collection - AB Stone



CITY OF LONE TREE
STAFF REPORT

TO: City of Lone Tree Planning Commission

FROM: Kelly First, Community Development Director
Jennifer Drybread, Senior Planner

DATE: March 4, 2015

FOR: March 10, 2015 Planning Commission Meeting

SUBJECT: Comprehensive Plan Update Discussion, Project# MI14-07

A. REQUEST:

The Planning Commission is asked to review the draft update to the City's Comprehensive Plan, and to focus in particular on the proposed inclusion of additional land into the City's Planning and Urban Growth Area, as further described in this report. Preliminary comments about the overall draft Plan are also welcome, although there will also be opportunity to discuss the draft in its entirety at the Planning Commission meeting on March 24th.

B. BACKGROUND:

Discussions with the Council on possible changes to the Lone Tree Comprehensive Plan began in late 2013. The City Council directed staff to work with the Planning Commission in 2014 to determine whether an update was warranted. A series of presentations, tours, and discussions with the Planning Commission was held in the first six months of 2014, culminating in a report and recommendations to the City Council in August of 2014.

The Planning Commission and Staff stated in the report to Council that overall, the Comprehensive Plan continues to provide an appropriate framework for guiding the future growth and development of the City and that a major overhaul of the document is not warranted at this time. There was, however, sufficient reason to update the plan to account for changes to the City since the plan was adopted in 2007 (see attached draft that shows a comparison between the existing plan and the proposed plan).

Some of the more significant changes proposed to the plan in this update include:

- Revised Vision Statement (based on input from members of citizen commissions, boards and committees (including the Planning Commission), and City staff
- Added section on redevelopment
- Stronger emphasis on a balanced growth (residential, commercial, recreation, etc.)
- Reference to the need and support for bicycle lanes
- Stronger emphasis on the support for gathering spaces
- Stronger emphasis on neighborhoods and housing choice

For a more complete listing of recommended changes, refer to the attached “Comprehensive Plan Three-Year Review and Report.”

C. PROPOSED CHANGE TO THE PLANNING AND URBAN GROWTH AREA

Proposed expansion of the City’s Planning and Urban Growth Area was not previously discussed with the Planning Commission and City Council, but has since been evaluated, in consultation with the City Manager, and is recommended by staff (see map at the back of this report and look for the area where the star is located to see proposed expansion area).

The property recommended for inclusion consists of approximately 1,300 acres of undeveloped land along the east side of I-25 currently zoned for agricultural uses in unincorporated Douglas County. The property consists of varied topography and a portion of the property is highly visible from I-25. Although there are no imminent plans by the City or the property owner to pursue annexation or rezoning, it is possible that the property owners may entertain a development option in the future. How development would occur could have an impact on the City.

Lone Tree’s existing plan policies discuss the importance of community separation between Lone Tree and developed lands to the south. Inclusion of the property on the City’s long range growth map is consistent with the intent of existing policies and is therefore recommended. To clarify existing language, minor text changes are also proposed:

Existing language:

In the Land Use section, under “Community Identity,” the existing plan states the following objective and policy:

Existing Objective: “Foster a separate and distinct Lone Tree identity.”

Existing Policy: “Maintain open space community separation between the Lone Tree Planning Area and developed lands to the south. Beyond the southern boundary, land should be preserved as open space, or developed at a clustered, non-urban level outside the I-25 corridor viewshed, in keeping with the Douglas County Master Plan.”

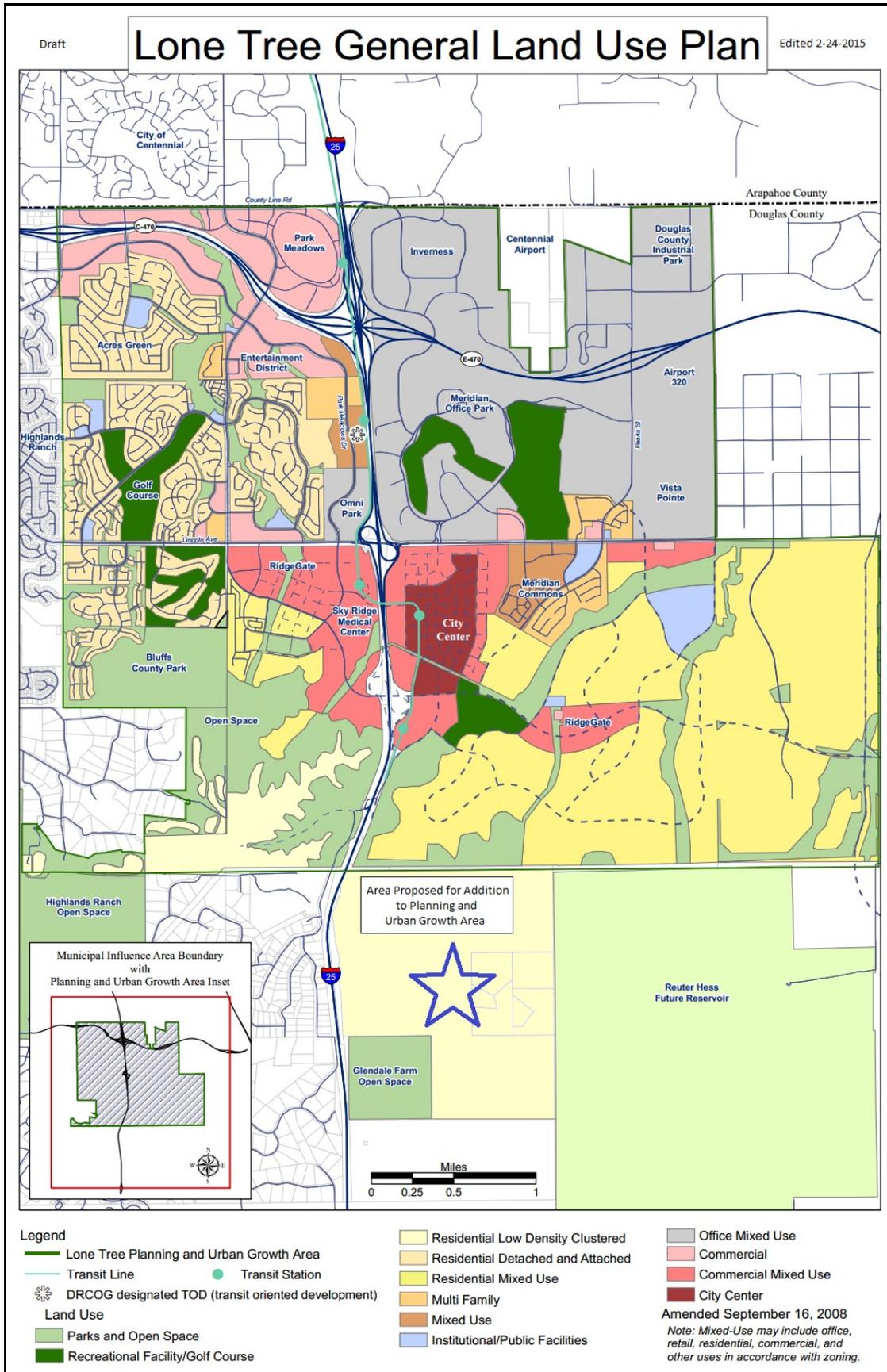
Proposed language:

Staff recommends that this objective and policy be slightly revised to read as provided below, and that the map be updated to reflect that added area as “Residential Low Density Clustered.”

Proposed Objective: “Foster a distinctive Lone Tree identity and a strong sense of place, where residents and businesses feel a connection and pride for the community and where visitors feel welcome.”

Proposed Policy: Maintain community separation between the urban land in Lone Tree and the City of Castle Pines east of I-25 by preserving land in this area as open space or developing at a clustered, non-urban level outside the I-25 corridor viewshed.

See map next page.





**CITY OF LONE TREE
COMPREHENSIVE PLAN
DRAFT - MARCH 10, 2015**



Introduction

The City of Lone Tree is Growing According to Plan

The City of Lone Tree incorporated in November 1995. A major impetus for incorporation was resident's concerns relating to land use, the quality of development along the C-470 corridor, and their desire for greater input over development decisions affecting their future. Lone Tree celebrated its 20-year anniversary in 2015, providing an opportunity to reflect on the accomplishments of the last two decades while looking ahead to the future.

Early in the City's history, the first Comprehensive Plan, Zoning Code, Subdivision Regulations, Design Guidelines, and Streetscape Standards were established and refined to provide community leaders with the necessary tools to implement a vision for development. Over the years, Lone Tree annexed new land including residential neighborhoods, important commercial areas, and new planned developments – all consistent with the Comprehensive Plan.

The City is now home to a regional shopping mall, significant corporate employers, major medical facilities, quality residential neighborhoods, and a range of recreational, arts, and cultural amenities, including the Lone Tree Arts Center. Regional transportation investments, including the extension of light rail transit, help to achieve a more efficient multimodal network. Strategic growth in government services, such as the Lone Tree Police Department, are in place to service the needs of the population. What began as an incorporation effort by local neighbors and community leaders has evolved steadily into a thriving city that is synonymous with a high quality of life.

Lone Tree residents continue to be involved in decisions affecting the future of their community. They recognize that the ability to ensure a high quality of life for the future is dependent on making the right decisions today. As Lone Tree continues to branch out and serve the needs of its residents, businesses, and visitors, it remains rooted in the belief that growth should occur carefully. This path of deliberate growth is the result of steadfastness to a community vision. This Comprehensive Plan is an extension of that vision, and sets forth the goals and policies by which the City will continue to flourish.

Vision: Lone Tree is a premier Colorado community connected by great neighborhoods, vibrant public spaces, a beautiful natural environment, and thriving businesses.

This Comprehensive Plan is not a major departure from previous plans; it builds upon the City's planning legacy and the many achievements realized in its first two decades, ensuring the City continues to be a desirable place to live, work, and play for generations to come.

Purpose and Use of the Comprehensive Plan

The Comprehensive Plan is an official public document adopted by the City Council that provides general direction for how the community should grow in the next 20 years and beyond. Colorado statutes charge city councils and their appointed planning commissions with the duty to make and adopt a master plan for the physical development of their municipality, including areas outside its boundaries. There are three essential characteristics of a comprehensive plan:

1. It is comprehensive – It encompasses all geographic parts of a city and all functional elements that bear on physical development
2. It is general in nature – It summarizes policies and proposals and does not indicate detailed, site-specific locations or detailed regulations
3. It is long range – It looks beyond pressing current issues to gain a perspective on problems and possibilities in the future

This Plan looks to the year 2035 and beyond in establishing land use and development goals, objectives, and policies. The Comprehensive Plan provides a policy framework for decisions that affect the physical, social, and economic environment of the City of Lone Tree. It provides vision, direction, and a defined and achievable image for the City's physical environment by establishing specific development goals, objectives, and policies for various land uses based upon sound planning principles. It is used as the foundation for the City's Zoning Code, Subdivision Regulations, and other regulatory ordinances; serves as the basis upon which land development and annexation decisions are evaluated; acts as the guiding land-use framework for working with neighboring community and regional governments; and serves as the basis in planning for future infrastructure and other community needs.

Guiding Principles

Accomplishing Lone Tree's vision statement requires an understanding and commitment to act on sound planning principles that are tailored to Lone Tree's unique conditions. This Plan emphasizes outcomes that support economic vibrancy, community safety, transportation multimodality, community enrichment, attractive development, environmental sustainability, and municipal stewardship. The following guiding principles are the desired community characteristics that provide a framework for future development. Therefore, Lone Tree seeks to develop in a manner that achieves:

- A strong sense of connection and well-being
- An attractive, high-quality community
- A balance of diverse land uses to ensure a vibrant and adaptable community that grows in a fiscally sustainable manner and fosters a live, work, play environment for all generations
- A walkable and bicycle-friendly cityscape comprised of mixed-use and compact development
- Rich gathering spaces and destinations, transit-oriented developments, and commercial activity centers as places for residents, workers, and visitors to come together
- A wide range of employment, transportation, housing, services, cultural and amenity options for diverse people of all ages, incomes and abilities
- Preservation and enhancement of natural areas important for their intrinsic beauty, wildlife habitat, recreational utility and environmental value
- Communication, collaboration and partnership with area agencies, jurisdictions and stakeholders to accomplish projects and programs that benefit the City and the region
- Safety for its residents through adequate infrastructure, adequate policing resources, and appropriate design

- An efficient, effective, and innovative government that serves its citizens in a responsible and responsive manner
- Fair, predictable, and cost-effective growth by directing development within the City's Urban Growth Area and abiding by the vision, guiding principles, goals, objectives, and policies articulated within this Plan

Lone Tree's planning principles provide a solid foundation for guiding the City's future growth and are the basis upon which the Plan's five major goals are established.

Plan Goals

The City of Lone Tree is fortunate that a majority of the City has been developed in a high-quality manner. The opportunity exists to guide additional quality growth, reinforcing the area as a desirable place to live, work, and play. The City of Lone Tree intends to seize this opportunity by achieving the following five major goals set forth in this Comprehensive Plan:

- I. Land Use - Well-managed growth, based on sound planning principles and with an emphasis on high-quality design
- II. Environmental Quality - Conserve, enhance, and protect important natural and manmade resources and the safety of residents when integrating development into the natural landscape
- III. Community Facilities and Services - Quality community facilities and services for the Lone Tree community provided in an efficient and cost-effective manner
- IV. Transportation - Optimal efficiency, connectivity and safety in the transportation system, integrated with surrounding land uses and environmental conditions
- V. Economic Development – Stimulate a vibrant and sustainable economy for the Lone Tree community

I. Land Use

Basis for the City's Planning & Urban Growth Area and Land Use Goal, Objectives and Policies

The City's Planning and Urban Growth Area is where future growth is directed (see the General Land Use Map) and includes both incorporated lands and those generally desired for annexation. This area, and the land-use goals, objectives, and policies were conceived in light of the community's:

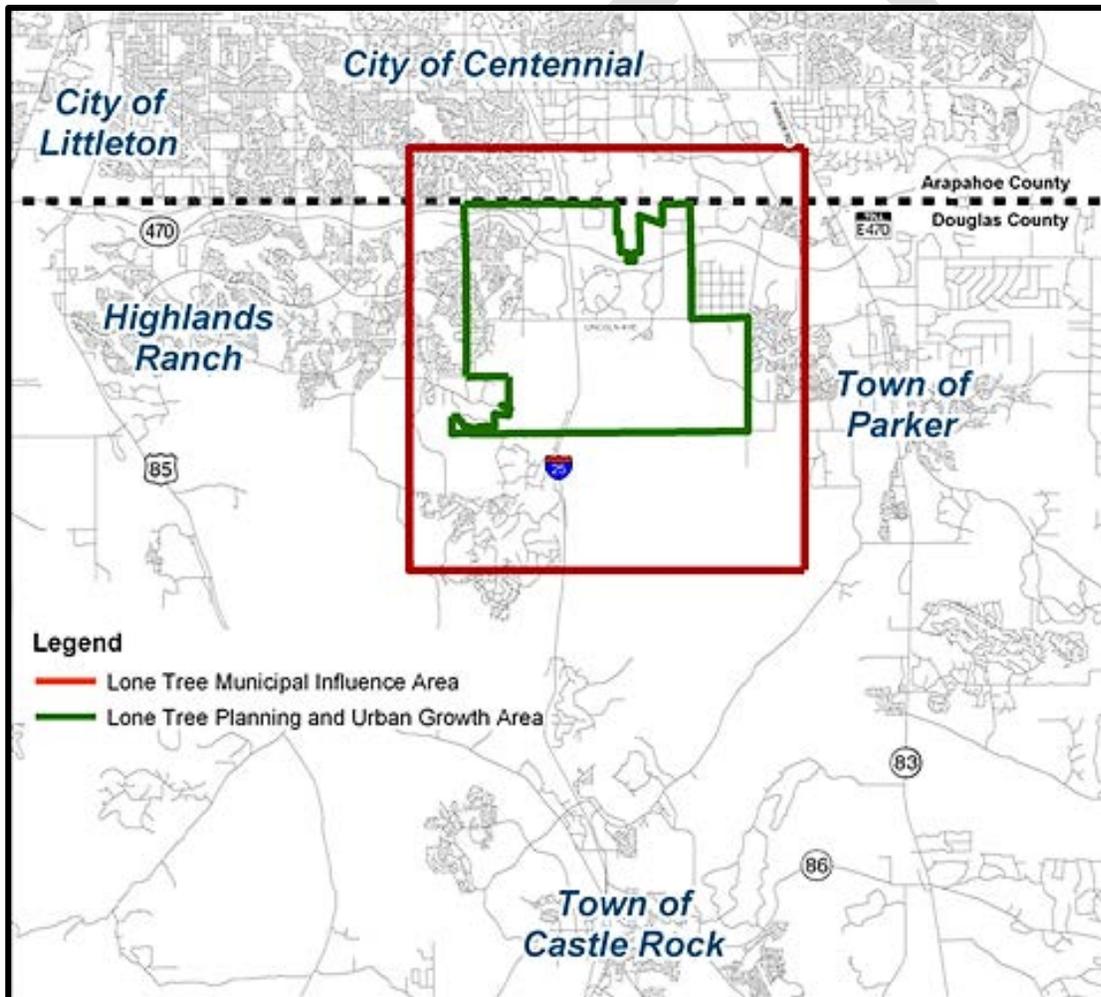
- Physical setting (including its natural and built environment)
- Access to urban facilities and services
- Development potential
- Commitment to regional planning efforts
- Commitment to sound land-use planning principles

Physical Setting

Lone Tree's physical setting, including its natural and built environment, are major contributing factors in establishing the City's Planning and Urban Growth Area.

The Natural Environment: Located at the southern edge of the Denver Metropolitan Area, the City's Planning and Urban Growth Area is framed by scenic bluffs to the south. The bluffs are a natural feature marked by prominent ridgelines that nestle the City and help to shape and define its boundaries. Gently rolling terrain describes the landscape north of the bluffs, with native grasses predominating on undeveloped lands. Cottonwood and willow trees are scattered along the drainages, and Gambel Oak (large native shrubs) dot the bluff hillsides. With the exception of a few intermittent drainages, the land slated for urban development (north of the bluffs) has few environmental constraints, making it well suited for urban use.

The Surrounding Environment: The land uses outside the City’s Planning and Urban Growth Area (see the area outside the green boundary area in the map below) are compatible with the existing and future uses planned inside this area. Highlands Ranch, immediately west of Lone Tree, is a large, master-planned community located in Douglas County’s designated Primary Urban Area. It contains residential and commercial land uses adjoining Lone Tree. To the north are residential, office and commercial uses located in the City of Centennial’s designated Urban Growth Area. To the east are commercial, office, and residential uses, primarily located in unincorporated Douglas County, with portions in the Town of Parker’s designated Urban Growth Boundary. To the south are low-density residential uses, open space, and undeveloped lands located in Douglas County’s nonurban area and developed and undeveloped lands within the City of Castle Pines. These uses are compatible with the open space and single-family clustered development approved by the City on the mesa tops.



The

Municipal Influence Area on the map (the area inside the red boundary area and outside the green Urban Growth Area on the above map) does not indicate an area of near term annexation, but identifies where land-use decisions of neighboring jurisdictions have a greater

potential for impacting the City, and where the City desires to be part of the decision-making process.

The Built Environment: The land uses inside the City's Planning and Urban Growth Area (see area inside the green boundary on the above map) includes a mix of uses compatible with existing and planned future uses. These are generally described below in four regions:

Taken together, the City's physical setting, including its natural and built environment makes it well suited to the land uses supported within its Planning and Urban Growth Area.

Access to Urban Level Facilities and Services

Lands within Lone Tree's Planning and Urban Growth Area are afforded access to a broad spectrum of urban-level facilities and services. These are provided by the City, special districts, or the private sector. The transportation network includes two major highways, a hierarchy of arterial, collector and local roads, regional light rail transit and bus service. Centennial Airport, one of the nation's busiest general aviation airports, is located adjacent to the City's Planning and Urban Growth Area. Central water and sewer are available and planned for new development. Other utilities, including electric, natural gas, and telecommunications are also available.

City residents are served by urban-level emergency services, including police and fire protection, and a state-of-the-art hospital facility that provides emergency treatment service. Schools, a library, the Lone Tree Arts Center, parks, trails, and recreational facilities are located here, and the City sponsors a variety of indoor and outdoor arts and cultural events year round. The private sector also provides many urban-level facilities and services including shopping, entertainment, and a variety of commercial services. (See the Community Facilities and Services and the Economic Development Sections for more information on this subject).

The urban-level facilities and services within the City's Planning and Urban Growth Area are generally expected to support and serve the level and type of growth being planned.

Development Potential

Within the City's incorporated boundary there remains considerable land slated for development. The vast majority of this land is located east of I-25 in RidgeGate.

While it is expected that all areas in RidgeGate will be under development within the coming decades, the City Center is expected to grow more slowly, due to the nature and extent of development planned for that area. Designed as an urban center in the south metro region and the focal point of Lone Tree, the City Center is planned for a higher intensity of mixed-use, transit-oriented development. Space is planned for a future City Hall and an adjacent Central Park, providing many opportunities for quality growth within the City's incorporated boundaries for decades to come.

Within the City's Planning & Urban Growth Area there remains considerable annexation potential. The City's Planning & Urban Growth Area is approximately 17 square miles (nearly 11,000 acres) in size. This area includes the City's incorporated lands and also unincorporated land that may be considered appropriate for future annexation by the City.

The unincorporated land consists primarily of existing and developing commercial, office, and multifamily development located along I-25 north of Lincoln Avenue, and primarily residential zoned lands located south of Lincoln Avenue at the east end of the Urban Growth boundary (For a look at the City's current incorporated boundaries, view the City's Zoning Map found at: www.cityoflonetree.com/zoningmap).

Whether these properties annex into the City of Lone Tree will depend upon the perceived benefits and costs of annexation by the landowner and the City. Inclusion of these unincorporated lands in the City's Planning and Urban Growth Area is an expression of willingness by the City to entertain annexation proposals and to extend services to these areas, including police protection, road maintenance, and general government.

The City also prepares and adopts a Three-Mile Plan annually in compliance with State Statutes. The three-mile planning area boundary extends three miles out from the City of Lone Tree's municipal boundaries and includes land in unincorporated Douglas and Arapahoe counties. The objective of adopting the Three-Mile Plan is to provide comprehensive consideration of the land use goals of adjacent jurisdictions in planning for future growth and urbanization, prior to annexation consideration by a municipality, and to ensure prior to any annexation, there is a

plan for the adequate provision of facilities and services, as well as the proposed land uses for the area.

Capturing the development potential within the City's Planning and Urban Growth Area, as opposed to annexing in a leap frog manner beyond these boundaries into the Nonurban Area of unincorporated Douglas County just makes sense. Maintaining the City's compact boundaries helps to keep road and utility line construction and maintenance costs lower and helps to minimize the response time for police and fire fighters. Noncontiguous development works to the contrary, often requiring expensive roads to be extended to remote areas, raising the costs to the taxpayers for road repair, snow plowing, and school busing.

Moreover, there are risks associated with extending out beyond the City's Planning and Urban Growth Area. Such action may not only contribute to sprawl (which also increases commuting and air quality impacts), but may result in many unintended consequences, including taking on the maintenance and repair costs of older infrastructure, and conflicting with the established plans of neighboring jurisdictions.

The City's Planning and Urban Growth Area provides ample opportunity for future growth and development. Extension may be considered if visual, environmental, social, and fiscal impacts are carefully evaluated and adequately addressed, and if extension is consistent with the goals and policies of the Comprehensive Plan.

Commitment to Collaborative Planning Efforts

Agency and Entity Planning Efforts: The City collaborates with organizations outside the City, such as Denver South Transportation Management Association, Regional Transportation District, Special Districts, Centennial Airport and the Denver South Economic Development Partnership. These collaborative efforts, supported by this Plan, result in the development of important local and regional infrastructure and services that could not be afforded by the City alone.

Interjurisdictional Planning Efforts: This Plan recognizes that land-use impacts do not end at jurisdictional borders. A community's economic decisions, traffic, water and air quality issues often influence neighboring communities or the region, and vice versa. As a result, the City supports efforts to work with neighboring jurisdictions to address present and potential future land-use issues and opportunities.

The City also annually adopts a Three-Mile Plan in compliance with State law. The three-mile planning area boundary extends three miles out from the City of Lone Tree's municipal boundaries and includes land in unincorporated Douglas and Arapahoe counties. The objective of adopting the three-mile plan is to provide comprehensive consideration of the land use goals of adjacent jurisdictions in planning for future growth and urbanization, and to determine the level and adequacy of infrastructure necessary for new development, should annexation be desired.

Regional Planning Efforts: The City supports and participates in regional planning efforts through the Denver Regional Council of Governments (DRCOG). The City is a signatory to the Mile High Compact, an agreement that sets forth thirteen stipulations for regional planning. That agreement incorporates by reference DRCOG's Metro Vision Plan, a long-range regional growth strategy for the Denver Metropolitan Area. The area slated for urban development on the City's General Land Use Plan map is consistent with the DRCOG's Metro Vision Plan.

Conclusion

The area's natural and built environment, coupled with the potential for access to urban level facilities and services, makes the City's Planning and Urban Growth Area suited for the type of development planned and anticipated. The growth potential for this area will provide many opportunities in the future to guide quality growth. The City's willingness to collaborate and partner on local and regional planning efforts, together with its commitment to the goals, objectives and policies based upon sound planning principles, will go a long way in realizing the quality living environment sought by the Lone Tree community.

Land Use Goal, Objectives and Policies

Future growth and development decisions will be guided by the following land use goal, objectives, policies, and the General Land Use Plan Map. These serve as the foundation for the City's zoning code, subdivision regulations, and design guidelines and are the basis upon which annexation decisions, intergovernmental land use agreements, and major investments in transportation and other capital investments are made by the City. Together, these important planning and implementation documents, coupled with a strong commitment to planning principles, will serve the City well in achieving its desired vision.

- I. Goal: Well-managed growth, based on sound planning principles and with an emphasis on high-quality design.***

Mixed-Use, Compact, Pedestrian-Friendly Development

Mixed-use, compact, pedestrian-friendly development is strongly supported, as it provides the means for creating vibrant and diverse communities that people identify with and feel a connection to. Development practices that make it easy and inviting to walk or ride bicycles also serves to reduce traffic congestion and air quality impacts. Efforts to foster such development are generally supported in new, redeveloping and infill areas throughout the Lone Tree community. At the same time, it is recognized that neighborhoods within the City were developed according to a more traditional template and new development adjacent to and within these areas must be sensitive to these communities as well.

Objective

Encourage quality, mixed-use, compact, and pedestrian-friendly development.

Policies

1. Achieve a balanced mix and distribution of land uses in Lone Tree, avoiding undesirable duplication or imbalance, and fostering a live/work/play environment.
2. Encourage the use of innovative land planning and urban design techniques that support mixed-use, compact, pedestrian-friendly development.
3. Integrate institutional uses, such as churches, schools, day care facilities, and neighborhood commercial areas, within or in proximity to residential neighborhoods as places for people to walk to.

4. Provide safe, convenient vehicular, pedestrian, and bicycle access and connections between neighborhoods and destinations throughout the City for people of all ages and abilities.
5. Establish plazas, pocket parks, focal points, spaces for special events and festivals and other community gathering spaces in mixed-use developments, and provide amenities such as benches, fountains, shade, and public art, with attention given to year-round use.
6. Support home occupations that do not generate excessive noise, traffic, or other impacts.
7. Ensure infill development is harmonious with existing neighborhood characteristics in terms of quality and architectural character.
8. Encourage zoning and design modifications where appropriate to increase density and enhance the appearance, function and economic vitality of areas. Such modifications are supported where community facilities and services are adequate; where they may result in a more efficient use of land, infrastructure, and services; where they yield high-quality design; and where it promotes the use of transit and pedestrian accessibility.
9. Encourage high-tech, state-of-the-art development in Lone Tree, such as green building, clean energy, enhanced city services and high-speed communication.

Neighborhood Development and Housing Choice

A focus on creating and sustaining neighborhoods as great places to live requires collaboration between landowners, developers, homeowner associations, the City, and other governing agencies. It begins at the land-use planning phase with consideration not only for design, but the provision of adequate facilities and services including parks and schools, safety, maintenance, and other issues.

Creating neighborhoods with their own unique identity within the context of the Lone Tree Community provides residents a sense of belonging. This can be fostered through a variety of housing types, so that each neighborhood has its own distinctive character. This can also be accomplished through establishing gathering spaces unique to each community, where

residents can come together, such as local parks and plazas, community centers and other spaces.

Also important in land-use planning is encouraging a wide range of housing options including affordable housing. Though the City has a balance of single to multi-family housing (both owned and rental), most housing is relatively high priced. Efforts to provide affordable housing opportunities for entry-level professionals, professions such as teachers and fire fighters, and workers in the service, hospitality and retail industry serves to decrease commuting, traffic congestion, and air quality impacts will continue to be a strong need in the Lone Tree community.

An important demographic group to recognize when thinking of housing choice is the aging “baby boom” generation, people born between 1946 and 1964. The 2010 Census showed a 333% growth rate in seniors age 65 and over in Lone Tree when compared to the 2000 Census. While this population in 2010 only accounts for 8% of the total Lone Tree population (a figure slightly higher than the senior population for Douglas County), the Colorado Department of Local Affairs forecasts that the 65-years-and-over demographic group will increase to 12% of the total Douglas County population by 2020 and to 18% of the total Douglas County population by 2030. Many of Lone Tree residents will want to age in place in their homes, while others may choose to downsize or move to a retirement community. This will require new challenges by residents, developers, and the City to meet the housing needs of this burgeoning population.

Another emerging demographic to consider when planning for housing is the Millennials (also known as Gen Y). Born between 1982 and 2001, they have emerged as the largest population group in the country. According to some studies, this cohort have a higher percentage than other age groups that self-identify as urban dwellers, yet with many still wanting to live in a suburban environment. Studies reveal that while the majority of this age group live in apartments, 75% believe they will one day be homeowners. They prefer communities with diversity in housing types and styles, with neighborhoods that offer a mix of uses, prefer walkable communities, and like access to transit. Both the Millennials and Baby Boomers are seeking out many of the same housing and neighborhood characteristics advocated by this plan.

Providing housing opportunities for first-time home buyers, entry-level workers, seniors, and special needs populations will enable multiple generations to live in Lone Tree.

Objective

Establish and preserve residential areas as safe, attractive, and desirable places, and encourage a mix of housing types and affordability ranges to accommodate a broad range of demographic groups in the City.

Policies

1. Foster “neighborhoods” within the City that have their own unique identity, interwoven within the larger City.
2. Community gathering spaces, amenities and services should be integrated with, or conveniently located in, proximity to all residential neighborhoods.
3. Protect and enhance the attractiveness and viability of existing neighborhoods through:
 - a. Careful review of adjacent land use and development applications
 - b. Effective Zoning Code enforcement
 - c. Streetscape enhancements
 - d. Coordination with homeowners associations on programs to improve entryways and open space
4. Require new development to provide mandatory homeowner associations or other governing mechanisms for the maintenance of entryways, common areas, pocket parks and other tracts, as well as the enforcement of covenants.
5. Continue support of urban street design standards to reduce traffic speeds and resulting safety concerns.
6. Link new residential development by trails, sidewalks, bike lanes, streets, and other safe and convenient access to schools, public or private open space, recreational amenities, community facilities, institutional uses, and activity areas.

7. Avoid or mitigate excessive noise impacts to residential areas, including those associated with loud speakers and heavy machinery noise.
8. Encourage a variety of housing types and affordability ranges by:
 - a. Establishing and implementing specific land use planning and zoning strategies
 - b. Coordinating with state, regional, and local agencies to explore resources, funding mechanisms, tax incentives, and other programs to encourage affordable housing opportunities, including the multi-jurisdictional Douglas County Housing Partnership and the Community Development Block Grant (CDBG) Program
 - c. Implementing the commitment for primary housing (see Glossary) in RidgeGate east of I-25
9. Support a diversity of housing types, including single-family homes, apartments, townhomes, condominiums, continuum of care facilities, and accessory dwelling units, cohousing, and group homes for older adults, where appropriate.
10. Locate housing near social services, public facilities, and commercial areas to reduce feelings of isolation and to ensure access to employment, education, and other activities.
11. Encourage universal housing designs that also allow residents to age in place, by incorporating ground floor bedrooms with accessible bathrooms, minimizing steps, avoiding abrupt elevation changes, providing adequate lighting, and incorporating easily identifiable signs.
12. Balance the desire for high-end design and building materials against the demand for housing that is more financially attainable to a range of workers, seniors and first-time buyers.

Redevelopment

Although Lone Tree is a relatively young City by most standards, redevelopment opportunities should be anticipated and evaluated to ensure long term economic health and quality appearance of the City. Commercial areas, in particular, may experience vacancies,

deterioration of buildings and property, and other challenges associated with aging and obsolescence over time. It is imperative that attention and reinvestment take place to extend or re-think these areas so they continue to be successful and attractive places in the community. Redevelopment of residential areas will likely not be an issue for years to come, as the housing stock is relatively new and in good condition.

Working with businesses and property owners in the City to identify and address problems or potential problems, and develop strategies to address them, will strengthen the economic vitality of the entire City over the long term. Fostering public-private partnerships, creative financing mechanisms, and providing efficient, predictable governments services are ways in which the City can assist.

The Entertainment District is of particular significance given its large size, central location, and challenges associated with varied property ownership within the area. The City should continue to consider ways to improve the appearance and function of the area, which has the potential to serve as a mixed-use, walkable gathering place for the community.

Park Meadows Shopping Center is another example of an area where reinvestments over time are critical to maintain a unique retail experience and economic success over the long term. Redevelopment efforts have included the replacement of a major anchor store with an outdoor shopping area as well as redevelopment of restaurants and stores in the area. Over time, additional uses, infill development and access improvements should be evaluated and implemented, consistent with the policies of this Plan.

Redevelopment is an issue that will only continue as the City's commercial and residential areas age, and if the City annexes other existing development areas. The City should continue in its support of redevelopment efforts that are consistent with this Comprehensive Plan.

Objective

Ensure and support redevelopment efforts and measures that are consistent with principles of this Comprehensive Plan

Policies

1. Support redevelopment that advances the objective of compact, mixed-use, and pedestrian-friendly development.
2. Encourage redevelopment measures that create greater linkages and access by pedestrians, bicycles, automobiles, and transit users.
3. Encourage the establishment of and connections to local parks, plazas, and other gathering spaces, where possible.
4. Ensure redevelopment areas have adequate facilities and services when deciding changes in land use.
5. Support redevelopment efforts consistent with the City's Design Guidelines.
6. Weigh the costs and benefits of conversion of commercially-zoned areas to residential use; trends in zoning and land use that may impact rezoning decisions; and incentives to foster redevelopment.
7. Ensure redevelopment is harmonious with existing neighborhood characteristics in terms of quality and architectural character.

Open Space Preservation and Protection

Open space preservation plays a key role in creating and maintaining healthy communities by providing a broad range of passive and active use opportunities. Open space protects air and water quality; preserves natural attributes such as floodplain and wetland areas, geological hazards, vegetative stands, and wildlife habitats. By providing aesthetic enhancement to communities, open space contributes to the pattern, quality, success and value of development by complementing the built environment with important visual and recreational amenities (see Parks, Trails and Open Space Map).

The City has been successful in preserving over 700 acres of open space at its southern edge – solely through land use annexation and zoning negotiations of the RidgeGate and Southridge Preserve Planned Developments. The RidgeGate Planned Development was significantly modified from original County zoning entitlements to prohibit development on the most

visually prominent mesa areas, thus preserving views of the bluffs from Lone Tree. The Southridge Preserve Planned Development requires clustered development and preserves over 70% of that project as public open space. These achievements ensure a permanent, integrated system of open space that provides buffers of open land between rural development to the west and south; links with other open space systems such as the Bluffs Regional Park and Highlands Ranch Backcountry Wilderness; creates important regional and local trail connections; affords passive recreational value; and provides meaningful, uninterrupted areas of habitat for wildlife.

Importantly, in both Planned Developments, the ridgelines and the sides of the mesas are the natural visual backdrop for Lone Tree are preserved from development. While some residential development will occur on the mesa tops, it will be subject to specific zoning requirements and design standards to ensure that it is not visible from Lone Tree below the bluffs. For example, homes will be subject to large setbacks from ridgelines, height restrictions, stair-stepped building profiles, landscaping guidelines, and standards for earth toned building colors. The City appreciates the intrinsic value of the bluffs in this area not only for Lone Tree but as a resource for the larger northern Douglas County and South Denver Metropolitan area and, as such, has secured measures to preserve and enhance this major scenic amenity (For more information, see the Environmental Quality section).

Lands important for preservation for all of the attributes described above should continue to be preserved, enhancing the quality of life for the community and promoting responsible ecosystem management. In some cases, key environmental attributes can be protected where measures are taken to build with nature. In all cases, the City will work with various agencies including South Suburban Park and Recreation District, Douglas County, the Colorado Division of Wildlife, and DRCOG, in order to coordinate regional open space and wildlife habitat preservation and protection efforts.

Objective

Ensure an integrated and permanent open space system that enhances quality of life, reinforces a sense of community, and promotes ecological and economic benefits.

Policies

1. Continue to preserve significant natural resources such as ridges, steep slopes, floodplains, significant stands of vegetation, and lands important for their intrinsic beauty, for viewshed protection, wildlife habitat, and as community buffers.
2. Open space suitable for the intended use (passive or active), should be provided in conjunction with residential developments. The dedication or development of parks, trails, and open space, shall keep pace with the amount of residential land being platted, with provision made for their ongoing maintenance.
3. Implement plans for preserving the views and integrity of significant visual resources, including the bluffs, and work with Douglas County and area landowners to protect ridgelines from development.
4. Where site conditions warrant protection due to the prevalence of important wildlife habitat, significant natural landforms, or steep slopes, creative land-planning approaches should be utilized. Clustering of units, building envelope restrictions, alternative roadway standards, and other design approaches that minimize site disturbance may be required (see the Environmental Quality, Section 3, for more policies).

Sense of Community

As a small but growing city, Lone Tree experiences both opportunities and challenges in establishing and cultivating a sense of community identity and sense of place. As growth occurs in the City east of I-25, it will be particularly important to maintain and strengthen a sense of “one City” so that residents and businesses on both sides of the interstate feel a sense of connection and unity.

Residents and businesses benefit from a positive image of their community reflected in civic pride, social cohesion, strong property values, and a healthy local economy. Increased recognition of the City by other communities also makes Lone Tree a stronger participant in regional growth and transportation issues, and serves to put Lone Tree “on the map” as a draw for new businesses and residents.

A combination of factors contribute to a sense of place, as experienced by residents, businesses and visitors alike. For example, Lone Tree is fortunate to have a physical setting that lends itself to a strong identification. Its compact form and position at the southern edge of the Metro Area framed by the bluffs, coupled with three major highways intersecting here (I-25, C-470, and E-470), combine to provide a readily identifiable community. By upholding City Design Guidelines, quality development also sends a message that Lone Tree is a distinctive place with high standards for development.

Other highly visible cues like open spaces, attractive landscaped medians, brick walls, distinctive pedestrian lighting, and a cohesive sign plan also combine to create a sense of place. Destination services and amenities like the Lone Tree Arts Center, Park Meadows Shopping Center and Sky Ridge Medical Center are also important landmarks and sources of pride for the City, which also fosters community identity.

In conjunction with physical characteristics, “naming” plays an important role in community identity. For example, businesses benefit from directing people to a readily identifiable City which is easy for patrons to locate. Lone Tree residential neighborhoods have a tradition of identifying themselves through homeowners associations, signage, and events. Naming is also strengthened with Lone Tree’s active participation in business, county, regional and state issues and organizations including the Lone Tree Chamber of Commerce, Denver South Economic Development Partnership, and DRCOG.

A sense of place is also strengthened by the more intangible, social aspects of the community, when people have the opportunity to come together and build relationships. This can be encouraged and facilitated in a number of ways. For example, thoughtful land use planning and design and gathering spaces can be integrated into existing and newly developed areas linked by trails and walkways. Public plazas, gathering areas, and community focal points, foster activity and interaction and should include welcoming elements such as seating, shade, attractive gardens and fountains. Parks can be designed for all ages and interests, with lively spaces for children, families, community events, and places for quiet conversation. Streets in mixed-use centers can be designed to serve as spaces for open air markets, festivals, and parades. Wide walkways can be designed to accommodate outdoor cafe seating. When these areas are designed for the pedestrian, and a synergy of uses is provided, greater opportunity is generated for chance gatherings, where neighbor can greet neighbor while walking down the street.

Community identity is also fostered through City-supported programs and facilities, such as the Lone Tree Arts Center, helping to expand and enrich the social fabric of the community. Through its annual Independence Day Celebration and summer concerts, and through the many ways the City supports recreation, arts, and culture, the City works to enhance civic pride and sense of place (see the Community Facilities and Services Section 3).

Objective

Foster a distinctive Lone Tree identity and a strong sense of place, where residents and businesses feel a connection and pride for the community and where visitors feel welcome.

Policies

1. Maintain community separation between the urban land in Lone Tree and the City of Castle Pines east of I-25 by preserving land in this area as open space or developing at a clustered, non-urban level outside the I-25 corridor viewshed.
2. Ensure consistency with City-approved Design Guidelines that supports principles of good design, and address aesthetics, appearance and community identity. The use of standard, corporate architecture and color schemes for commercial development should be carefully reviewed to ensure it advances Lone Tree's objective of fostering a distinctive community identity.
3. Establish a comprehensive and coordinated approach to branding and identification, including marketing strategies, signage, public art, landscaping and other similar measures.
4. Encourage local businesses and neighborhoods to identify their location as Lone Tree.
5. Integrate diverse gathering spaces into the community, linked by trails and wide walkways, with amenities geared to all ages and interests.
6. Establish and promote recreational, civic, and cultural venues and activities that bring the community together.

Transit-Oriented Development

The extension of the Regional Transportation District light rail into the City generates many unique opportunities to create vibrant hubs of development activity around transit. Well planned transit-oriented development (TOD) helps support ridership, spur economic development, and enhance convenience for residents and commuters.

Lone Tree is served by the Lincoln Station and the Sky Ridge Station west of I-25, and the Lone Tree City Center Station and RidgeGate Parkway end-of-line station east of I-25. Each station has a distinctive context and purpose and should be planned and developed specifically with those in mind. There are, however, widely accepted design principles that help influence successful TOD including an integration of vertical mixed-uses; buildings oriented to the street and public spaces; strong access and connections to, from and around the station area; comfortable, safe and inviting gathering places; and a balance of parking, where applicable.

Objective

Encourage transit use and create community hubs, by incorporating a lively mix of development around transit stations, orienting development toward the pedestrian, providing gathering spaces, providing adequate and safe multi-modal access, and ensuring quality design.

Policies

1. Support primarily vertical mixed-use development within a ¼ mile of transit stops, with the design focus on pedestrian convenience, safety and services (particularly ground-floor level shops, food service and offices), and discourage auto-dependent uses, such as car washes, car sales, and drive-through windows.
2. Orient buildings to the street, with windows at street level to provide interest to the pedestrian (as opposed to long, blank walls), and locate surface parking, along with dumpsters, loading docks, service entrances, and storage, to the rear of buildings.
3. Support multi-family development and a mix of housing types around TODs (for sale, for rent, market rate, senior housing, affordable housing), with the highest level of development density located closest to the stop.

4. Encourage efficient and safe access to and around TODs by pedestrians and cyclists by providing connections from outlying areas to transit stations, providing wide sidewalks (on both sides of the street) with differing materials at crosswalks, bike lanes, adequate signage, lighting, wayfinding, and bike racks and storage lockers.
5. Enhance the pedestrian experience by providing sheltered seating, public restrooms, trash receptacles, street lamps, planters, public art, and gathering spaces such as plazas and pocket parks.
6. Provide adequate access by automobile, shuttles, buses, bicycles and pedestrians, encouraging an interconnected street network around blocks 200-400 feet long, and design streets to accommodate multimodal traffic. Traffic-calming measures are encouraged around TODs and other residential and mixed use areas.
7. Reduce or eliminate minimum parking standards in TODs for nonresidential development, where deemed appropriate by the City. Encourage shared-use parking, on-street parking and parking demand management systems, where appropriate. Parking should largely be accommodated below ground or in structures.
8. Require design standards that ensure quality and unify development, while at the same time affording variety in architectural styles, detail and materials to add interest.

Lone Tree City Center

The Lone Tree City Center will be located east of I-25 and south of Lincoln Avenue, and represents a destination, focal and identity point for Lone Tree and the region. It is envisioned as a “downtown” environment, characterized by compact, pedestrian-oriented development anchored by transit. It will include a mix of uses including retail, commercial, office, residential, civic, cultural, entertainment, and public spaces, adjacent to a large community park.

Many of the same planning principles that apply to TOD also apply to the future City Center such as compact development, mix of uses, pedestrian orientation, connection to bicycle and walking trails, and public gathering spaces. The key differences are that the scale and level of

development intensity and the nature and extent of civic uses will be greater in the City Center than at the transit stops.

Objective

Create a vibrant, destination-oriented “downtown Lone Tree” that is a major urban center and focal point of the South Denver Metropolitan Area.

Policies

1. Promote high density and compact development patterns that support transit ridership and promote a walkable environment. Lower density uses should be discouraged in the City Center, including single-family detached homes.
2. A wide range of land uses should be concentrated in the City Center, including mixed-use employment, office, civic, entertainment, retail, recreation, and high-density residential.
3. Gathering spaces such as parks and plazas should be integrated throughout the City Center within walking distance to all uses within the City Center.
4. A variety of multimodal transportation alternatives, including light rail transit, auto, bus circulators, bike lanes and bike share programs, pedestrian trails and wide sidewalks should be supported to provide the fundamental framework for travel to, from, and around the City Center.
5. Specific design guidelines and development standards should be established for the City Center that address issues including permitted land uses, architectural guidelines, parking standards, and roadway design. Standards and guidelines should also be established for streetscape design, including lighting, signage, and landscaping to provide a sense of unity throughout the center.
6. Prominent governmental, civic and community facilities should be concentrated within the City Center.

7. Necessary parking should be accommodated through innovative alternatives to surface parking lots, and should include parking structures, designated public parking areas, and shared parking. A parking demand management plan should be required and monitored prior to development to ensure adequate, but not excessive parking.

Plan Consistency

Orderly growth is more assured when development proceeds according to well-conceived, fiscally-responsible plans. Communities that make land use decisions in haste or absent a solid planning framework often suffer the results, including substandard service levels, sprawl, and lack of community identity. Moreover, landowners and residents benefit when development occurs according to plan, as it results in a more predictable and fair process. Measures are therefore supported which ensure consistency with the Planning and Urban Growth Area on the General Land Use Plan Map, and the supporting land use goal, objectives and policies. Historically the City's Plan has been consistent with the plans of neighboring jurisdictions, including Douglas County, the Town of Parker, the City of Centennial, and DRCOG's Metro Vision Plan, and efforts should be made to maintain that consistency.

Objective

Ensure orderly growth through plan consistency.

Policies

1. Consistency with the land use goal, objectives, and policies of this Plan is a fundamental criterion for land use approvals by the Planning Commission and City Council.
2. Maintain consistent zoning, subdivision, and other applicable land development regulations with the Lone Tree Comprehensive Plan goals, objectives, and policies.
3. Encourage Douglas County and other surrounding counties and municipalities to approve only those land uses in the Planning and Urban Growth Area and Municipal Influence Area which have been reviewed and approved by the City and that are consistent with this Comprehensive Plan, including open space preservation.

4. Pursue intergovernmental agreements establishing municipal and county growth and influence areas to protect the integrity of the Lone Tree Comprehensive Plan and the Lone Tree Planning and Urban Growth Area.
5. Support regional plans and planning efforts that are in keeping with the principles of this Plan.
6. Amendments to the Comprehensive Plan require public hearings before the Planning Commission and City Council; an exception is that administrative amendments to the Land Use Map to reflect approved rezonings may occur in those cases where the Planning and Urban Growth Area boundary is not revised.

Annexation

Annexation decisions made by city councils may have far reaching and long lasting impacts. Relationships with neighboring jurisdictions and the reputation of a city within a metropolitan area can be impacted by such decisions. The ability to provide quality and cost effective community facilities and services may be impacted. A community's quality of life and very identity are often affected by annexation decisions, even those that might occur within a City's Planning and Urban Growth Area. For those reasons, Lone Tree carefully evaluates all annexation requests to ensure that the City will continue to grow carefully for the benefit of present and future generations.

Objective

The City will carefully consider annexations that further the goals and policies of this Plan and contribute to the long term economic success of the City and sense of community.

Policies

1. The City is committed to development within the existing City limits, and recognizes that additional annexations are important to provide for growth opportunities that could be beneficial to the City and its environs. The City will encourage annexation within the City's Planning and Urban Growth Area where:

- a. The annexation is a logical extension of City boundaries. The City may consider the annexation of areas that are contiguous to the City and existing developing areas, including enclaves. “Flagpole” annexations are discouraged.
- b. The annexation will contribute positively to the City’s identity.
- c. The annexation and proposed development will have a demonstrated benefit to the City - tangible and intangible benefits that will be evaluated include, but are not limited to: Tax generation and other revenues generated by the proposed development; employment base expansion; public transportation opportunities; public facilities; unique open space or recreation amenities; and, housing opportunities. The benefits of annexation will be weighed against the costs to the City of providing services, maintenance and infrastructure.
- d. The annexation and proposed development can be provided with adequate urban services that are capable of being integrated into existing or planned utility, transportation, public safety, and general service systems in a financially responsible and phased manner. An urban service and development phasing plan may be required as part of the annexation agreement to address the timing and location of development, needed utility connections and initial and subsequent levels of City services required.
- e. Needed infrastructure improvements to serve the annexed area shall not be constructed or funded in such a manner as to impose an unreasonable level of public or private debt relative to realistic build out rates and valuations. Off-site improvements may be required of the development, with provisions for possible payback by subsequent benefiting developers.
- f. The utilization of public debt mechanisms, including Title 32 Districts and General or Special Improvement Districts, shall be consistent with the above-stated objectives and other City adopted criteria. Phasing plans may be required.
- g. The annexation and proposed development shall preserve significant environmental features. Unique topographic features, significant vegetation, and key viewsheds shall be preserved wherever feasible. Development proposals that mitigate negative impacts to air and water quality and otherwise preserve or enhance the physical environment shall be encouraged.

Description of the General Land Use Plan Map Areas

The General Land Use Plan map is intended to graphically illustrate the City’s present and future land use patterns. The map is a tool to guide land use decisions and provides direction as

to how the City and its environs will develop by the year 2035. The General Land Use Plan map identifies the City's Planning and Urban Growth Area, and Municipal Influence Area. The General Land Use Plan Map is based upon a number of delineated geographic areas that form the basis for land use goal and policy direction, particularly regarding the potential for future City annexations.

The Planning and Urban Growth Area

The Planning and Urban Growth Area contains incorporated and unincorporated lands. It identifies where the City can reasonably expect to extend public infrastructure and services over time, commensurate with development, and therefore includes those lands considered appropriate for annexation. The City should consider the Planning and Urban Growth Area as a whole, and maintain its fiscal viability when evaluating annexation requests. Generally, land uses within the Planning and Urban Growth Area are established by underlying City and Douglas County zoning. Such zoning may be modified upon annexation or rezoning.

The Municipal Influence Area

The Municipal Influence Area includes land areas that may have direct or indirect impacts on the City and its planning goals and objectives. The Municipal Influence Area does not indicate an area of near term annexation by the City, but is an area where open space preservation or future development may impact the area's fiscal viability, air and water quality, scenic qualities, and have potentially significant impacts upon the City. The City of Lone Tree is thus particularly interested in providing referral review for land development applications in the Municipal Influence Area.

II. Environmental Quality

The preservation and enhancement of the natural environment is paramount to the overall development concept in the City of Lone Tree. By growing in a responsible, balanced way, Lone Tree is preserving the very qualities that make the City a desirable place to live, work and visit, for generations to come. Compact, contiguous growth patterns preserve open areas and wildlife habitat. Similarly, mixed-use, multimodal development reduces vehicular travel and thus limits impacts on the environment (see Land Use, Chapter 2, for more information and policies on this subject).

From reducing energy consumption to recycling, to promoting better air and water quality, to preservation of natural vegetation along with tree planting programs and Xeriscaping, individual, community, and area-wide measures can have positive effects and are strongly encouraged.

Characteristics of the area's physical environment are also determining factors in why people desire to live in this area. Mountain views, open spaces, native wildlife, and an attractive built environment are a few of the desirable characteristics that have attracted people to the City and its environs. Identifying and protecting these key resources remain an important focus in the planning and development review process.

One of the greatest legacies of the City of Lone Tree's planning efforts will be the protection of the bluffs that dominate the area's southern landscape. The prominent bluff sides and ridgelines will provide a natural open space backdrop for the City. The City of Lone Tree's identity will be apparent and distinguished by this defining geographic feature.

Residents want to be assured that environmental standards (for air, water and land) are maintained so that they have a safe and healthy place to live and raise their families. For this reason, areas that may present environmental hazards have been identified and are addressed in the development review process, including lands with expansive soils, floodplains, and steep slopes. Moreover, water quality and erosion measures apply to all development.

Using many approaches, the environmental quality in the City and beyond may be conserved and enhanced, which in turn, helps determine the overall quality of life experienced by area residents now and for decades to come.

II. Goal: Conserved, enhanced, and/or protected important natural and manmade resources and the safety of the public when integrating development into the natural landscape.

Energy Conservation

One of the most effective ways to promote environmental quality is to conserve energy. The City promotes this with adoption of Building Codes, Zoning Regulations and Design Guidelines that encourage efficiency and conservation in the way sites and buildings are developed and redeveloped. Green building practices are increasingly the norm in the marketplace, as businesses appreciate the economic and social benefits of being good stewards of the land and other natural resources. A number of commercial and residential projects in the City are leading the way in use of solar and green building. The City also evaluates ways to conserve energy in the acquisition, construction, maintenance and operation of its facilities and services. The Lone Tree Arts Center, for example, achieved LEED (Leadership in Energy and Environmental Design) recognition through energy efficient windows, mechanical systems, lighting, and water use systems.

The City is a strong advocate of recycling to conserve natural resources and minimize impacts to the environment. It contracts for recycling service and makes it free of charge to residences. As a result, the City has one of the highest recycling rates among communities in the Denver Metro area. The City offices recycle paper and other materials and subsidize the professional, contracted pickup and disposal of hazardous waste, which may pose a threat to public health and safety.

Objective

Protect the environment and conserve natural resources through energy conservation and the proper disposal of waste, reduction in use of materials, reuse and recycling.

Policies

1. Continue to encourage and support the reduction, reuse and recycling of material resources in City operations and within the community where possible, and provide for the adequate and safe disposal of household and hazardous waste.
2. Continue to encourage sensible sustainability programs and construction practices in new and existing development in the City, including all City facilities.
3. Encourage the use of solar energy, geothermal, and other renewable energy sources that are consistent with this Plan.

Water Quality

Protecting water quality, including surface and subsurface resources, requires cooperation on many levels. The Federal Clean Water Act provides standards that are implemented through State and regional planning efforts. The Clean Water Plan, adopted through the Denver Regional Council of Governments (DRCOG), provides strategies for wastewater, watershed protection, stream standards, stormwater management and nonpoint-source (contamination that comes from multiple, diffuse areas or points of origin, such as stormwater runoff) control. The City's stormwater runoff flows into the Cherry Creek and South Platte watersheds and the City works with many jurisdictions to ensure water quality levels are maintained. On a local level, City engineers work to ensure that water quality is maintained through the proper design, construction and maintenance of stormwater detention facilities (see the section on stormwater management for more information).

Objective

Protect water resources.

Policies

1. Ensure that development attains water quality standards in accordance with all applicable local, state and federal clean water regulations.
2. Participate and collaborate on regional water quality planning activities.

3. Collaborate with regional stewardship organizations, such as the Cherry Creek Basin Water Quality Authority.
4. Control drainage and surface erosion and sedimentation problems and encourage the use of new technology to improve existing facilities.
5. Design and integrate detention facilities in keeping with the City's Design Guidelines, including plantings, colors, and materials.

Air Quality

Air quality is an ongoing concern in the Denver Metro area. Increasing development, the region's natural topography (a bowl shape), and climate conditions that trap pollutants combine to form an environment where pollution can linger. The issue requires special attention. Air pollution contributes to significant health problems, including lung related diseases. It may harm trees, lakes and streams, impedes visibility and scenic views, and contributes to global warming. With ongoing and ever-increasing rates of construction, motor vehicle traffic, and power demands, all communities must do what they can to reduce air pollution.

Objective

Minimize air pollution generated by current and future development.

Policies

1. Encourage development patterns that reduce dependence on the automobile for work, shopping, and other trips, and provide for alternative modes of transportation.
2. Encourage clean, non-polluting industry to locate in the City.
3. Support efforts to attain maximum signal light progression in order to minimize energy consumption, air quality degradation, and to improve traffic flow.

4. Participate in public air quality control programs in accordance with the State Implementation Plan for the Denver region.
5. Support urban forestry programs to regularly plant new trees and to properly manage and maintain existing trees, which produce oxygen, shade and wildlife habitat.
6. Encourage the City and the broader community to be a leader in alternative fuel and vehicle technologies.

Vegetation

Prominent native species in the area include a variety of short and tall grasses in meadow areas, cottonwood and native willow tree species along drainages, and a sprinkling of Gambel Oak and Mountain Mahogany shrubs along the sides and tops of the bluffs. These hardy native species should be protected and riparian areas restored where appropriate to enhance habitat for wildlife, to prevent soil erosion, to protect water quality, and for their intrinsic value.

The City also recognizes the climate constraints of this region (i.e., often harsh winter weather combined with low annual rainfall), and supports plantings of hardy plant species and landscaping according to Xeriscape practices (see the Water Supply narrative for more information on this subject).

In working with neighborhood homeowner associations and through the City's Site Improvement Plan process, much work is done to ensure planted vegetation is suitable for this climate, is attractive, and well maintained. While the City's namesake, 'Lone Tree,' might lead one not familiar with this area to conclude the City lacks trees, the City in fact has many trees, is recognized by the Arbor Day Foundation as a "Tree City," and supports Arbor Day events each spring.

Objective

Conserve and enhance the integrity of the natural and built landscape in ways compatible and complementary to our climate.

Policies

1. Encourage a “canopy of green” throughout the City, including planting of trees in landscaping and public places; support tree lawns along sidewalks to give people a sheltered and aesthetically beautiful place to walk; canopy trees in parking lots; and rooftop gardens.
2. New development should be designed to conserve and enhance existing vegetation ecosystems, including woody vegetation species and grasslands (i.e., trees, ground cover, etc.) that serve to stabilize hillside areas, stream banks, eroded areas, and for wildlife habitat.
3. Where a tree has died, is damaged or must be relocated, it should be replaced with a species and size that is conducive to the environment in which it is located. Support tree planting, maintenance, and preservation programs in the City in consultation with professional arborists.
4. Existing ground cover in undeveloped areas and on slopes exceeding 20% should remain undisturbed except in cases where it is required for public improvements, surveying, fire prevention, or weed control - existing vegetation to be retained should be carefully protected during construction.
5. Xeriscape (low-water intensive landscaping) practices are strongly encouraged.

Wildlife Habitat

Wildlife habitat will be preserved through the continued implementation of this Plan, which supports compact land patterns as opposed to sprawl which fragments land available for wildlife habitat and movement corridors. While Lone Tree is an urbanizing community, the City has also worked to conserve important wildlife habitat through the preservation of large areas of open space along the bluffs and important drainages throughout the City (see the Environmental Resources Map). Cooperative efforts are undertaken to restore and enhance areas important for wildlife, including restoration of wetland and riparian areas, the control of noxious weeds, measures to maintain water quality, and the use of wildlife-compatible fencing.

Objective

Preserve and enhance established wildlife habitat and movement corridors.

Policies

1. Require new development to be sensitive to and protect important wildlife habitat and movement corridors through wildlife compatible fencing, clustering of lots, limits on buildable areas, and the establishment of building envelopes.
2. Preserve, restore, and enhance riparian corridors and wetlands.
3. Support measures to control domestic animals from impacting wildlife, including enforcement of the City's leash laws and providing for pet control in private covenants.
4. Require development to appropriately revegetate degraded and disturbed grass and scrubland with native vegetation and wildlife friendly species in important wildlife habitat and movement corridors.
5. Work with the Colorado Division of Wildlife and other agencies to assist in habitat protection and restoration, to maintain species health, and to minimize human/wildlife conflicts.

Visual Quality

The City of Lone Tree incorporated in part to adequately address the visual impacts of new development. Preserving and enhancing the visual quality is a fundamental premise of this Plan, and City officials have instituted a number of programs to address visual quality in the community including:

- Design Guidelines to ensure quality building and landscape design
- Regulations, planned development zonings, and review processes to address development that may be associated with environmentally important areas including ridgelines, mountain views, and lands along major roadways

- Lighting standards to minimize light pollution and a program to install attractive pedestrian lighting along major thoroughfares
- Sign code regulations to minimize visual clutter
- A program for constructing brick walls along some collector streets in residential areas that improves the public streetscape appearance while providing for sound attenuation
- Landscaping and monumentation in key areas around the City

Objective

Preserve or enhance the natural and man-made visual environment.

Policies

1. Continue to ensure that development in and around visually sensitive areas is mitigated through sensitive design practices including clustered development patterns, alternative roadway standards, and through zoning, design guidelines, and covenants established to ensure harmony with the natural environment and which preserve the visual backdrop to the City.
2. Public open spaces should be designed to enhance and protect visual quality, scenic vistas and significant landforms. Significant landforms such as ridges, slopes greater than 20%, and significant tree and shrub stands should be preserved.
3. Incorporate aesthetically pleasing site planning treatments along primary transportation and trail corridors, through the use of innovative site planning, open spaces, sign control, lighting, and landscaping.
4. Promote Lone Tree as a special place that feels different than other communities through distinctive signage, landscaped medians, fencing, quality architecture and gathering spaces.

5. Ensure quality design and iconic architectural form, where appropriate within the City, through application of the City's Site Improvement Plan requirements and Design Guidelines for non-residential and multi-family projects.
6. Protect important ridgelines through careful design practices, including:
 - a. Establishing maximum building heights
 - b. Ensuring that building colors and materials are compatible with the natural environment
 - c. Providing appropriate low level lighting
 - d. Locating building setbacks away from the ridgeline and establishing building envelopes
 - e. Establishing alternative roadway plans with reduced widths to minimize road grading and scaring of the land
 - f. Using natural vegetation and employing height limits of landscape elements at mesa ridges
 - g. Practicing careful study and analysis of each proposed building site (including photo simulations from important view points).
7. Encourage site planning techniques that decrease the visibility of garages, parking lots, drive through lanes, trash and loading areas, and other visually unappealing uses.
8. Promote a comprehensive and integrated approach to identification and branding, particularly along major corridors in the City. Signs should enhance the overall aesthetic of the community while meeting the needs of private enterprise.
9. Continue to implement the City's "Dark Sky" approach to lighting, to achieve visibility and safety, while minimizing glare and light pollution.

Environmental Hazards

Hazardous areas in the Lone Tree area include floodplains, wildfire potential in the urban-wildland interface, expansive soils, steep slopes, and rockfall areas. Environmental hazards may also include materials transported on highways through the City. Such hazards present the potential for the loss of life or property, and the City should continue in its efforts to ensure the safety of the community is protected.

Objective

Ensure the safety of the community and the protection of public and private property through careful siting, appropriate monitoring, and mitigation.

Policies

1. Preserve the 100-year floodplain in its natural state. Where structural improvements are necessary, such as the channelization of the floodplain, provide transitions from natural areas to more urban settings. Any alteration to the floodplain will be in conformance with the City's Zoning Code, as well as any additional requirements of the Storm Drainage Criteria Manual or the U.S. Army Corps of Engineers. Structures are prohibited within the 100-year floodplain, except for those relating to flood control, wildlife, and recreation.
2. Avoid development where geologic hazards exist, including but not limited to slope failure or rock fall areas, unless it can be demonstrated that methods are available to minimize potential hazards.
3. Development should be designed for site-specific conditions so as to minimize the potential for slope instability. The following must be considered in the planning process:
 - a. Slope and geologic stability
 - b. Disruption of existing surface conditions
 - c. Historic and future drainage in relation to specific surface materials
 - d. Increased pedestrian or other traffic that may impact surface conditions
 - e. Erosion control, revegetation and reclamation of sensitive areas.
4. All proposed development on slopes of 12% to 20% must be sensitive to slope stability, visual impact, erosion, drainage, and infrastructure requirements.
5. Development on slopes greater than 20% should be avoided.
6. The City should closely monitor activities which may pose a risk to the community, such as the transport of hazardous waste along I-25 and C470 through the City's Municipal

Influence Area - the City shall work with appropriate agencies to ensure that maximum precautions are taken to protect the health of the community.

7. Implement land use and other measures to address the potential for wildfire along the City's southern boundary (urban wildland interface areas).

III. Community Facilities and Services

The provision of community facilities and services is the responsibility of a variety of entities. The City of Lone Tree provides police, public works, and general governmental services. It is committed to providing such services with excellence, integrity, and care.

Special districts provide public education, fire protection, library services, and water and sewer service. Healthcare and utilities are provided by a variety of companies. The City recognizes the role these outside entities play in facilitating a well-rounded and balanced community, and the importance of coordinating and collaborating to ensure efficient service delivery.

Community facilities should be located, designed and operated in a manner consistent with this Plan and the City's operating budget. The nature of the facility and investment should meet the needs of the City for the foreseeable future, and contribute to a positive image for the City. Locating a facility in a particular place is a decision to provide service to, and invest in that area. It is also an opportunity to make a design statement that invokes civic pride.

The land-use decisions a community makes may also impact the ability to provide quality and cost effective facilities and services. Where communities develop in line with sound planning principles, including compact and pedestrian-friendly development patterns and logical transportation and utility line extensions, costs can be minimized and emergency response times shortened (fire, medical, police). This Comprehensive Plan supports such efficiencies through the establishment of a compact Planning and Urban Growth Area and the adoption and application of objectives and policies rooted in sound planning principles.

III. Goal: Quality community facilities and services for the Lone Tree community provided in an efficient and cost-effective manner.

General Provisions

Whether facilities and services are provided via the private or public sector, meeting the above goal is often achieved through establishing and maintaining cooperative working relationships with a variety of services providers. Moreover, partnerships to jointly fund, manage, and maintain facilities are encouraged and often work to spread the cost and provide efficiencies in service. While the cost of new facilities and services are often borne by the entire community (such as the construction of new public schools), it is important that new development also pay its fair share of the costs as well, including the cost of necessary street improvements, water and sewer extension costs, and other utilities.

Objective

Enhance cost effective service delivery through cooperative relationships with other providers, while ensuring that new growth pays its fair share.

Policies

1. Continue cooperative relationships and partnerships with other governments, special districts and other entities, including the private sector to provide a wide range of quality facilities and services to residents of all ages.
2. Ensure, where appropriate, that the costs, both capital and maintenance, of new or expanded facilities are offset by the development or subdivision creating the need for such facilities.

General City Facilities and Services

Since the City incorporated in 1995, City facilities and functions have continued to evolve. Initially the City contracted all of its general government services, and Council meetings were held in what was the sales office for the original Lone Tree housing development. In 2003, administrative, community development, and building department functions were consolidated in leased office space to provide more efficient and convenient service to the community.

In 2004 a new Civic Center was constructed for meetings, hearings, and community functions. That same year the Lone Tree Police Department was established, and with it the City's first employees were hired. In 2007 the City purchased its first office building, relocating City staff to a central location, providing needed space and room to expand. In 2011 the Lone Tree Arts Center opened, offering a range of performing arts and cultural performances and venue spaces available to the community.

Demand for library services throughout Douglas County continues to expand as the population grows. In Lone Tree, the library located at Yosemite Street and Lone Tree Parkway was determined by the Douglas County Library District to be too small to provide the full spectrum of services for the community. In 2014, the District embarked on plans for a new, larger facility located just east of the Lone Tree Arts Center on land donated by the developer of RidgeGate. The larger library offers better access and parking for patrons; more materials and library programming; and meeting rooms for use by the community. It's location across from the Arts Center in a mixed-use, central location creates opportunity for community gathering spaces and public amenities. The City acquired the old library site in 2015 with the intent of ensuring it remain a resource for the community. Public input and careful planning will help determine the feasibility and ultimate use of the building and how it can be used as a community amenity.

As the City grows, the City Council will continue to evaluate the role of city government, making decisions as to its function and size and the appropriate location for housing City services. Ultimately a City Hall is planned in the future City Center on the east side of I-25 on land committed for that purpose.

Objective

Provide efficient and high-quality City facilities and services in a manner consistent with this Plan.

Policies

1. Continue to evaluate the nature and extent of City facilities and services to provide efficiency and convenience, and to meet the needs and desires of the community. This includes the facilities and services provided directly by the City (general government, community development, police, public works, arts and culture) and those provided by other service providers, including special and metro districts such as Park Meadows,

Rampart Range, South Suburban Parks and Recreation, Southgate Water and Sewer, Douglas County Libraries and the Douglas County School District.

2. Locate major government and regional civic facilities in the future City Center in order to establish a focal point for the City and to provide a concentration of common uses, services, and amenities. Locate other governmental or community civic facilities in other interim or permanent locations throughout the City where needed and desired for service efficiency, to foster synergism with other activities and uses, and to enhance community identity.
3. Locate City Hall within the future City Center, in consideration of the following factors:
 - a. Adequate vehicular, transit, pedestrian and bicycle access
 - b. Integration and proximity to complementary uses including a library, parks, open space and commercial areas
 - c. Land area and location for potential expansion
 - d. Building function, design and funding
 - e. How the building and site will serve as an attractive community focal point
4. Incorporate energy-efficient building practices in new City offices and other facilities by using green construction methods and other energy saving standards.
5. Recruit and maintain a highly skilled work force in City government that provides responsive, innovative, and professional services to all customers.

Road Maintenance

While the financing and construction of new roads and associated infrastructure has largely been accomplished by special districts including the Park Meadows and Rampart Range Metropolitan Districts, once the warranty period for such improvements have expired, road maintenance is largely financed and managed by the City. In 2005, a City Maintenance Facility was constructed to provide for the ongoing maintenance and storage of City equipment and materials. The City works in collaboration with land developers, districts and other governmental entities to ensure that roads are adequately maintained (For information on road design and construction see the Transportation Section of this report).

Objective

Ensure public roads are adequately maintained.

Policies

1. Coordinate and collaborate with districts, neighboring jurisdictions, and the County, as appropriate, to ensure the adequate maintenance of City roads.
2. Continue to implement the City's 5-year Street Maintenance Overlay and Reconstruction Program.

Law Enforcement

Established in August of 2004, the Lone Tree Police Department assumed law enforcement responsibility from the Douglas County Sheriff's offices at midnight on January 1, 2005.

The Department is committed to the philosophy and practice of community policing to engage citizens and business owners in a cooperative, proactive manner that extends the number of eyes and ears watching the community. In addition, the Department works with homeowners associations and local businesses to problem solve issues when possible before they arise. Police Administration staff has worked with regional agencies in developing an emergency preparedness plan and is engaged in the review of land-use applications to ensure that security and law enforcement aspects are considered in the land development review process.

Objective

Provide a high level of public safety and security in the Lone Tree community.

Policies

1. Review development proposals in terms of adequacy of service, access and resultant response time criteria.
2. Encourage building designs that help to reduce crime, such as orienting buildings to face the street thereby enabling more "eyes" on the street.

3. Encourage commercial centers in the City be designed for safe day and night-time use.
4. Encourage developers to provide a reasonable level of security within their construction sites to lessen theft and the number of patrol calls during this phase of development.
5. Encourage participation by neighborhood groups and new developments in crime prevention programs, such as Neighborhood Watch and Operation I.D.
6. Consider future facility needs in conjunction with the following factors:
 - a. Service efficiency, including optimum response time
 - b. Adequate access and parking
 - c. Compatibility with adjoining uses
 - d. Land area and location for potential expansion
 - e. Building function, design and funding
7. Continue to work collaboratively with neighboring law enforcement agencies, the Douglas County Sheriff's Department, and other law enforcement entities to ensure public safety needs are adequately met.

Fire Protection

The South Metro Fire Rescue Authority provides fire protection in the City's Planning Area. They have a station in Lone Tree at Maximus Drive and Yosemite Street, with immediate back up provided by a station at Dry Creek Road and Quebec Street. South Metro is an Emergency Medical Treatment (EMT) provider and is also the designated Emergency Response Authority for hazardous materials emergencies.

A future fire station is also planned within RidgeGate. The City will work with the Districts and the developer of RidgeGate to ensure that the site is properly located to minimize emergency response times. The City also works with South Metro Fire Rescue Authority through the development review and building permitting processes to ensure that new development is accessible and safe. Communication and cooperation between the City and these fire protection and emergency responders will assist in providing a safe future for the Lone Tree community.

Objective

Ensure fire protection and prevention for the Lone Tree community.

Policies

1. Actively solicit the input of the South Metro Fire Rescue Authority in review of all new development proposals.
2. Ensure new development in the City is served by central water facilities and fire hydrants. Adequate flows and pressures will be required for firefighting purposes.
3. Encourage fire districts to acquire equipment and employ practices that will afford quality firefighting within the City's compact, mixed-use, pedestrian-friendly developments.

Health Care

The City has played a key role in the location and timely development of health care services in Lone Tree. In addition to the Sky Ridge Medical Center, Kaiser Permanente Lone Tree Medical Offices and the Lone Tree Health Center, health-related services are provided by Tri-County Health Department (including services for low income residents), and by Douglas County Human and Social Services (who provide services for veterans and seniors through funding provided by the federal government).

In response to a previous lack of acute care facilities in the region, the Sky Ridge Medical Center opened its doors in 2003. The Center provides a full array of hospital, emergency and related medical care services, including a Level III Emergency and Trauma Center. The hospital underwent a major expansion in 2014. The expansion included additional operating rooms; additional medical/surgical beds; a new women's center; and a medical office building. At 57 acres, Sky Ridge Medical Center still has room to expand.

The City of Lone Tree has become a regional health care center in the South Metro area, and can look forward to expanded services and related economic benefits of this important industry.

Objective

Integrate quality health care and needed facilities for the community and surrounding area.

Policies

1. Work collaboratively with Tri-County Health and other health services organizations.
2. Locate new medical offices and facilities where there is:
 - a. Adequate access
 - b. Sufficient parking
 - c. Compatibility with adjacent residential uses

Education

The Douglas County School District provides public K-12 education that serves the City of Lone Tree. Douglas County School District (DCSD) is the third largest school district in Colorado and 59th largest in the nation. DCSD has one of the highest graduation rates in the Denver Metro Area. According to the Colorado Department of Education, graduation rates rose steadily from 81.9% in 2009 to 88.8% in 2013. Within the City's Planning and Urban Growth Area there are several elementary schools, including Eagle Ridge Elementary, Acres Green Elementary School, and Lone Tree Elementary School.

Additional schools are planned east of I-25 on lands committed for construction. The School District primarily pays for the construction of new schools through bond elections held from time to time as the need arises. Higher educational opportunities exist in the Lone Tree area through the University of Phoenix and CU South Denver. Additional higher educational opportunities are encouraged elsewhere in the City as the community continues to grow.

Location factors for educational facilities include convenience, pedestrian accessibility, safety, and integration with other uses. The design of schools is also an important consideration, and the City encourages enhanced urban plans and designs that tie in with the more compact land patterns of the City, and which also invoke a sense of inspired civic pride.

Objective

Enable a broad range of quality and readily accessible educational opportunities within the community.

Policies

1. Work closely with the Douglas County School District in the planning and development of new school facilities.
2. Encourage a broad range of educational programs of interest to the overall community. School facilities should be integral portions of the community by responding to needs and interests of area residents. The City encourages the multiple use of school facilities, for example, with parks, recreation, and cultural programming.
3. Encourage efforts to establish public and private higher education facilities in the Lone Tree Planning Area, including academic institutions, vocational/ technical schools, and continuing education programs.
4. Schools should be located to:
 - a. Provide convenient and safe access by pedestrians and cyclists
 - b. Provide convenient vehicular and transit access
 - c. Be integrated with other community facilities and recreational areas
5. Work with the School District and developers to enhance site plans and designs of schools in keeping with the City's urban form and Design Guidelines.

Parks and Recreational Facilities

Nearly 500 acres of existing and future park land are located within the City's Planning and Urban Growth Area. These include neighborhood, community and regional parks owned and managed by South Suburban Parks and Recreation, Douglas County, and the Rampart Range Metropolitan District.

The principal recreation facilities in Lone Tree include the Lone Tree Recreation Center, a 54,000 square-foot facility serving a wide range of recreational needs, and the Lone Tree Golf Club and Hotel which hosts golf, tennis and many community and special events. These facilities are largely owned by and entirely managed by South Suburban Parks and Recreation District. Additional recreational facilities are planned in the future for the east side of I-25.

A network of local and regional trails exist within the Lone Tree Planning and Urban Growth Area. Additional regional trails are planned. These are owned and managed by the three principal entities described above. The regional trails afford connection to trails linking Lone Tree to a network of trails in Douglas County and the Denver Metro area. The provision of additional recreation facilities and trails should be explored as the community's population grows, and as need is determined (See the Parks, Trails, and Open Space Map).

In 2015 City staff, school staff, and a team of committed Lone Tree residents planned, fundraised, and constructed the first community garden in Lone Tree. It was also the first community garden of its kind in the Douglas County School District. Located at the Lone Tree Elementary School, the garden provides opportunity for recreation and healthy living to Lone Tree area residents. Developed under the guidance of Denver Urban Gardens, this garden is an asset of the community and may be a model for future community gardens to come in Lone Tree.

Objective

Support healthy lifestyles and meet the evolving recreational needs of the community by ensuring that things like adequate parks, trails, and recreational facilities are provided and maintained.

Policies

1. Integrate passive and active parks and recreation facilities into the community, and link via a network of sidewalks, trails, and bike lanes.
2. Provide and carefully site high-amenity urban parks and plazas into the community, in addition to playfield-oriented, community parks.

3. Take advantage of lottery proceeds, partnerships, grants, and other sources to fund identified parks, trails and open space projects.
4. Support efforts to attract and locate sports and recreational facilities in the City that are consistent with the goals and policies of this Plan.
5. Support demand from community residents for community gardening, where appropriate, to promote healthy lifestyles, nutrition, social engagement and educational enrichment.

Arts and Cultural Amenities

Arts and culture are a vibrant part of the Lone Tree community. Since incorporation, City Council has been committed to supporting the arts, and many arts and culture groups have thrived here. In 2008, Lone Tree citizens voted to issue debt for the the construction of the Lone Tree Arts Center. This iconic, LEED-certified building is a source of pride for the Lone Tree community. Included in the center is a grand hall, event and gallery space, a 500-seat main stage theater, an adaptable event hall, and an outdoor terrace theater.

The City also actively supports the arts through its Arts Commission, a group of residents appointed to make recommendations to the City Council for City for specific artistic and cultural events. The City also supports public art and arts and cultural programming through a variety of funding efforts.

Lone Tree residents not only appreciate and financially support arts and culture, but many choose to participate in the local groups that have sprung up in the City. Local groups include the Lone Tree Symphony, the Lone Tree Photography Club, the Lone Tree Writing Group, and the Lone Tree Beading Group. Some groups meet and hold classes in the Civic Center.

Cultural events in Lone Tree are not limited to indoor events. The Lone Tree Arts Center hosts concerts at the outdoor Terrace Theater. Additionally, the City hosts movie nights and summer concerts outdoors. Sweetwater Park has been home to the City sponsored Summer Concert series and Independence Day celebration. Because this venue is constrained by access and parking limitations, other outdoor sites are being explored. In the long term, an outdoor amphitheater is planned in the future City Center Central Park on the east side of I-25.

As the City grows it will also become increasingly important to provide indoor facilities specifically designed to accommodate cultural and entertainment events and activities. Long term, a regional cultural and entertainment center is planned on land in the future City Center. In planning this facility, it will be important to explore creative partnerships to assist in funding capital and operational costs.

Objective

Provide diverse opportunities for people of all ages and abilities to appreciate arts, entertainment and culture.

Policies

1. The City will continue to support a broad range of the arts through the Arts Commission, the Lone Tree Arts Center, special events and programs, and public art of benefit to the Lone Tree community.
2. Support and evaluate the development of a regional cultural and entertainment center in the future City Center.
3. Pursue development of an alternative venue for outdoor cultural events, including an outdoor amphitheater for cultural and educational events within the future Central Park on the east side of I-25. Outdoor cultural venues should be located:
 - a. In a scenic and natural setting, sensitively developed in harmony with its natural surroundings
 - b. Where accessible by car, ideally by transit and by walking and bicycling
 - c. Where there is sufficient parking (preferable shared-use parking)

Library

The Library is a cherished community amenity in Lone Tree. No longer just for books, the library provides opportunities to showcase art, to be a venue for cultural and history programs, as a place for community groups and businesses to come together, and for life-long learning possibilities through its evolving collections and internet access.

In order to respond to the increasing demand and broad range of services, the Douglas County Library District designed a new library in Lone Tree in 2016. Located just east of the Lone Tree Arts Center, the new library is more than double the size of the old one and serves the entire community with greater space, ample parking and expanded services and meeting rooms.

Objective

Enable the development of the best possible library services and facilities to the community.

Policies

1. Continue to work with the Library District to determine future community library needs as the City grows and evolves.
2. Encourage the Library District to develop a broad range of educational and recreational programs of interest to the overall community. Library facilities should continue to be community-oriented centers responding to the needs and interests of area residents.
3. Work with the Library District to coordinate the design and programming of public spaces around the library, integrating landscaped areas and street activity to create a range of gathering spaces and focal points for the community.

Historic Resources

Incorporated in 1995, Lone Tree is a relative newcomer along the Front Range of Colorado. Within this new and evolving City there remains a significant slice of history. Nestled at the base of the bluffs along Happy Canyon Creek (east of I-25), the Schweiger Ranch complex, consisting of a ranch house, barn and other structures, is a testament to the legacy of the Schweiger Family who successfully farmed, raised cattle and operated a dairy operation in this often harsh and unforgiving landscape.

The house and barn were constructed by the family sometime between 1894 and 1910; other structures, including a silo, tractor shed, chicken coop, granary, and cistern were added over time. The land was ranched until the late 1970s, and was eventually acquired by Colony Investment Inc. (the owners of RidgeGate). Though initially zoned for development, the

landowners and the City Council came to see this historic ranch as a unique and special opportunity for appreciating our heritage.

The property received historic landmark designation from Douglas County in 2004, adding recognition to the property and making it eligible for restoration grants through the State Historic Fund. A Master Plan for the property was completed in 2006 and the Schweiger Ranch Foundation was formed by the owners of RidgeGate in 2007 to take title to the 38-acre ranch complex, held under a conservation easement. Thereafter, work began in earnest to stabilize and restore the fragile and weathered buildings and land.

Substantial investment in restoration efforts has taken place to restore the ranch and plan for future use. This has been a multi-phased process, funded largely through a partnership between the State Historic Fund, the City of Lone Tree, the Rampart Range Metropolitan District, and Douglas County. The ranch has been made available to the public for the annual Fall Festival, tours, and special events. Through considerable time, effort, and a pioneer spirit, the Schweiger Ranch continues to serve as a legacy for the community and for generations to come.

Objective

Support and facilitate opportunities for the community to appreciate and enjoy the historic Schweiger Ranch.

Policies

1. Support efforts to renovate, operate and manage Schweiger Ranch as a cultural and natural resource for the community and region.
2. Solicit public input and support for this cultural resource.

Water Supply and Wastewater Treatment

In this semi-arid region of the country, where the possibility of drought is ever present and rainfall averages only 15" annually, water is a precious commodity. The City supports measures by consumers and suppliers to conserve this limited and necessary resource through the use of water efficient fixtures and the conservation of water through institutional measures such as

block-rate structures. The City also is a strong advocate of Xeriscaping (water efficient landscaping), and requires such practices to be employed in new development to significantly reduce the amount of irrigation water used. Though not a water supply provider, the City is a signatory to the Best Management Practices of the Metro Mayors Caucus and Colorado Water Wise Council, and works to be a leader, an advocate and participant in water conservation.

Water is supplied to land within the City's Planning and Urban Growth Area in a number of ways. For the City west of I-25, the water supply is renewable and available for build out with some restrictions through an intergovernmental agreement between Southgate Water and Sanitation District and the Denver Water Department. The area east of I-25 and north of Lincoln uses nonrenewable ground water. Water supply planned for the incorporated area east of I-25 and south of Lincoln Avenue is based upon a combination of nonrenewable and renewable water, through the Parker Water & Sanitation District. The City supports cooperative efforts underway in the County and the region to assure an adequate and permanent water supply for all lands within the City's Planning and Urban Growth Area now using groundwater.

Wastewater from the City is processed by regional treatment plants. The area east of I-25 and south of Lincoln in the City's Planning Area is not expected to begin development until after 2015 and wastewater treatment will be secured prior to development. Because treated wastewater returned to the stream is retreated and reused by downstream users and can impact aquatic and wildlife, the City supports state-of-the-art measures to treat wastewater so it continues to meet or exceed State water quality standards.

Objective

Ensure safe and adequate water supply and wastewater treatment services.

Policies

1. Development in the City must be served by central water and sewer facilities.
2. The City supports cooperative efforts on a County, Regional, and State-wide level to ensure a permanent, renewable, and reliable potable water supply and adequate sanitation systems.

3. Water supplied to new development in the City should be obtained from renewable sources sufficient to sustain development in perpetuity.
4. The City supports measures by consumers and suppliers to conserve water, through Xeriscaping, water-efficient fixtures, and institutional measures.
5. The City supports amendments to district or regional plans when required to provide or expand capacity to accommodate the City's growth projections or where the public health is threatened.

Stormwater Management

The system designed to convey stormwater runoff is another important type of utility. The system is composed of curbs, gutters, storm drains, and natural or man-made drainage ways.

With new development, the natural ground surface, which allowed water to infiltrate, is covered with impervious surfaces (rooftops, paving) leading to increased runoff. Provisions for detaining this runoff are necessary to meet the legal requirement that stormwater leaving a property not exceed the historic (undeveloped) flow rates. These flows must be controlled to minimize the potential for damage on downstream properties through erosion and flooding.

The City is included in the Urban Drainage and Flood Control District. This District prepares and coordinates drainage studies, constructs and maintains drainage facilities, and provides assistance to local governments in studying and constructing drainage facilities. (See also the discussion on water quality in the Environmental Section).

The City also falls under federal programs for stormwater permitting. As a permittee under the Environmental Protection Agency and the Colorado Department of Public Health and Environment, the City takes the lead role in stormwater and drainage way management within the City.

Objective

Ensure stormwater facilities are properly designed and maintained consistent with the City's land use and environmental quality goals and objectives.

Policies

1. Continue to coordinate and/or oversee drainage planning, design, construction and maintenance for the City and surrounding area in conjunction with the Urban Drainage and Flood Control District and Douglas County.
2. Encourage developers to reduce runoff in newly developing areas through alternative design, while also addressing aesthetics and environmental factors.
3. Ensure all drainage improvements are constructed and designed in a manner complementary to the natural and built environment. Where structural improvements are necessary, such as the channelization of the floodplain, provide transitions from natural areas to more urban settings.
4. Incorporate stormwater treatment options in the planning of park and trail improvements or as a landscaping amenity.
5. Prohibit development within the defined 100-year floodplain except for those relating to flood control, wildlife and recreation. Proposed development shall comply with the City's Zoning Code, as well as any additional requirements of the Storm Drainage Criteria Manual or the U.S. Army Corps of Engineers.
6. Continue to require development to prepare drainage plans and construct facilities as appropriate to protect on-site or off-site uses.

Communications Facilities

The demand for wireless services has increased dramatically over the past decade, with wireless subscribers using the technology to conduct business and stay connected with friends and family. Wireless phones are also a vital, life-saving way to call for assistance in emergency situations.

With this increased demand comes advancing technology and the need for carriers to locate facilities to provide optimal coverage for their customers while accommodating the technological needs of an advancing industry. Providers require facilities to be technically compatible with an existing network and they consider a number of other location criteria

when siting new facilities, including: topography, line of sight, road access, land area, existing suitable structures for co-location, visual impacts, zoning, compatibility with adjacent uses, and site constraints such as other utilities.

The challenge for Lone Tree and many other communities is to find a balance between accommodating facilities to provide this important service to the community, and addressing the visual impacts including building mounted antennas, free-standing poles, and associated equipment. Wireless communication facilities should be located and designed to minimize the visual impacts to the City. The following objective and policies outline the issues and set forth items for consideration in the location and design of these facilities.

Objective

Address the growing and changing wireless communication demands of the community in such a way as to minimize the visual impacts associated with the location and design of such facilities.

Policies

1. Support the construction of new towers only upon reasonable demonstration that other alternatives are infeasible, and in accordance with applicable local, state and federal regulations.
2. Ensure applications for wireless facilities mitigate visual impacts by considering the screening potential of existing vegetation, topographic features and structures; compatible architectural features such as clock towers, parapets, steeples or monuments; and the use of stealth design practices, including the use of color to allow poles to fade into the background or the use of artificial pine branches, flag poles, or poles with street lights.
3. Support equipment shall be located and housed in such a manner so as to minimize visual impacts. Strategies may include locating equipment underground, in a natural slope, in an existing building, screened on a rooftop, or housed within an enclosure that is compatible with the design of the surrounding area.

Other Utilities

A number of entities provide additional utilities in Lone Tree. Utility service often includes electric, gas, telephone and cable television in addition to a variety of transmission facilities. The City regulations require all but high voltage electric transmission lines, substations and utility boxes in new developments to be placed underground. As a result, the visual impact of most utilities is less here than in many older, more established communities.

The City also supports ways to provide state-of-the art services that are built for future capacity, so as to minimize future disruption from construction. RidgeGate, for example, is served by a digital broadband network provided by Century Link, which serves every home in that area. In addition to this unique high-speed Internet access amenity, standard telephone, cable television and video entertainment services are also part of the network plan.

The State Public Utilities Commission regulates most public utilities in the City. However, land-use activities, such as location of transmission lines and construction of utility plants or storage and service facilities, are subject to the City's jurisdiction and approval. The City will coordinate with providers to ensure the timely development of these facilities, and careful planning, in order to minimize the impacts associated with utility facility siting and design.

The City can also minimize the consumption of electricity and natural gas through energy efficient construction practices in City buildings and through the encouragement of such practices elsewhere in the City.

Objective

Ensure the adequate provision of public utilities in a manner that also minimizes community impacts.

Policies

1. Properly site, design, and screen utility facilities to be compatible with surrounding land uses and the natural environment.
2. Encourage utility service facilities to provide reasonable access with minimal impacts to adjoining residents and the environment.

3. Encourage where possible and appropriate joint tower or antenna use, multi-utility corridors, and clustering of utility facilities.
4. Major utility facilities are subject to the City's land use review process.

IV. Transportation

Lone Tree is located at the crossroads of major transportation corridors that serve the South Denver Metropolitan Region. Its location presents both challenges and opportunities in achieving a multimodal transportation network that meets the needs of travelers in a safe and efficient manner. Lone Tree is working locally and regionally to address the challenges it faces and to plan for future needs.

Traffic congestion is one of the most prominent areas of concern related to growth and development. Much of the traffic congestion in Lone Tree is generated from outside the City due to its location in relation to the convergence of major roadways and the amount of major commercial and office destination points.

This Plan addresses the fundamental relationships of land use on transportation in order to minimize the need for and length of vehicular travel by creating a compact live, work and shop environment, and by offering people a range of convenient choices in their modes of travel. This approach will produce positive results in terms of reduced congestion and fuel consumption, as well as improved air quality. Area- and region-wide efforts must be systematically implemented as well, employing over time many of the planning principles that Lone Tree has embraced.

IV. Goal: Optimal efficiency, connectivity and safety in the transportation system, integrated with surrounding land uses and environmental conditions.

Multimodal System

This Plan supports an integrated, multimodal approach to transportation planning including vehicular, transit, pedestrian, and bicycle modes of transportation. Multimodal transportation is well suited to mixed-use, compact, pedestrian-friendly development, improves air quality, can save time, and reduces traffic congestion. Promoting bus, bike, transit, and other modes of transport also helps in meeting the needs of the broader community who may not have access to motor vehicles, including children and seniors.

The City is bifurcated east-west by I-25 and north-south by Lincoln Avenue. Providing meaningful connections (auto/pedestrian/bicycle/transit) across these major highways and arterials, will continue to be integral to transportation improvements in the City. This will be accomplished, in part, through a system of bridges linking these areas of the City.

The City's regionally accessible location provides true opportunities for a multimodal system and the City continues to work vigorously in improving upon this integrated transportation system.

Objective

Enhance the City's multimodal transportation network by expanding opportunities for transport and connections and improving efficiencies.

Policies

1. Integrate regional and local transportation systems, traffic patterns, and land-use objectives in transportation planning and in the review of development applications.
2. Employ multimodal solutions that work together to form a network of roads for vehicles and buses; rails for transit; bike lanes for cyclists, and sidewalks and trails for pedestrians and cyclists which link residential, schools, recreation facilities, commercial and office areas, and other facilities and services.
3. Continue requiring development dedication of rights-of-way adequate to accommodate the street network, including bike lanes, transit system, landscaping, and sidewalk and trail alignments, as appropriate.

4. Coordinate transportation and land-use planning with local, county, regional, state and federal entities and special districts to improve network efficiency, safety, and compatibility.
5. Effectively manage the transportation system with state-of-the-art practices, techniques and methods.

Objective

Ensure adequate funding of the transportation system.

Policies

1. Ensure that new development provides adequate transportation improvements necessary to serve the development or, where appropriate, pay their fair share cost of improvements.
2. Partner with other jurisdictions and agencies to fund needed transportation improvements, and consider new options for funding improvements such as a regional authority.
3. Incorporate federal, state and regional funding criteria in local transportation planning where appropriate to maximize available funding opportunities for transportation improvements.

Objective

Safe transportation corridors and linkages compatible with community purpose, character and scale.

1. Plan, design, implement and maintain transportation infrastructure that affords safe travel for all users.
2. Ensure safe and innovative ways of providing pedestrian and bicycle crossings of major roadways – future improvements to these roadways should include well designed and

visually attractive crossings, and may include curb bump-outs, traffic calming features and improvements, brick pavers, striping, pedestrian crossing lights, raised medians for harboring pedestrians across busy streets, and where traffic volume or special circumstances warrant, grade-separated crossings.

Roadways

The roadway network accommodates the vast majority of travel demand in the area. Maintaining adequate capacity along major roads and highways will be a challenge for the City and the region, as most development is based upon a suburban, auto-oriented template.

Looking to the future, the City supports various alternative means for addressing road capacity, including measures which provide the opportunity for people to live, work, and play in their community and reach their destinations via bike lanes, shared paths, trails, and sidewalks. Additionally, support is given to roadways laid out in a grid pattern. Grid patterns are far superior to circuitous routes in urban areas as they distribute traffic more evenly and provide convenient alternative routes. Grid patterns are also intuitively easier to navigate and also provide logical connections between areas. Instances where roads are interrupted or impeded due to gated neighborhoods, topographical conditions, or development, create barriers to efficient roadway travel and should be avoided. Providing signal progression along roadways also improves traffic flow, and has the advantage of cutting down on vehicle emissions and travel time.

The Colorado Department of Transportation (CDOT) plans to reduce congestion on C-470, particularly at peak travel times, with the addition east and west bound express toll lanes through portions of the corridor, auxiliary lanes between some interchange segments that are spaced closely together, improving on and off ramps, and other safety, maintenance and environmental improvements. Lone Tree is located in the segment of the corridor to benefit from the express toll lanes. It is forecasted that tolls would be sufficient to pay for the infrastructure improvements. Construction is anticipated to begin in the summer of 2016, with most improvements being completed by December of 2017.

Roads must be designed and constructed for their intended use in order to ensure adequate functionality and safety for users. The primary roadway network in the Lone Tree Planning Area consists of regional highways, including I-25 (providing north/south links to the Denver metro

area and Colorado Springs respectively), and Highways E-470/C-470 (providing east/west links around the metro area). These roads are designed to carry high volumes of traffic, at high speeds, and over long distances, and function to provide the highest level of mobility. For this reason, access is limited to grade-separated interchanges.

Major and minor arterials are designed to serve major movements of traffic within or through the City via consolidated access points. Next in the hierarchy are collector roads, which are designed to direct traffic from local streets to arterials and to link communities, followed by local streets, which are designed to serve individual properties. Based on this road hierarchy, appropriate design principles and standards are defined to ensure safety and to maintain an adequate level of service for the existing and forecasted traffic demands.

Improving efficiencies in the transportation system in Lone Tree is afforded in a variety of ways, such as using detection cameras at intersections that automatically increase turn lane times when traffic volumes warrant such, or through steps taken at the Traffic Management Center, where traffic volume counts are tracked at major intersections in the City in order to make changes when necessary to signal progressions to increase traffic flow.

Roads should be designed not only for traffic flow, but with the pedestrian and bicyclists in mind. Providing bike lanes, detached sidewalks, lighting, medians, landscaping, benches, public art and other amenities is supported to enhance the pedestrian and cyclist experience and in some cases, to also enhance safety. Minimizing the paved width on local roads, if properly designed, is another means for reducing traffic speed and increasing safety. Finally, the natural environment must also be considered when designing roads, particularly in difficult terrain, or where preservation of important landforms or viewsheds is desired.

Looking to the future as petroleum reserves diminish, the City may need to modify the roadway system to satisfy changing travel needs, and to be flexible in adapting to or enhancing other modes of transportation. In any case, balancing the need for traffic flow, safety, and the environment, while providing a pleasing travel experience, are key elements that will continue to define the quality of life for many Lone Tree residents.

Objective

Secure and implement a roadway network that meets the travel needs of residents and business in a safe, convenient, pleasing, and efficient manner while minimizing environmental and community impacts.

Policies

1. Continue to ensure that roadways are designed and constructed within developments in a logical and phased manner commensurate with foreseeable rates of growth.
2. Continue to implement a traditional grid system of streets to distribute traffic, and to offer alternative routes. Connections between neighborhoods are encouraged with local and collector roads, bike lanes and trails whenever possible and appropriate.
3. Incorporate streetscape elements such as lighting, landscaping, public art, medians, benches, shelters, etc., that reinforce community character and quality.
4. Design local streets and collectors to minimize surface width in order to serve the purpose and scale of the community, to discourage speeding, and with rights-of-way sufficient to accommodate bicycle lanes and detached sidewalks whenever possible to create a safe and pleasing travel experience for the pedestrian and cyclist.
5. Design major and minor arterials and other selected roadways as parkways to enhance the pedestrian and cyclist travel experience, with rights-of-way adequate to accommodate, bike lanes, detached sidewalks and landscaping in medians and/or along the sides of the road. Developments should provide landscaping of public rights-of-way.
6. Continue to provide signal progression along major and minor arterials whenever possible, and support compatible efforts with neighboring jurisdictions to improve traffic flow and minimize air quality impacts.
7. Control the design of and access to the City's street network by the provisions of the City's Roadway Design and Construction Criteria Manual or as otherwise approved by the City. Where environmental impacts can be reduced and pedestrian-friendly, bicycle-friendly development and transit enhanced, encourage alternative roadway standards.

8. Support the appropriate use of roundabouts for reducing congestion, while ensuring that the design is safe for pedestrians, cyclists, and motor traffic.
9. Minimize the visual and environmental impacts of road construction in geographically sensitive/steep slope areas by aligning roads to conform to topography, to be in harmony with geographical features and views, and to reduce roadway cuts and fills and impacts on drainage channels. Such consideration shall take precedence over efficient connection of the roadway endpoints.
10. Improve and retrofit existing roadways as necessary to meet current and future needs and design standards for motor vehicles and bicycles.
11. Find the right balance between the need for traffic flow along arterials and collectors and the need to add intersections to afford adequate access.

Transit

Light Rail Transit (LRT). The Southeast Extension was originally approved by voters as part of FasTracks in 2004. As part of the T-REX Southeast Corridor Project, the extension of light rail from Broadway south to the Lincoln Station was completed in the fall of 2006. Light rail now links the City to Denver's Central Business District and major employment areas in the southeast I-25 business corridor. The system is owned and managed by the Regional Transportation District (RTD), and serves to provide frequent peak and off-peak hour transit. This system will continue to enhance mobility to and from Lone Tree in the future.

Five transit stations will serve the City's Planning and Urban Growth Area:

1. County Line Road
2. Lincoln Avenue
3. Sky Ridge Avenue
4. The future City Center east of I-25

5. A future regional park-and-ride station south of the RidgeGate interchange

The construction of all five stops were approved as part of FasTracks in 2004, but due to higher than expected construction costs and lower than expected revenues, RTD used a variety of different funding and financing strategies to complete the FasTracks system. Through a coalition of public and private financing, including land donated for tracks and stations, the project is now anticipated to proceed and be completed by 2019.

Bus: RTD provides bus service within the City and to the region. Due to the approval of FasTracks, a number of additional services were afforded including bus feeder service to light rail and Bus Rapid Transit (BRT) stations, inter-community bus service along major corridors, and timed transfer points to improve bus connections and make it more convenient for passengers to travel throughout the region.

Call-n-Ride: Curb-to-curb bus service is provided to residents through RTD's Call-n-Ride program. User destinations in Lone Tree for this safe and convenient local service include Sky Ridge Medical Center, the Lone Tree Recreation Center, Entertainment District restaurants and venues, and local shopping. Demand for this service will likely grow, given the City's aging population. Based on current and projected needs, RTD provides discount rates for senior passengers

Lone Tree Link: Working proactively to help minimize traffic impacts as a result of growth near the Lincoln Interchange and along Park Meadows Drive, the City of Lone Tree partnered with Denver South Transportation Management Association and four other major corporate entities in 2014 to establish the Lone Tree Link shuttle. The 14-passenger shuttle service loops along Park Meadows Drive and stops at six locations: the Lincoln Light Rail Station, Kaiser Permanente, Charles Schwab, Sky Ridge Medical Center, Level 3, and the Entertainment District. With a stop at the Lincoln Light Rail Station, it is hoped that employees working in this area will leave their cars at home and take this free shuttle service. With a stop in the Entertainment District, it is hoped that many employees will also frequent the many restaurants in this area. Ridership exceeded expectations in the early months of service, and will continue to be evaluated in the future to monitor its viability.

DCTS: Lone Tree is a member of the Douglas County Transit Solutions (DCTS) Local Coordinating Council (LCC). A LCC is a formal, multi-purpose, long-term alliance of community organizations, individuals and interest groups that work together to achieve common goals regarding public

transportation for low and moderate income residents in Douglas County. DCTS's purpose is to reduce redundancy and improve efficiency and mobility countywide. DCTS is made up of jurisdictional representatives, community based organizations and service providers from the County. DCTS currently operates a "First Call" call center that provides information on transportation in Douglas County and assists customers in finding the best transportation options to meet their needs. Also, transportation services are available for persons with disabilities and for employment related transportation needs for low income residents. This program will be of growing importance in the Lone Tree area, particularly given our aging population base.

Taken together, this transit system affords real transportation alternatives to the residents and commuters of Lone Tree. With the number of cars per day, vehicle trip miles, and fuel prices increasing, coupled with continuing concern for air quality impacts, the benefits of this transit system will only increase with time. The opportunity to plan new development around transit (as opposed to retrofitting stations into the fabric of the community), puts the Lone Tree community in an enviable position to achieve the Plan's land-use and transportation goals and objectives. The City should continue to coordinate and support the efforts by RTD, DRCOG, and other jurisdictions and entities to enhance circulator bus service in the City to optimize transit opportunities for this community and the region.

Objective

Support transit services and facilities that adequately serve the travel needs of users, including commuters and public transit-dependent populations.

Policies

1. Continue to require development dedication of areas for park-n-rides and transit rights-of-way as requested by RTD.
2. Ensure park-n-rides, transit centers, and bus stops are properly designed and easily accessible by car, bike, or foot, and provide appropriate amenities that encourage and support the transit experience (including high-quality shelters, car and bicycle parking).
3. Support the expansion of the call-and-ride bus system, local circulator buses, and regularly scheduled bus shuttles.

4. Promote the accelerated construction of LRT extension to serve the Lone Tree Planning Area which complements the compact development pattern of the City Center.
5. Support DCTS in its efforts to accommodate the transit needs of low and moderate income residents, people with disabilities, and seniors.

Objective

Encourage innovative parking concepts and programs that serve to promote the use of public transit.

Policy

Continue allowing flexibility in meeting necessary parking requirements, while promoting convenient use of transit, including the establishment of parking districts, shared parking, and parking demand management.

Bicycle and Pedestrian Ways

Though traditionally considered recreational activities, regular walking and cycling promote good health and are also important alternative modes of travel. When properly designed, a portion of the travel demand in Lone Tree will be accommodated by trails.

Recognizing the importance of a comprehensive and interconnected system, the City embarked on a City-wide Complete Streets Study in 2014 to evaluate possible bicycle and pedestrian improvements in the City. Headed by Fehr and Peers Transportation Consultants and funded by a Walk and Wheel Grant from Kaiser Permanente, the study looked at the City's arterials, including Lincoln Avenue, Yosemite Street, and Park Meadows Drive, as well as RidgeGate Parkway west and east of I-25 to determine the feasibility of bicycle lanes and pedestrian improvements. Improvements to make the City more bike and pedestrian friendly will work to minimize road congestion and provide a transportation system that offers opportunity for physical activity and healthy lifestyles.

Objective

Maintain and enhance the trail network as an alternative and viable mode of transportation.

Policies

1. Expand the network of trails throughout the City, connecting neighborhoods with community facilities, employment, shopping, schools, and social nodes.
2. Continue to utilize natural drainage ways as the basis for an extensive trail network within the City's Planning and Urban Growth Area; design and construct the network with minimal slope, wildlife and vegetative disturbance.
3. Continue to have new and amended development plans accommodate pedestrian and bicycle travel by providing trails in all new developments. Where practical, trails should be separated from the road system and integrated with drainage ways and open space areas.
4. Encourage nonprofit, volunteer organizations, and other partnerships to assist in the funding and maintenance of needed trail construction.
5. Connect the City's network of trails to adjoining communities and developments as well as to the regional trail system.

Airport

Centennial Airport, owned and operated by the Arapahoe County Public Airport Authority, provides facilities and services for general aviation aircraft and acts as a general aviation reliever for Denver International Airport. Located at the Douglas-Arapahoe County Line (to the east of I-25 and north of Lincoln Avenue), the facility is utilized by businesses and residents in Lone Tree and the region for travel or shipping needs. General aviation activity at Centennial Airport has steadily increased in recent years and is expected to increase in the future. The operation of the Centennial Airport has and will continue to impact the City.

Centennial Airport identifies land surrounding the airport as being within its Airport Influence Area (AIA) and other zones within which major impacts of airport operations are expected to

occur. The AIA encompasses nearly the entire Lone Tree Planning Area, except the area west of Yosemite Street. The City should continue to monitor airport planning and operational activities and to encourage the development of appropriate air traffic patterns and noise mitigation measures to reduce noise and safety impacts to the community.

Objective

Maximize air and ground safety and minimize land use and noise conflicts associated with Centennial Airport.

Policies

1. Work actively with Centennial Airport on planning, flight paths, and noise abatement procedures.
2. Monitor expansion plans and activities at Centennial Airport and take appropriate action when the City's residents and businesses will be adversely affected.

Travel Demand Management

Travel Demand Management (TDM) serves to reduce the number of auto trips and/or enhance road capacity by reducing peak hour travel trips. To be successful, TDM requires support and involvement by the private and public sector and is generally implemented in three ways. These include the preservation of transit corridors and the implementation of transit-oriented development (addressed elsewhere in this section), and other highway TDM methods, such as using traffic lights to stagger the movement of cars onto highways to improve traffic flow. TDM also involves participating in a variety of techniques oriented toward increasing vehicle occupancies, reducing peak hour travel demands, and providing alternative modes of transportation.

Objective

Maximize the public investment in infrastructure, reduce traffic congestion, conserve energy and enhance air quality through an integrated TDM system.

Policies

1. Encourage employers to work with DRCOG's Ride Arrangers Program to offer a range of Travel Demand Management services, including but not limited to premium, reserved parking for car pools; staggered work hours for employees, including flextime, four-day workweeks or other non-typical work shifts; telecommuting; subsidization of employees' public transit costs, and secure areas for bicycles.
2. Encourage the creation of vanpools or similar ride sharing programs.
3. Support home occupations in residential areas when compatible with residential uses.

V. Economic Development

A strong, self-supporting local economy and tax base is vital to the overall fiscal well-being of any municipality. Retail sales generate the revenue necessary to pay for the many services and facilities that make Lone Tree a great place to live, work and play. In addition, promoting job opportunities in proximity to homes creates a more well-rounded community and serves to promote many of the planning principles embodied in this plan.

Economic development can be defined as cooperative efforts between government and the private sector designed to increase economic activity by encouraging new development and redevelopment within a planning area. There are many aspects to creating a successful economic development program, including regular identification and evaluation of community assets, working with economic development organizations and businesses to market the community, attracting primary and retail jobs, fostering tourism, and supporting community development activities.

The City is largely reliant on sales tax as its main source of revenue to provide services such as road maintenance, police, and general government (as the City does not have a property tax). This Comprehensive Plan supports a diverse economy and a balanced approach to funding mechanisms, along with economic development strategies and long term fiscal analysis to ensure a healthy economic environment.

Identifying Community Assets

In establishing an economic development program, a municipality identifies its assets for purposes of targeting and attracting the type of development which will be most successful and desirable within the community. The Lone Tree Planning and Urban Growth Area has identified many such assets, including:

- Its visible and strategic location in the South Denver Metropolitan Area
- Major regional road access to/from Highways C-470/E-470 and I-25
- Regional light rail transit service
- Its proximity to Centennial Airport
- Accessibility to Denver International Airport
- Its proximity to major I-25 office (business) parks
- An expanding population/market base in Lone Tree and the surrounding environs
- A developing economic base led by retail and service sectors anchored by the Park Meadows shopping center, as well as growing medical and financial sectors
- An increasing labor pool composed of skilled and highly educated professionals
- A high income resident base
- Extensive inventory of land currently zoned for a mix of uses including commercial, office, and transit-oriented development
- A highly regarded public school system
- A modern indoor recreation center, many outdoor parks and trails, a public golf course, and many private recreational opportunities

- Strong support and appreciation of arts and culture, including a first-class arts center
- A regional draw for medical services and facilities
- Executive and Class-A hotels
- A growing reputation as a planned city that upholds quality development standards and provides efficiency and transparency in the review of land development applications
- Emerging community identification and regional recognition

Working with Economic Development Organizations

The City supports and is supported by the Lone Tree Chamber of Commerce and multiple economic development organizations, including the Denver South Economic Development Partnership, the South Metro Denver Economic Development Group, the Douglas County Economic Development Forum, and the Metro Denver Economic Development Corporation. These organizations compile and manage databases to track demographic and development trends and monitor and promote economic activity within the City and the region. Such efforts serve not only to promote commercial, office, and retail activity, but often to promote other activities related to education, affordable housing and infrastructure development, as all are necessary for a healthy economy and are dependent upon one another's presence in the greater community.

Fostering Tourism

Tourism in its traditional depiction in Colorado would conjure up images of mountains, skiing, hiking, etc. Tourism, however, also clearly includes visiting interesting urban places, quality shopping, and unique entertainment facilities and cultural activities. Local residents, and increasingly area and out of state visitors, have many opportunities to enjoy themselves in Lone Tree. These include:

- Location: Lone Tree's beautiful natural setting, framed by large bluffs to the south. Residents enjoy scenic vistas and hiking trails that connect expansive natural open

spaces, improved parks and a number of quality public recreation facilities, including a public golf course and a modern 54,000 sq. foot recreation center

- Retail: Quality retail stores anchored by the popular and regionally renowned Park Meadows. This shopping center and surrounding retail facilities continue to be a major draw for the community
- Entertainment facilities: Primarily located in the Entertainment District, these include quality venues for movies, indoor and outdoor fun centers, and an array of restaurants
- Arts and cultural activities: The City is home to the regionally renowned Lone Tree Arts Center, as well as the Lone Tree Symphony Orchestra, the Lone Tree Photography Club, the Lone Tree Writing Group, and the Lone Tree Beading and Fiber Arts Group. The City supports the Arts Center and many of these groups and their events. The City also hosts an annual summer concert series and a splendid Independence Day parade and fireworks display
- The RidgeGate Planned Development: This area is becoming a shopping and recreational draw with its mixed use, walkable new urbanism style and growing list of amenities
- Heritage tourism: The City is home to the historic Schweiger Ranch, a resource rich in cultural opportunities for the community and beyond (see the section on Historic Resources in the Community Facilities and Services chapter)

Employing Land-Use and Community Development Measures

Economic development strategies relate to many of the goals and policies found elsewhere in the Plan as land use, transportation, community facilities and environmental quality all play important roles in attracting and retaining new businesses. In addition to complying with the many land-use goals and policies of this plan, the City continues to take many proactive community development measures which directly and indirectly encourage economic development, including:

- Maintaining quality design standards (buildings, landscaping & signs)

- Investing in community appearance (public area landscaping, public buildings, entryways, pedestrian street lights, and fence program)
- Addressing transportation needs
- Developing a full range of amenities (cultural and recreational)
- Investing in City identity and pride (signs, events, website, and newsletter)
- Providing an expeditious and predictable review process

Other measures which the City can take to spur economic development include participation in an affordable housing program to foster the ability of the work force to live in proximity to the commercial and other developments desired by the community. This is particularly important in Lone Tree, where the service and retail sectors (which are generally lower-wage industries) are predominant employers. Service and retail employees benefit from being able to live in proximity to work and contribute to many of the objectives of this plan, including minimizing highway commuting/traffic congestion. From an economic development perspective, employers often consider the availability of the work force when choosing to locate in a region.

While the City is receptive to sales and use tax generating development proposals, such fiscally-beneficial development should be consistent with other provisions and policies of this Comprehensive Plan, and every effort should be made to ensure that such land uses are complementary to the City's quality development standards. This operating principle is a basic tenant of this Plan and a fundamental basis for real, sustainable economic development.

The City should avoid imbalances in the economic base to the point where any one economic sector dominates, because if that sector were to falter, it may severely impact the local economy. The City has what could be described as a nonresidential base like three legs of a stool, founded on burgeoning retail, financial/office and healthcare sectors. The healthcare sector is seen as stable over the long term, particularly given the aging population. The financial sector is more susceptible to the vagaries of economic cycles, as was witnessed in the Great Recession that began in 2008.

The City, reliant almost entirely on retail sales tax can be more prone to the effects of downward economic shifts and trends toward on-line shopping, and for that reason the City

should specifically seek balance and diversity in its retail base. Within this component, the importance of anchors and anchor facilities such as the Park Meadows shopping center should be viewed as a key element whose success and longevity is vital to the City's economic and social vitality, wellbeing, and sustainability. Encouraging other economic sectors, such as technology companies that serve residents and businesses, as well as attracting higher education facilities may be one strategy for providing a more diverse economy.

Essential to such sustainability is a quality living environment. Quality is reflected in many ways including a sound and diverse housing stock, good schools, parks and recreation, open space, multimodal transportation system, adequate utilities, cultural amenities, a diversity of complementary land uses and facilities, and high quality design of buildings, entryways, corridors, and public spaces. A quality living environment draws the companies and people that produce the sustainable wealth that enables the community to continue to improve and prosper, to be "a place of choice," maximizing a community's potential and not "a place of chance" with all the uncertainty and unforeseen consequences that may go with it.

Quality begets quality. In other words, quality helps create the desirable place for visitors that generate the revenues and resources that help sustain the community. Care needs to be taken to maintain the City's standards to achieve sustainability and continue the synergism that results.

V. *Goal: A vibrant and sustainable economy for the Lone Tree community.*

Objective

Attract quality businesses and maintain businesses that sustain the quality of life and character of the City.

Policies

1. Implement and enhance planning and growth management practices that are business friendly and attract and retain businesses and commerce which:
 - a. Contribute to local economic base diversification

- b. Promote spin-off economic base diversification
 - c. Significantly increase primary employment and sales and use tax revenues for the City
 - d. Promote the location, expansion and retention of small businesses
 - e. Promote the desired quality of life for Lone Tree residents
2. Carefully evaluate the unnecessary duplication of land uses that are often inherently unsightly, such as large auto dealerships.
3. Continue the City's support of economic development and chamber organizations, and seek out partners in growth where beneficial.
4. Continue to work closely with appropriate local and state entities to ensure that adequate multimodal transportation planning and improvements are implemented to benefit both business development and the surrounding area's residents.
5. Encourage a variety of unique and small businesses and those that provide a broad range of services to City residents through incentives and support from economic development groups.
6. Support businesses that contribute to Lone Tree as a destination, to be enjoyed day and night.
7. Continue to require high standards of urban design through appropriate landscaping, architectural treatment and site layout consistent with the City's Design Guidelines.
8. Continue to encourage and promote the aesthetics of commercial and residential areas, through special and on-going programs that enhance architecture, landscaping, lighting, and fencing.
9. Work cooperatively with the Douglas County School District and other educational institutions to promote high quality educational programs, such as on-site job training and technical trade courses in order to supply a highly skilled labor force to existing and potential businesses.

10. Support affordable housing programs in the area, consistent with the objectives of this Plan and as part of the City's economic development strategy.
11. Continue programs which enhance community identity and pride.
12. Support cultural amenities which enrich the community and also serve to provide employment opportunities and increase the City's revenue base.
13. Support efforts to provide adequate roads and access in and out of retail establishments, and be open to supporting redevelopment of retail centers to respond to changing demand.
14. Maintain a thorough, yet expeditious, development review process.

City departments involved in the development review process

- Community Development
- Building Department
- Public Works Department

Objective

Support opportunities for sustaining and expanding tourism in the City.

Policies

1. Work collaboratively with economic development groups, private industry, and other entities to attract tourist related industry where appropriate.
2. Support the efforts by local, State and Regional entities to market and promote tourist related facilities and activities in the City.

VI. Implementation

The City of Lone Tree Comprehensive Plan provides guidance in making land use and related decisions. The vision, principles, goals, objectives, policies, and maps provide the framework for these decisions, but other documents and actions provide the means for realizing the vision of the Comprehensive Plan. These important implementation mechanisms include:

- **The Zoning Code.** The Zoning Code puts the Comprehensive Plan into regulatory form so that incremental development decisions are made with the vision of the Comprehensive Plan in mind. Moreover, the Zoning map should reflect the various land uses and their locations prescribed on this Plan's General Land Use Plan map. All land-use applications should be reviewed for consistency with this Plan.
- **Planned Development Zoning.** Planned Development Zoning allows specific and unique zoning to be tailored to a particular land area, including land uses, densities, building heights, transportation elements, setbacks, design standards, open spaces, and other commitments. Such zoning, and any amendments to such zoning, are all reviewed for consistency against the Comprehensive Plan's vision, goals, objectives, and policies.
- **The Subdivision Code.** The Subdivision Code implements the Comprehensive Plan by establishing the requirements associated with the subdivision of land parcels for building lots, for land dedications, as well as public improvements including roads, trails, utilities, grading, and drainages. Subdivision proposals should be reviewed for consistency with Comprehensive Plan policies and zoning requirements so that the provision of trails connecting neighborhoods, proper street alignments, community facilities, and other issues are addressed.
- **Design Guidelines.** The City's Design Guidelines are a vital implementation component of the Comprehensive Plan to ensure quality development. The Design Guidelines are key to all development and, in particular, to all non-residential and multi-family development.
- **Site Improvement Plan Review.** Any structure proposed within the City, except for a single-family residence, is subject to the City's site improvement plan review procedure. This stage of the development review process focuses on the details of a building and its

site including access, architecture, landscaping, lighting, parking, drainage, signage, and other aspects, and how the site functions and fits in with others in the area. This stage of review embodies many of the policies of the Comprehensive Plan and is a critical process in its implementation.

- **Coordination with Other Agencies.** The Comprehensive Plan should serve as the basis for coordinating regional land-use planning efforts, as well as transportation and wastewater treatment facility planning. Plans of regional agencies and special districts including water and sanitation districts, fire districts, and school districts should be consistent with the City's Comprehensive Plan so that adequate facilities and services are provided in a timely and cost effective manner.
- **Additional Plan Elements and Updates.** Throughout the Comprehensive Plan, recommendations are included which call for additional studies or Comprehensive Plan elements to be prepared. These studies or elements are beyond the generalized nature and scope of this Comprehensive Plan, but all are important in addressing issues affecting Lone Tree's future.

Additional plans, activities, or studies include:

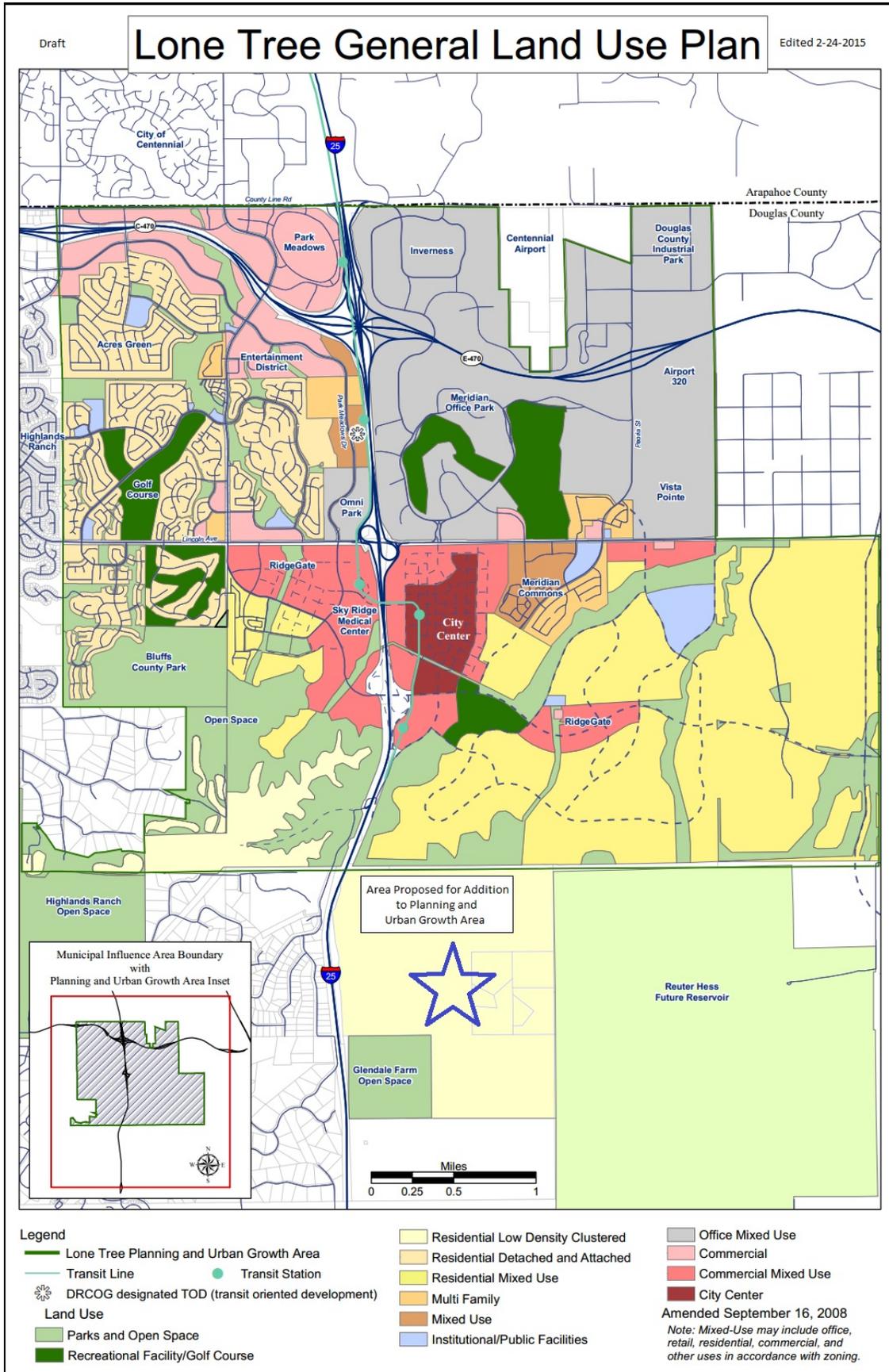
1. Area and regional transportation planning
2. Lone Tree Walk and Wheel Report
3. Economic Development Plan
4. Lone Tree Plaza Vision Book
5. Lone Tree Strategic Plan
6. Long Term Fiscal Analysis

The planning process is ongoing. Additional elements or studies may be identified as the need or particular issues arise. The Comprehensive Plan should be updated periodically to reflect changes in economic conditions, development trends, and citizen attitudes. Updates ensure that the Comprehensive Plan reflects the goals, desires and vision of the community.

The Success of the Comprehensive Plan depends upon...

The will and commitment of the Planning Commission and City Council to continue to support and implement the Plan's vision, principles, goals, objectives and policies.

DRAFT



IntroductionINTRODUCTION

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The City of Lone Tree is Growing According to Plan

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The City of Lone Tree incorporated in November 1995. A major impetus for incorporation was resident's concerns relating to land use, the quality of development along the C-470 corridor, and their desire for greater input over development decisions affecting their future. Lone Tree celebrated its 20-year anniversary in 2015, providing, providing an opportunity to reflect on the accomplishments of the last two decades, while looking ahead to the future.

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Early in the City's history, the first Comprehensive Plan, Zoning Code, Subdivision Regulations, Design Guidelines, and Streetscape Standards were established and refined to provide community leaders with the necessary tools to implement a vision for development. Over the years, Lone Tree annexed new land including residential neighborhoods, important commercial areas, and new planned developments – all consistent with the Comprehensive Plan.

The City, an eye to the future, is now home to a regional shopping mall, significant corporate employers, major medical facilities, quality residential neighborhoods, and a range of recreational, arts, and cultural amenities, including the Lone Tree Arts Center. Regional transportation investments, including the extension of light rail transit, help to achieve a more efficient multimodal network. Strategic growth in government services, such as the Lone Tree Police Department, are in place to service the needs of the population. What began as an incorporation effort by local neighbors and community leaders has evolved steadily into a thriving city that is synonymous with a high quality of life.

Lone Tree residents continue to be involved in decisions affecting the future of their community. They recognize that the ability to ensure a high quality of life for the future is dependent on making the right decisions today. As Lone Tree continues to branch out and serve the needs of its residents, businesses, and visitors, it remains rooted in the belief that growth should occur "carefully." This path of deliberate growth is the result of steadfastness to a community vision. This Comprehensive Plan is an extension of that vision, and sets forth the goals and policies by which the City will continue to flourish.

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Early in the City's history, zoning and subdivision regulations, design guidelines and streetscape standards were established and refined to provide community leaders with the tools to implement their vision for the community. Over time, new annexations, including residential neighborhoods, important commercial areas including Park Meadows Mall, and new planned developments, including RidgeGate where much of the City's future growth is occurring, have come into the City, all consistent with the Comprehensive Plan. Many city beautification efforts have been undertaken, and arts and culture groups and activities have flourished, enhancing community identity and a sense of place.

In this same time the Lone Tree recreation center was built, new trails constructed, parks enhanced, and important open space areas preserved. The historic Schweiger Ranch has been largely restored, thanks largely to a partnership of State, City, District, and private funding. A thriving Arts Center, perhaps the jewel of the City, was established, funded by a successful ballot initiative.

The City has been a draw for the medical industry, including Sky Ridge Medical Center, Kaiser Permanente, and University Colorado's Lone Tree Health Center. Regional light rail lines have been extended to the City, with more station stops planned. New city services were centralized, general government services expanded, and a new Civic Center constructed, affording greater access and availability to the public.

A 2012 survey of Lone Tree residents found that 98% surveyed ranked the overall quality of life in Lone Tree as "excellent" or "good." A business survey in 2013 found similar results, with 90% of responding businesses also ranking the overall business climate and place to do business in Lone Tree as "good" or better.

Lone Tree residents continue to be involved in decisions affecting their future. ~~They recognize that the ability to ensure a high quality of life for the future is dependent on making the right decisions today.~~ Toward that end, the City has established a number of planning principles as a means for guiding future growth and development decisions.

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Vision: Lone Tree is a premier Colorado community connected by great neighborhoods, vibrant public spaces, a beautiful natural environment, and thriving businesses.

This Comprehensive Plan is not a major departure from previous plans; it builds upon the City's recent but important planning legacy, and the many achievements realized in its first two decades, so that ensuring the City will continue to be a highly desirable place to live, work, and play for generations to come.

Purpose and Use of the Comprehensive Plan

The Comprehensive Plan is an official public document adopted by the City Council that provides general direction for how the community should grow in the next 20 years and beyond. Colorado statutes charge city councils and their appointed planning commissions with the duty to make and adopt a master plan for the physical development of their municipality, including areas outside its boundaries. There are three essential characteristics of a comprehensive plan:

1. ~~It is comprehensive (meaning it encompasses all geographic parts of a city and all functional elements that bear on physical development); it~~ is comprehensive
2. It is general in nature (meaning it summarizes policies and proposals and does not indicate detailed, site-specific locations or detailed regulations); ~~and it~~
3. It is long range (meaning that it looks beyond pressing current issues to gain a perspective on problems and possibilities in the future). ~~This Plan looks to the year 2030 and beyond in establishing land use and development goals, objectives, and policies.~~

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This ~~Plan looks to the year 2035 and beyond in establishing land use and development goals, objectives, and policies.~~ The Comprehensive Plan ~~is~~ provides a policy framework for decisions that affect the physical, social, and economic environment of the City of Lone Tree. ~~It~~ provides vision, direction, and a defined and achievable image for the City's physical environment by establishing specific development goals, objectives, and policies for various land uses ~~within the City,~~ based upon sound planning principles. ~~It~~ is used as the foundation for the City's ~~zoning, subdivision~~ Zoning Code, Subdivision Regulations, and other regulatory documents;

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~~#ordinances~~; serves as the basis upon which land development and annexation decisions are evaluated; ~~#~~ acts as the guiding land-use framework for working with neighboring community and regional governments; and ~~#~~ serves as the basis in planning for future infrastructure and other community needs.=_

The Vision

~~Envisioned is a city with a sense of connection and safety, where residents take pride in the community they call home. It is designed as a balanced community—a place for people to live, work and play. It is a vibrant city, with a full spectrum of community amenities and services, based upon high quality design, environmental sensitivity, sustainability, and careful decision making.~~

Guiding Principles

To achieve the

Accomplishing Lone Tree’s vision statement requires an understanding and commitment to act on ~~the basis of~~ sound planning principles that are tailored to Lone Tree’s unique conditions ~~and vision~~. This Plan emphasizes ~~the application of principles established to outcomes that support economic vibrancy, community safety, transportation multimodality, community enrichment, attractive development, environmental sustainability, and municipal stewardship~~. The following ~~guiding principles are the desired community characteristics that provide a framework for future development~~. Therefore, Lone Tree seeks to develop in a manner that achieves:

- A strong sense of connection and well-being
- An attractive, high-quality living environment, developed community
- A balance of diverse land uses to ensure a vibrant and adaptable community that grows in a fiscally, ~~environmentally, and~~ sustainable manner. ~~These principles include: and fosters a live, work, play environment for all generations~~
- Integrating a mix ~~A walkable and bicycle-friendly cityscape comprised of land uses into neighborhoods and supporting activity centers and community focal points as mixed-use and compact development~~
- Rich gathering spaces and destinations, transit-oriented developments, and commercial activity centers as places for people to walk to ~~residents, workers, and visitors to come together~~

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- Providing for compact land use patterns to minimize development and service costs and emergency response times and to encourage walkability.
- Fostering “neighborhoods” within the City that have their own unique identity and interwoven within the larger City, while preserving and enhancing existing neighborhoods.

Providing a

- A wide range of housing opportunities and choices, including affordable housing particularly for first-time buyers, seniors and work-force housing.
- Fostering a distinctive and attractive community with an array of services and amenities, and a strong sense of place.
- Preserving open space, natural beauty, and important environmental areas.
- Directing development to areas adjacent to existing development.
- Providing a full range of transportation choices.
- Making development decisions in a predictable, fair, and cost effective manner, while promoting the best interests of the City.
- Encouraging interjurisdictional, community and stakeholder participation and collaboration.

Lone Tree’s planning principles are the building blocks for creating special places, and are based on the concepts of Smart Growth (see Glossary). Those concepts have been refined and customized to meet the growing needs of the Lone Tree community. They are inventive ideas taken from the best of the past with added concepts that focus on environmental goals. Sometimes referred to as “neo traditional,” they have been proven by the test of time in settings around the world ranging from small villages to great cities, yet also address modern concerns and challenges.

Practices such as compact, mixed use and pedestrian oriented development have replaced the mid-late 20th century models of suburban development, where land uses were separated, with housing being located miles from employment centers and shopping amenities. City of Lone Tree decision makers have recognized that cleaner industries, advances in technology, and attention to design have reduced the need to isolate residences from basic conveniences, services, and employment centers.

The “neo traditional” model minimizes travel trips, highway congestion, infrastructure extensions, air quality impacts, and the costs and response times associated with emergency service providers, school busing, etc. The model also serves to minimize the loss of natural

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resources, open space, and wildlife habitat. Importantly, such development also has a socializing effect on people by affording greater opportunities for social interactions due to an emphasis on walking, biking, and transit. Additionally, such development patterns can help people with special needs to access needed services and can have positive effects on people's mental well being.

- Building in a more compact, pedestrian scale results in a more efficient, attractive, and sustainable environment where people have opportunity to—and want to, live, work, shop, and recreate in the same general area. A variety of transportation, housing and employment options strengthens the viability and economic health of the area. Strong pedestrian connections, trails, public plazas, main streets, and other gathering places are “social nodes” that reinforce a sense of community and place. Community and cultural opportunities (such as the City’s summer concerts, Independence Day celebration, symphony, arts and cultural activities, library, recreation center, and future cultural and historic centers) also help to create a quality living environment. services, cultural and amenity options for diverse people of all ages, incomes and abilities

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~~One of the greatest legacies of the City of Lone Tree’s planning efforts will be the protection of the bluffs that dominate the area’s southern landscape. The prominent Bluff sides and ridgelines will provide a natural open space backdrop for the City. The City of Lone Tree’s identity will be apparent and distinguished from nearly every other community in Colorado who either have no such defining geographic feature or whose backdrop is marred by incongruous development.~~

Developing a city from a strong environmental perspective is a mainstay of this Comprehensive Plan. Xeriscape™ (low water consumption) landscaping; recycling programs; reduced auto travel trips; soil conservation and water quality measures; energy conservation building techniques; and open space, wildlife corridor protection are all key to the City’s planning and growth management program.

- Preservation and enhancement of natural areas important for their intrinsic beauty, wildlife habitat, recreational utility and environmental value
- Communication, collaboration and partnership with area agencies, jurisdictions and stakeholders to accomplish projects and programs that benefit the City and the region

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- Safety for its residents through adequate infrastructure, adequate policing resources, and appropriate design
- An efficient, effective, and innovative government that serves its citizens in a responsible and responsive manner
- Fair, predictable, and cost-effective growth by directing development within the City's Urban Growth Area and abiding by the vision, guiding principles, goals, objectives, and policies articulated within this Plan

~~Working with adjoining jurisdictions, including municipalities and Douglas County, is essential to achieving the Plan's goals, objectives and policies. For that reason, an emphasis is made on working in a collaborative and cooperative manner, be it recognizing each other's Planning and Urban Growth and Nonurban areas, partnering on infrastructure improvements and other community facilities and services.~~

Lone Tree's planning principles provide a solid foundation for guiding the City's future growth and are the basis upon which the Plan's five major goals are established.

Plan Goals

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The City of Lone Tree is fortunate that a majority of the City has been developed in a high-quality manner. The opportunity exists to guide additional quality growth, reinforcing the area as a desirable place to live, work, and play. The City of Lone Tree intends to seize this opportunity by achieving the following five major goals set forth in this Comprehensive Plan:

- I. Land Use - Well-managed growth, based on sound planning principles and with an emphasis on high-quality design.
- II. Environmental Quality - ~~Conserved, enhanced~~ Conserve, enhance, and/or protected protect important natural and manmade resources and the safety of residents when integrating development into the natural landscape.
- III. Community Facilities and Services - Quality community facilities and services for the Lone Tree community provided in an efficient and cost-effective manner.

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IV. Transportation - Optimal efficiency, connectivity and safety in the transportation system, integrated with surrounding land uses and environmental conditions-

V. Economic Development - ~~A~~ Stimulate a vibrant and sustainable economy for the Lone Tree community-

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I. Land Use

Basis for the City's Planning & Urban Growth Area and Land Use Goal, Objectives and Policies

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The City's Planning and Urban Growth Area is ~~that area~~ where future growth is directed (see the area in white boundary on the aerial photo below). This General Land Use Map) and includes both incorporated lands and those generally desired for annexation. -This area, and the land-use ~~goal~~goals, objectives, and policies were conceived ~~and are prescribed~~ in light of the community's:

- Physical setting (including its natural and built environment)

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- Access to urban-level facilities and services
- Development potential
- Commitment to regional planning efforts
- Commitment to sound land-use planning principles

Physical Setting

Lone Tree’s physical setting, including its natural and built environment, are major contributing factors in establishing the City’s Planning and Urban Growth Area.

The Natural Environment: Located at the southern edge of the Denver Metropolitan Area, the City’s Planning and Urban Growth Area is framed by scenic bluffs to the south. The bluffs are a natural feature marked by prominent ridgelines that nestle the City and help to shape and define its boundaries. Gently rolling terrain describes the landscape north of the bluffs, with native grasses predominating on undeveloped lands.

Cottonwood and willow trees are scattered along the drainages, and Gambel Oak (large native shrubs) dot the bluff hillsides. With the exception of a few intermittent drainages, the land slated for urban development (north of the bluffs) has few environmental constraints, making it well suited for urban use.

The Built Surrounding Environment: The land uses outside the City’s Planning and Urban Growth Area (see the area outside the green boundary on the map below) are compatible with the existing and future uses planned inside this area. To the west, immediately west of Lone Tree, is Highlands Ranch, a large, master-planned community located in Douglas County’s designated Primary Urban Area, with residential and commercial land uses adjoining Lone Tree. To the north are residential, office and commercial uses located in the City of Centennial’s designated Urban Growth Area. To the east are commercial, office, and residential uses, primarily located in unincorporated Douglas County, with portions in the Town of Parker’s designated Urban Growth Boundary. To the south are low-density residential uses, open space, and undeveloped lands located in Douglas County’s nonurban area and developed and undeveloped lands within the City of Castle

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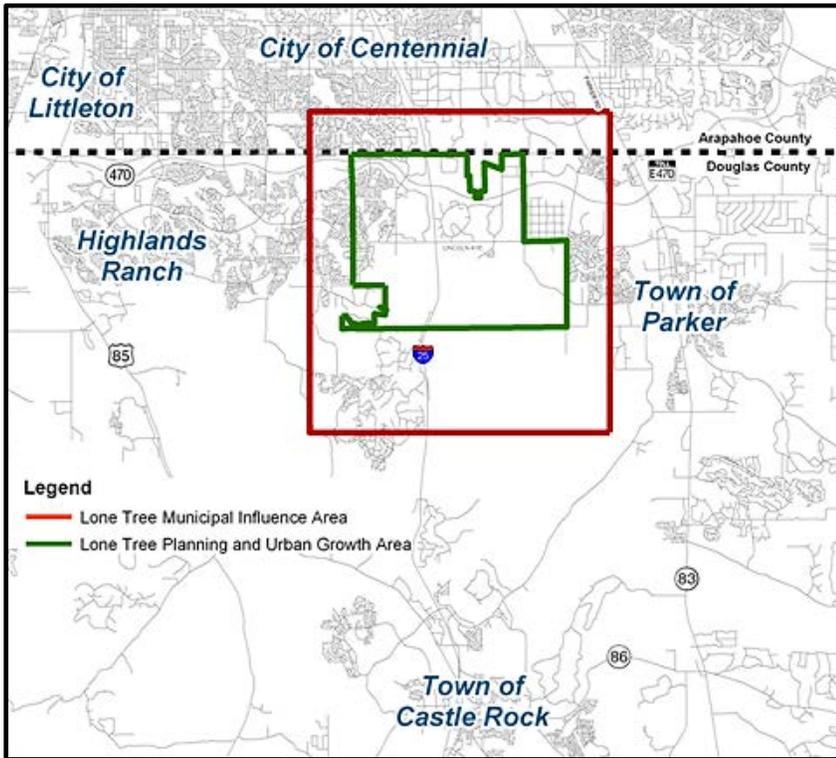
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Pines. These uses are compatible with the open space and single-family clustered development approved by the City on the mesa tops.



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Municipal Influence Area on the map (the ~~larger~~ area inside the red boundary area and outside the green Urban Growth Area on the above map) does not indicate an area of near term annexation, but identifies where land-use decisions of neighboring jurisdictions have a greater potential for impacting the City, and where the City desires to be part of the decision-making process.

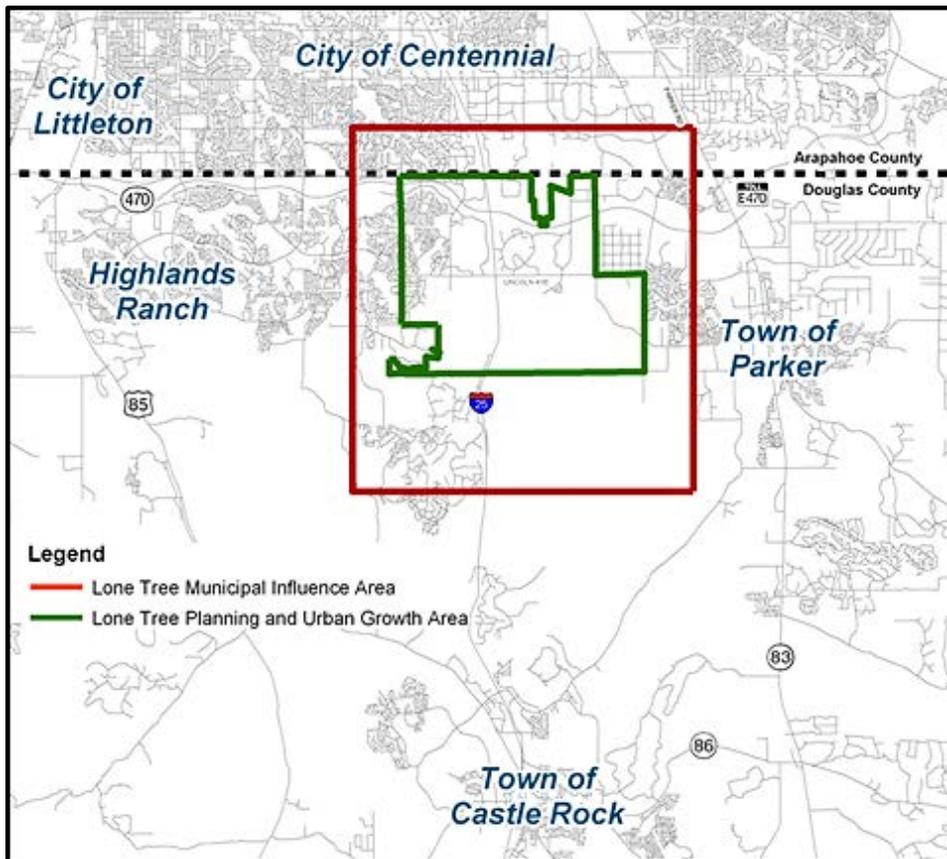
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The Built Environment--: The land uses inside the City's Planning and Urban Growth Area (see area inside the green boundary on the above map) includes a mix of uses compatible with existing and planned future uses. -These are generally described below in four regions:

Taken together, the City's physical setting, including its natural and built environment makes it well suited to the land uses supported within its Planning and Urban Growth Area.

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Access to Urban Level Facilities and Services

Lands within Lone Tree’s Planning and Urban Growth Area are afforded access to a broad spectrum of urban-level facilities and services. These are provided by the City, special districts, or the private sector. The transportation network includes two major highways, a hierarchy of arterial, collector and local roads, regional light rail transit and bus service. Centennial Airport, one of the nation’s busiest general aviation airports, is located adjacent to the City’s Planning and Urban Growth Area. Central water and sewer are available in much of the City, and planning is underway to secure this service and planned for the remaining area. new development. Other utilities, including electric, natural gas, and telecommunications are also available.

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City residents are served by urban-level emergency services, including police and fire protection, and a new state-of-the-art hospital facility that provides emergency treatment service. Schools, a library, the Lone Tree Arts Center, parks, trails, and recreational facilities are located here, and the City sponsors a variety of indoor and outdoor arts and cultural events year round. The private sector also provides many urban-level facilities and services including shopping, entertainment, and a variety of commercial services. (See the Chapter on Community Facilities and Services and the Economic Development Sections for more information on this subject.)

Though there will be challenges ahead, particularly when it comes to transportation and water supply, the urban

The urban-level facilities and services within the City’s Planning and Urban Growth Area are generally expected to support and serve the level and type of growth being planned.

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Development Potential

Within the City's incorporated boundary there remains considerable land slated for development. -The vast majority of this land is located east of I-25 in RidgeGate.

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~~Aerial photo of RidgeGate showing development underway in area west of I-25. Development on the nearly four sections of land east of I-25 is expected to begin sometime after 2012. ->~~

While it is expected that all areas in RidgeGate will be under development within the ~~next 30 years~~ coming decades, the City Center is expected to ~~take 40-50 years or grow~~ more ~~to develop slowly, due to the nature and extent of development planned for that area~~. Designed ~~to serve~~ as an urban center in the south metro region and the focal point of Lone Tree, the City Center is planned for a higher intensity of mixed-use, transit-oriented development. -Space is planned for a future City Hall and an adjacent Central Park, providing many opportunities for quality growth within the City's incorporated boundaries for decades to come.

Within the City's Planning & Urban Growth Area there remains considerable annexation potential. -The City's Planning & Urban Growth Area ~~(->)~~ is approximately ~~seventeen~~ 17 square miles (nearly 11,000 acres) in size. This area includes the City's incorporated lands and also unincorporated land that may be considered appropriate for future annexation by the City. —

The unincorporated land consists primarily of existing and developing commercial, office, and multifamily development located along I-25 north of Lincoln Avenue, and primarily residential zoned lands located south of Lincoln Avenue at the east end of the Urban Growth boundary. (For a look at the City's current incorporated boundaries, view the City's Zoning Map found at: www.cityoflonetree.com/zoningmap).

Whether these properties annex into the City of Lone Tree will depend upon the perceived benefits and costs of annexation by the landowner and the City. ~~Yet, inclusion~~ Inclusion of these unincorporated lands in the City's Planning and Urban Growth Area is an expression of willingness by the City to entertain annexation proposals and to extend services to these areas, including police protection, road maintenance, and general government.

~~As a Douglas County-based municipality, the City of Lone Tree believes that all urban areas in the County Primary Urbanization Area should incorporate or be annexed. As such, the City of Lone Tree is the most appropriate entity to do so in the north-central portion of the County.~~

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~~This assumes that Highlands Ranch will one day incorporate and that the Town of Parker will annex unincorporated urban development in its planning area. Then urban levels of service will be provided by urban (i.e., municipal) jurisdictions.~~

The City also prepares and adopts a Three-Mile Plan annually in compliance with State Statutes. The three-mile planning area boundary extends three miles out from the City of Lone Tree's municipal boundaries and includes land in unincorporated Douglas and Arapahoe counties. The objective of adopting the Three-Mile Plan is to provide comprehensive consideration of the land use goals of adjacent jurisdictions in planning for future growth and urbanization, prior to annexation consideration by a municipality, and to ensure prior to any annexation, there is a plan for the adequate provision of facilities and services, as well as the proposed land uses for the area.

Capturing the development potential within the City's Planning and Urban Growth Area, as opposed to annexing in a leap frog manner beyond these boundaries into the Nonurban Area of unincorporated Douglas County just makes sense. -Maintaining the City's compact boundaries helps to keep road and utility line construction and maintenance costs lower and helps to minimize the response time for police and fire fighters. -Noncontiguous development works to the contrary, often requiring expensive roads to be extended to remote areas, raising the costs to the taxpayers for road repair, snow plowing, and school busing.

Moreover, there are risks associated with extending out beyond the City's Planning and Urban Growth Area. -Such action may not only contribute to sprawl (which also increases commuting and air quality impacts), but may result in many unintended consequences, including taking on the maintenance and repair costs of older infrastructure, and conflicting with the established plans of neighboring jurisdictions. ~~(See also population forecasts in the Appendix which estimate a four to five fold increase in population in the City's Planning and Urban Growth Area by 2030).~~

The City's Planning and Urban Growth Area provides ample opportunity for future growth and development. ~~Given the costs and risks associated with extending the City's identified growth area, no expansion of this area is necessitated or planned.~~ Extension may be considered ~~as part of future Comprehensive Plan updates as the City achieves buildout,~~ if visual, environmental, social, and fiscal impacts are carefully evaluated and adequately addressed, and if extension is consistent with the goals and policies of the Comprehensive Plan.

Commitment to ~~Interjurisdictional and Regional Collaborative~~ Planning Efforts

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Interjurisdictional Agency and Entity Planning Efforts:- The City collaborates with organizations outside the City, such as Denver South Transportation Management Association, Regional Transportation District, Special Districts, Centennial Airport and the Denver South Economic Development Partnership. These collaborative efforts, supported by this Plan, result in the development of important local and regional infrastructure and services that could not be afforded by the City alone.

Interjurisdictional Planning Efforts: This Plan recognizes that land-use impacts do not end at jurisdictional borders.- A community’s economic decisions, traffic, water and air quality issues often influence neighboring communities or the region, and vice versa. -As a result, the City supports efforts to work with neighboring jurisdictions ~~and to establish Intergovernmental Land Use Agreements as a way of addressing to address~~ present and potential future land-use issues and opportunities.~~The City has entered into such an agreement with the Town of Parker, and agreements with other jurisdictions that address the nature and location of development are similarly supported.~~

The City also annually adopts a Three-Mile Plan in compliance with State law. The three-mile planning area boundary extends three miles out from the City of Lone Tree’s municipal boundaries and includes land in unincorporated Douglas and Arapahoe counties. The objective of adopting the three-mile plan is to provide comprehensive consideration of the land use goals of adjacent jurisdictions in planning for future growth and urbanization, and to determine the level and adequacy of infrastructure necessary for new development, should annexation be desired.

Regional Planning Efforts:- The City supports and participates in regional planning efforts through the Denver Regional Council of Governments (DRCOG). -The City is a signatory to the Mile High Compact, an agreement that sets forth thirteen stipulations for regional planning. That agreement incorporates by reference DRCOG’s Metro Vision Plan, a long-range regional growth strategy for the Denver Metropolitan Area ~~that includes an Urban Growth Boundary. This boundary identifies the preferred extent of urban development in the metropolitan area through the year 2030.~~ The area slated for urban development on the City’s General Land Use Plan map is ~~recognized by and~~ consistent with the DRCOG’s Metro Vision ~~2030~~ Plan.

~~DRCOG is working to establish criteria for semi-urban and cluster development. In Lone Tree, this may relate to the low density, single-family clustered development approved by the City on~~

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the mesas west of I-25. These lands are planned to be served by central water and sewer, and development areas are carefully sited to preserve wildlife areas and ridgeline views. The City will continue to work with DRCOG to coordinate planning for these areas.

Commitment to Planning Principles

The objectives and policies of the Land Use element embody many planning principles described in the **Introduction** (p. 1-3). This includes support for:

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- Mixed-use, compact, pedestrian-friendly development. Efforts to accomplish this are supported not only in transit-oriented communities, but throughout the Lone Tree community. This includes support for a balance of commercial/office to residential uses, which also helps to minimize the residential tax burden and affords greater opportunity to work in proximity to home.
- Housing options, including affordable housing. Such programs build community diversity by providing housing options for workers in the commercial, office, and public sector, and first-time buyers, seniors, and special-needs populations.
- Preserving lands important for open space. These include lands set aside by the City for their intrinsic beauty, viewshed protection, wildlife habitat, recreation, as community buffers, and for environmental protection.
- A distinctive community identity and sense of place. This is accomplished in a number of ways such as using the bluffs to define the City's urban boundaries. It also manifests in support for community design guidelines, streetscape standards, and monumentation program.
- Consistency with City and regional planning efforts. This includes a commitment to direct development towards the City's and neighboring Planning and Urban Growth Areas where infrastructure is more readily available, and also the conviction to abide by this Plan which fosters a more predictable and fair development review process, and cost-effective development.

Conclusion

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The area's natural and built environment, coupled with the potential for access to urban level facilities and services, makes the City's Planning and Urban Growth Area suited for the type of development planned and anticipated. -The growth potential ~~forecast~~ for this area will provide many opportunities in the future to guide quality growth. -The City's willingness to collaborate and partner on local and regional planning efforts, together with its commitment to the goals, objectives and policies based upon sound planning principles, will go a long way in realizing the quality living environment sought by the Lone Tree community.

Land Use Goal, Objectives and Policies

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Future growth and development decisions will be guided by the following land use goal, objectives, policies, and the General Land Use Plan Map. These serve as the foundation for the City's zoning code, subdivision regulations, and design guidelines and are the basis upon which annexation decisions, intergovernmental land use agreements, and major investments in transportation and other capital investments are made by the City. -Together, these important planning and implementation documents, coupled with a strong commitment to planning principles, will ~~continue to make the City of Lone Tree a desirable place to live, work and play. serve the City well in achieving its desired vision.~~

~~Goal: Well-managed growth, based on sound planning principles and with an emphasis on high-quality design.~~

I. Goal: Well-managed growth, based on sound planning principles and with an emphasis on high-quality design.

Mixed-Use, Compact, Pedestrian-Friendly Development

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Mixed-use, compact, pedestrian-friendly development is strongly supported, as ~~such~~ provides the means for creating vibrant and diverse communities that people identify with and feel a

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connection to. Development practices that make it easy and inviting to walk or ride bicycles also serves to reduce traffic congestion and air quality impacts. Efforts to foster such development are generally supported in new, redeveloping and infill areas throughout the Lone Tree community. At the same time, it is recognized that ~~portions of neighborhoods within~~ the City were developed according to a more traditional template and new development adjacent to and within these areas must be sensitive to these communities as well.

Objective:

Encourage quality, mixed-use, compact, and pedestrian-friendly development.

Policies:

1. Achieve a balanced mix and distribution of land uses in Lone Tree, avoiding undesirable duplication or imbalance ~~→, and fostering a live/work/play environment.~~

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2. Encourage the use of innovative land planning and urban design techniques that support mixed-use, compact, pedestrian-friendly development.

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~~3. Locate~~Integrate institutional uses, such as churches, schools, ~~and~~ day care facilities, and activity centers, such as parks, recreation centers, public buildings and ~~convenience~~neighborhood commercial development areas, within or in proximity to residential neighborhoods. ~~Generally provide access via local or collector roads, and link such uses by trails and wide sidewalks, providing as places for people to walk to.~~

~~3-4.~~ Provide safe, ~~pleasant, and~~ convenient ~~access to~~vehicular, pedestrian, and bicycle access and connections between neighborhoods and destinations throughout the City for people of all ages and abilities.

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~~4-5.~~ Establish plazas, pocket parks, focal points, spaces for special events and festivals and other community gathering spaces in mixed-use developments, and provide amenities such as benches, fountains, shade, and public art, with attention given to year-round use.

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~~5-6.~~ Support home occupations that do not generate excessive noise, traffic, or other impacts.

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6-7. Ensure infill development is harmonious with existing neighborhood characteristics in terms of quality and architectural character.

7-8. Encourage zoning and design modifications where appropriate to increase density and enhance the appearance, function and economic vitality of areas.- Such modifications are supported where community facilities and services are adequate; where they may result in a more efficient use of land, infrastructure, and services; where they yield high-quality design; and where it promotes the use of transit and pedestrian accessibility.

9. Encourage high-tech, state-of-the-art development in Lone Tree, such as green building, clean energy, enhanced city services and high-speed communication.

Neighborhood Development and Housing Choice

A focus on creating and sustaining neighborhoods as great places to live requires collaboration between landowners, developers, homeowner associations, the City, and other governing agencies. -It begins at the land-use planning phase with consideration not only for design, but the provision of adequate facilities and services including parks and schools ~~(more discussion and policies on these issues are addressed in other sections of this Plan)~~, but also for, safety, maintenance, and other issues.

Creating neighborhoods with their own unique identity within the context of the Lone Tree Community provides residents a sense of belonging. This can be fostered through a variety of housing types, so that each neighborhood has its own distinctive character. This can also be accomplished through establishing gathering spaces unique to each community, where residents can come together, such as local parks and plazas, community centers and other spaces.

Also important in land-use planning is encouraging a varietywide range of housing ~~types and ranges of affordability options including affordable housing~~. Though the City has a balance of single to multi-family housing (both owned and rental), most housing is relatively high priced. Efforts to provide affordable housing opportunities for entry-level professionals, professions such as teachers and fire fighters, and workers in the service, hospitality and retail industry

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serves to decrease commuting, traffic congestion, and air quality impacts and will continue to be a strong need in the Lone Tree community.

~~Another~~An important demographic group to recognize when thinking of housing choice is the aging “baby boom” generation—, people born between 1946 and 1964. The 2010 Census showed a 333% growth rate in seniors age 65 and over in Lone Tree when compared to the 2000 Census ~~demonstrated that approximately 41% of Lone Tree’s~~. While this population in 2010 only accounts for 8% of the total Lone Tree population (a figure slightly higher than the senior population for Douglas County), the Colorado Department of Local Affairs forecasts that the 65-years-and-over demographic group will increase to 12% of the total Douglas County population by 2020 and to 18% of the total Douglas County population by 2030. Many of Lone Tree residents will want to age in place in their homes, while others may choose to downsize or move to a retirement community. This will require new challenges by residents, developers, and the City to meet the housing needs of this burgeoning population.

Another emerging demographic to consider when planning for housing is the Millennials (also known at Gen Y). Born between 1982 and 2001, they have emerged as the largest population group in the country. According to some studies, this cohort have a higher percentage than other age groups that time were born between 1946 and 1965, and will self-identify as urban dwellers, yet with many still wanting to live in a suburban environment. Studies reveal that while the majority of this age group live in apartments, 75% believe they will one day be (or already) homeowners. They prefer communities with diversity in housing types and styles, with neighborhoods that offer a mix of uses, prefer walkable communities, and like access to transit. Both the Millennials and Baby Boomers are) considered “seniors.” A major senior project is planned in RidgeGate, and the senior friendly policies seeking out many of the same housing and neighborhood characteristics advocated by Metro Vision 2030, including those that support mixed use development, grid based street pattern, and transportation alternatives are integral to this Planthis plan.

Providing housing opportunities for first-time home buyers, entry-level workers, seniors, and special needs populations will enable multiple generations ~~of families~~ to live in Lone Tree.

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Establish and preserve residential areas as safe, attractive, and desirable places, and encourage a mix of housing types and affordability ranges to accommodate a broad range of demographic groups in the City.

Policies:

1. Foster "neighborhoods" within the City that have their own unique identity, interwoven within the larger City.

2. Community gathering spaces, amenities and services should be integrated with, or conveniently located in, proximity to all residential neighborhoods.

1-3. Protect and enhance the attractiveness and viability of existing neighborhoods through:

- *a. Careful review of adjacent land use and development applications
- *b. Effective Zoning Code enforcement
- *c. Streetscape enhancements
- *d. Coordination with homeowners associations on programs to improve entryways and open space

2-4. Require new development to provide mandatory homeowner associations or other governing mechanisms for the maintenance of entryways, common areas, pocket parks and other tracts, as well as the enforcement of covenants.

3-5. Continue support of urban street design standards to reduce traffic speeds and resulting safety concerns.

4-6. Link new residential development by trails, sidewalks, bike lanes, streets, and other safe and convenient access to schools, public or private open space, recreational amenities, community facilities, institutional uses, and activity areas.

5-7. Avoid or mitigate excessive noise impacts to residential areas, including those associated with loud speakers and heavy machinery noise.

6-8. Encourage a variety of housing types and affordability ranges by:

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- a. Establishing and implementing specific land use planning and zoning strategies
- b. Coordinating with state, regional, and local agencies to explore resources, funding mechanisms, tax incentives, and other programs to encourage affordable housing opportunities, including the multi-jurisdictional Douglas County Housing AuthorityPartnership and the Community Development Block Grant (CDBG) Program
- c. Implementing the commitment for primary housing (see Glossary) in RidgeGate east of I-25

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9. ~~7.~~ Support ~~senior friendly housing development, including~~ a diversity of housing types ~~from, including~~ single-family homes ~~to,~~ apartments ~~to assisted living,~~ townhomes, condominiums, continuum of care facilities, and ~~locate~~ accessory dwelling units, cohousing, and group homes for older adults, where appropriate.

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10. Locate housing near social services, public facilities, and commercial areas to reduce feelings of isolation and to ensure access to employment, education, and other activities. ~~Encourage designs that minimize steps, avoid abrupt elevation changes, provide adequate lighting, and incorporate easily identifiable signs.~~

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11. Encourage universal housing designs that also allow residents to age in place, by incorporating ground floor bedrooms with accessible bathrooms, minimizing steps, avoiding abrupt elevation changes, providing adequate lighting, and incorporating easily identifiable signs.

12. Balance the desire for high-end design and building materials against the demand for housing that is more financially attainable to a range of workers, seniors and first-time buyers.

Redevelopment

Although Lone Tree is a relatively young City by most standards, redevelopment opportunities should be anticipated and evaluated to ensure long term economic health and quality appearance of the City. Commercial areas, in particular, may experience vacancies, deterioration of buildings and property, and other challenges associated with aging and obsolescence over time. It is imperative that attention and reinvestment take place to extend

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or re-think these areas so they continue to be successful and attractive places in the community. Redevelopment of residential areas will likely not be an issue for years to come, as the housing stock is relatively new and in good condition.

Working with businesses and property owners in the City to identify and address problems or potential problems, and develop strategies to address them, will strengthen the economic vitality of the entire City over the long term. Fostering public-private partnerships, creative financing mechanisms, and providing efficient, predictable governments services are ways in which the City can assist.

The Entertainment District is of particular significance given its large size, central location, and challenges associated with varied property ownership within the area. The City should continue to consider ways to improve the appearance and function of the area, which has the potential to serve as a mixed-use, walkable gathering place for the community.

Park Meadows Shopping Center is another example of an area where reinvestments over time are critical to maintain a unique retail experience and economic success over the long term. Redevelopment efforts have included the replacement of a major anchor store with an outdoor shopping area as well as redevelopment of restaurants and stores in the area. Over time, additional uses, infill development and access improvements should be evaluated and implemented, consistent with the policies of this Plan.

Redevelopment is an issue that will only continue as the City's commercial and residential areas age, and if the City annexes other existing development areas. The City should continue in its support of redevelopment efforts that are consistent with this Comprehensive Plan.

Objective

Ensure and support redevelopment efforts and measures that are consistent with principles of this Comprehensive Plan

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Policies

1. Support redevelopment that advances the objective of compact, mixed-use, and pedestrian-friendly development.
2. Encourage redevelopment measures that create greater linkages and access by pedestrians, bicycles, automobiles, and transit users.
3. Encourage the establishment of and connections to local parks, plazas, and other gathering spaces, where possible.
4. Ensure redevelopment areas have adequate facilities and services when deciding changes in land use.
5. Support redevelopment efforts consistent with the City's Design Guidelines.
6. Weigh the costs and benefits of conversion of commercially-zoned areas to residential use; trends in zoning and land use that may impact rezoning decisions; and incentives to foster redevelopment.
7. Ensure redevelopment is harmonious with existing neighborhood characteristics in terms of quality and architectural character.

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Open Space Preservation and Protection

Open space preservation plays a key role in creating and maintaining healthy communities by providing a broad range of passive and active use opportunities. Open space protects air and water quality; preserves natural attributes such as floodplain and wetland areas, geological hazards, vegetative stands, and wildlife habitats. _____

By providing aesthetic enhancement to communities, ~~and as buffers between neighborhoods,~~ open space contributes to the pattern, quality, success and value of development by complementing the built environment with important visual and recreational amenities (see Parks, Trails and Open Space Map).

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The City has been successful in preserving over 700 acres of open space at its southern edge – solely through land use annexation and zoning negotiations of the RidgeGate and Southridge Preserve Planned Developments. The RidgeGate Planned Development was significantly modified from ~~previous original~~ County zoning entitlements to prohibit development on the most visually prominent mesa areas, thus preserving views of the bluffs from Lone Tree. The Southridge Preserve Planned Development requires clustered development and preserves over 70% of that project as public open space. These achievements ensure a permanent, integrated system of open space that provides buffers of open land between rural development to the west and south; links with other open space systems such as the Bluffs Regional Park and Highlands Ranch Backcountry Wilderness; creates important regional and local trail connections; affords passive recreational value; and provides meaningful, uninterrupted areas of habitat for wildlife.

Importantly, in both Planned Developments, the ridgelines and the sides of the ~~mesa that serve as mesas are~~ the natural visual backdrop for Lone Tree are preserved from development ~~(green >)~~. While some residential development will occur on the mesa tops ~~(cream colored >)~~, it will be subject to specific zoning requirements and design standards to ensure that it is not visible from Lone Tree below the bluffs. For example, homes will be subject to large setbacks from ridgelines, height restrictions, stair-stepped building profiles, landscaping guidelines, and standards for earth toned building colors. The City appreciates the intrinsic value of the bluffs in this area not only for Lone Tree but as a resource for the larger northern Douglas County and South Denver Metropolitan area, and, as such, has secured measures to preserve and enhance this major scenic amenity. (For more information, see the Environmental Quality section).

Lands important for preservation for all of the attributes described above should continue to be preserved, enhancing the quality of life for the community and promoting responsible ecosystem management. In some cases, key environmental attributes can be protected where measures are taken to build with nature. In all cases, the City will work with various agencies including South Suburban Park and Recreation District, Douglas County, the Colorado Division of Wildlife, and DRCOG, in order to coordinate regional open space and wildlife habitat preservation and protection efforts.

~~Open space, along with parks and trails, are depicted on the Parks, Trails, and Open Space Plan located in the Community Facilities and Services section, and are also discussed in greater detail in the Lone Tree Parks, Trails and Open Space Improvements Plan, an implementation element of this Comprehensive Plan.~~

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Objective:

Ensure an integrated and permanent open space system that enhances quality of life, ~~establishes~~ reinforces a sense of community ~~separation,~~ and promotes ecological ~~benefits,~~ and ~~provides~~ economic and social value ~~benefits.~~

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Policies:

1. Continue to preserve significant natural resources such as ridges, steep slopes, floodplains, significant stands of vegetation, and lands important for their intrinsic beauty, for viewshed protection, wildlife habitat, and as community buffers.
2. Open space suitable for the intended use (passive or active), should be provided in conjunction with residential developments. The dedication or development of parks, trails, and open space, shall keep pace with the amount of residential land being platted, with provision made for their ongoing maintenance.
3. Implement plans for preserving the views and integrity of significant visual resources, including the bluffs, and work with Douglas County and area landowners to protect ridgelines from development.
4. Where site conditions warrant protection due to the prevalence of important wildlife habitat, significant natural landforms, or steep slopes, creative land-planning approaches should be utilized. Clustering of units, building envelope restrictions, alternative roadway standards, and other design approaches that minimize site disturbance may be required (see the Environmental Quality, Section 3, for more policies).

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Sense of Community Identity

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As a ~~new~~small but growing city ~~with remarkable growth potential~~, Lone Tree experiences both opportunities and challenges in establishing and cultivating a sense of community identity and sense of place. As growth occurs in the City east of I-25, it will be particularly important to maintain and strengthen a sense of "one City" so that residents and businesses on both sides of the interstate feel a sense of connection and unity.

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Residents and businesses benefit from a positive image of their community reflected in civic pride, social cohesion, strong property values, and a healthy local economy. -Increased recognition of the City by other communities also makes Lone Tree a stronger participant in regional growth and transportation issues, and serves to put Lone Tree "on the map" as a draw for new businesses and residents.

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A combination of factors contribute to a sense of place, as experienced by residents, businesses and visitors alike. For example, Lone Tree is fortunate to have a physical setting that lends itself to a strong identification. Its compact form and position at the southern edge of the Metro Area framed by the bluffs, coupled with three major highways intersecting here (I-25, C-470, and E-470), combine to provide a readily identifiable community. ~~Physical improvements such as signage and gateway monumentation serve to announce where the City begins and ends. Additionally, carrying forward on the City's vision of quality development, including careful application of design guidelines and streetscape standards, strengthens community identity. Establishing areas of open space and recreation and promoting common elements such as medians, pedestrian street lights, wayfinding signage, fencing, and other improvements helps create a sense of place. Park Meadows shopping center and Sky Ridge Medical Center are also important landmarks and sources of pride for the community.~~ By upholding City Design Guidelines, quality development also sends a message that Lone Tree is a distinctive place with high standards for development.

Other highly visible cues like open spaces, attractive landscaped medians, brick walls, distinctive pedestrian lighting, and a cohesive sign plan also combine to create a sense of place. Destination services and amenities like the Lone Tree Arts Center, Park Meadows Shopping Center and Sky Ridge Medical Center are also important landmarks and sources of pride for the City, which also fosters community identity.

In conjunction with physical characteristics, “naming” plays an important role in community identity. For example, businesses benefit from directing people to a readily identifiable City which is easy for patrons to locate. Lone Tree residential neighborhoods have a tradition of identifying themselves through homeowners associations, signage, and events. Naming is also strengthened with Lone Tree’s active participation in business, county, regional and state issues and organizations including the Lone Tree Chamber of Commerce, ~~Southeast Business~~ Denver South Economic Development Partnership, and DRCOG.

~~Lone Tree also benefits from greater name recognition when local residents, businesses, or developments are acknowledged by the larger community. For example, RidgeGate was recognized with a number of awards for its visionary new urbanism and environmental sensitivity in their approach to planning and development. Encouraging, marketing, and merely exhibiting the success of Lone Tree community members and businesses helps develop a sense of pride and increased recognition.~~

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A sense of place is also strengthened by the more intangible, social aspects of the community, when people have the opportunity to come together and build relationships. -This can be encouraged and facilitated in a number of ways. ~~Through~~For example, thoughtful land-use planning and design, ~~new and~~ gathering spaces can be integrated into existing and newly developed areas linked by trails and walkways. -Public plazas, gathering areas, and community focal points, foster activity and interaction and should include welcoming elements such as seating, shade, attractive gardens and fountains. -Parks can be designed for all ages and interests, with lively spaces for children, families, community gatherings events, and places for quiet conversation. - Streets in mixed-use centers can be designed to serve as spaces for open air markets, festivals, and parades. Wide walkways can be designed to accommodate outdoor cafe seating. When these areas are designed for the pedestrian, and a synergy of uses is provided, greater opportunity is generated for chance gatherings, where neighbor can greet neighbor while walking down the street.

Community identity is also fostered through City-supported programs and facilities, such as the Lone Tree Arts Center, helping to expand and enrich the social fabric of the community. Through its annual Independence Day Celebration and summer concerts, its annual Arbor Day activities, and through the many ways the City supports recreation, arts, and culture, the City works to enhance civic pride and sense of place (see the Community Facilities and Services Section 3). ~~As the City grows it will be important to create and enhance public gathering spaces and other opportunities for bringing the community together and building upon the Lone Tree identity.~~

Objective:

Foster a ~~separate and distinct~~distinctive Lone Tree identity and a strong sense of place, where residents and businesses feel a connection and pride for the community and where visitors feel welcome.

Policies:

1. Maintain ~~open space~~ community separation between the urban land in Lone Tree Planning Area and developed lands to the south. Beyond and the southern boundary, land should be preserved City of Castle Pines east of I-25 by preserving land in this area as open space, or ~~developed~~developing at a clustered, non-urban level outside the I-25 corridor viewshed, ~~in~~ keeping with the Douglas County Master Plan.

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2. Ensure consistency with City-approved Design Guidelines ~~and Streetscape Standards~~ that supports principles of good design, and address ~~concerns of~~ aesthetics, appearance and community identity.- The use of standard, corporate architecture and color schemes for commercial development should be carefully reviewed.~~Modifications that provide architectural details, natural materials and colors, as provided in the City's Design Guidelines, should be emphasized. to ensure it advances Lone Tree's objective of fostering a distinctive community identity.~~
3. Establish a ~~gateway at the City's east end using~~comprehensive and coordinated approach to branding and identification, including marketing strategies, signage, landscaping, public art, landscaping and other amenities to strengthen the City's identity. similar measures.
4. Encourage local businesses and neighborhoods to identify their location as Lone Tree. ~~Including encouraging those businesses that use the name Park Meadows to also use the name Lone Tree along with the City logo, so that in time the two are interchangeable. Gateway identification of the City of Lone Tree should also be continued, including at County Line Road and along I-25.~~
5. Integrate diverse gathering spaces into the community, linked by trails and wide walkways, with amenities geared to all ages and interests.
6. Establish and promote recreational, civic, and cultural venues and activities that bring the community together.

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Transit-Oriented Development

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~~With the~~The extension of the Regional Transportation District light rail into the City, generates many unique opportunities for creating to create vibrant hubs of development activity around transit ~~have materialized.~~ Many of the same planning principles that apply to Transit-Oriented Development (TOD) also apply to the future City Center (i.e., compact, Well planned transit-oriented development, mix of uses, pedestrian orientation, connection to bicycle and walking trails, gathering spaces, etc.). The key differences are that the scale and level of (TOD) helps support ridership, spur economic development intensity and the nature and extent of civic uses

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will be greater in the City Center than at the transit stops, and enhance convenience for residents and commuters.

TOD is being planned to some extent at the Lincoln Station (primarily under the jurisdiction of Douglas County). Other stops at County Line, SkyRidge and at the end of the line may incorporate elements of TOD. The City Center will be designed from the beginning with this in mind (see the City Center narrative, p. 2-17, for more information). Efforts to enhance existing development around transit stations over time are supported by the following objective and policies.

Lone Tree is served by the Lincoln Station and the Sky Ridge Station west of I-25, and the Lone Tree City Center Station and RidgeGate Parkway end-of-line station east of I-25. Each station has a distinctive context and purpose and should be planned and developed specifically with those in mind. There are, however, widely accepted design principles that help influence successful TOD including an integration of vertical mixed-uses; buildings oriented to the street and public spaces; strong access and connections to, from and around the station area; comfortable, safe and inviting gathering places; and a balance of parking, where applicable.

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Objective:

Encourage transit use and create community hubs, by incorporating a lively mix of development around transit stations, by orienting development toward the pedestrian, by providing gathering spaces, providing adequate and safe multi-modal access, and by ensuring quality design.

Policies:

1. Support primarily vertical and horizontal mixed-use development within a ¼ mile of transit stops, which with the design focus on the pedestrian convenience, safety and services (particularly ground-floor level shops, services food service and offices), and discourage auto-dependent uses, such as car washes, car sales, and drive-through windows.
2. Orient buildings to the street, with windows at street level to provide interest to the pedestrian (as opposed to long, blank walls), and locate surface parking, along with dumpsters, loading docks, service entrances, and storage, to the rear of buildings.

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2. Support multi-family development and a mix of housing types around TODs (for sale, for rent, market rate, senior housing, affordable housing), with the highest level of development density located closest to the stop.
~~Support multi-family development and a mix of housing types around TODs (for sale, for rent, market rate, senior housing, affordable housing), with the highest level of development density located closest to the stop.~~

3. _____

3-4. Encourage efficient and safe access to and around TODs by pedestrians and cyclists by providing connections from outlying areas to transit stations, providing wide sidewalks (on both sides of the street) with differing materials at crosswalks, bike lanes, adequate signage, lighting, wayfinding, and bike racks and storage lockers.

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4-5. Enhance the pedestrian experience by providing sheltered seating, public restrooms, trash receptacles, street lamps, planters, public art, and gathering spaces such as plazas and pocket parks.

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5-6. Provide adequate access by automobile, shuttles, busses, bicycles and pedestrians, encouraging an interconnected street network around blocks 200-400 feet long, and design streets to accommodate multimodal traffic. ~~Traffic-calming measures are encouraged around TODs and other residential and mixed use areas, and structured parking, on-street parking, and shared parking is supported.~~

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6. ~~Orient buildings to the street, with windows at street level to provide interest to the pedestrian (as opposed to long, blank walls), and locate surface parking, along with dumpsters, loading docks, service entrances, and storage, to the rear of buildings.~~

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7. Reduce or eliminate minimum parking standards in TODs for nonresidential development, where deemed appropriate by the City. Encourage shared-use parking, on-street parking and parking demand management systems, where appropriate. Parking should largely be accommodated below ground or in structures.

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7.8. Require design standards that ensure quality and unify development, while at the same time affording ~~some~~ variety in architectural styles, detail and materials to add interest.

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Lone Tree City Center

The Lone Tree City Center, ~~to will~~ be located east of I-25 and south of Lincoln ~~in RidgeGate, will serve as the Avenue, and represents a destination, focal and identity point of the Lone Tree for~~ Lone Tree and the region. It is envisioned as a "downtown" environment, characterized by compact, pedestrian-oriented development anchored by transit. It will include a mix of uses including retail, commercial, office, residential, civic, cultural, entertainment, and public spaces, adjacent to a large community. ~~The park.~~

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~~Many of the same planning principles that apply to TOD also apply to the future~~ City Center such as compact development, mix of uses, pedestrian orientation, connection to bicycle and walking trails, and public gathering spaces. The key differences are that the scale and level of development intensity and the nature and extent of civic uses ~~will be characterized by compact development which is pedestrian- and transit-oriented, and which encompasses a wide range of mixed uses including civic and cultural buildings; commercial, office and residential uses; and open space elements- greater in the City Center than at the transit stops.~~

Objective:

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Create a vibrant, ~~unique City Center for destination-oriented "downtown~~ Lone Tree, ~~and~~ that is a major urban center and focal point of the South Denver Metropolitan Area.

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Policies:

1. ~~Refine and implement established plans for the City Center, characterized by compact, synergistic uses that foster a "downtown" atmosphere. Higher~~Promote high density uses ~~should be developed in order to and compact development patterns that support transit services~~ridership and ~~to~~ promote a walkable environment. Lower density uses should be discouraged in the City Center ~~and, including~~ single-family detached homes ~~should be limited.~~

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2. A wide range of land uses ~~shall~~should be concentrated in the City Center, including mixed-use employment, office, civic, entertainment, retail, recreation, higher and high-density residential,~~and common open space elements.~~

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3. Gathering spaces such as parks and plazas should be integrated throughout the City Center within walking distance to all uses within the City Center.

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~~3-4.~~ A variety of multimodal transportation alternatives, including light rail transit, auto, bus circulators, bike lanes and bike share programs, pedestrian trails and wide sidewalks should be ~~planned~~supported to provide the fundamental framework for travel to, from, and around the City Center.

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~~4-5.~~ Specific design guidelines and development standards should be established for the City Center that address issues including permitted land uses, architectural guidelines, parking standards, and roadway design. Streetscape Standards and guidelines should also be established for streetscape design, including lighting, signage, and landscaping ~~should also be coordinated with established standards and guidelines~~to provide a sense of unity throughout the center.

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~~5-6.~~ Prominent governmental, civic and community facilities should be concentrated within the City Center.

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~~6.~~ Development proposals are required to incorporate attractive Xeriscape landscape elements that complement the surrounding area and enhance the pedestrian experience.

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~~7.~~ A series of common open space elements and gathering places, such as plazas, should be established and coordinated as focal points in the City Center. These spaces should logically connect with a system of trail networks and transit stops.

~~8-7.~~ Necessary parking should be accommodated through innovative alternatives to ~~the standard~~ surface parking lots, and should include parking structures, designated public parking areas, and shared parking. A parking demand management plan should be required and monitored prior to development to ensure adequate, but not excessive parking.

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Plan Consistency

Orderly growth is more assured when development proceeds according to well-conceived, fiscally-responsible plans. Communities that make land use decisions in haste or absent a solid planning framework often suffer the results, including substandard service levels, sprawl, and lack of community identity. Moreover, landowners and residents benefit when development occurs according to plan, as it results in a more predictable and fair process. Measures are therefore supported which ensure consistency with the Planning and Urban Growth Area on the General Land Use Plan Map, and the supporting land use goal, objectives and policies. Historically the City's Plan has been consistent with the plans of neighboring jurisdictions, including Douglas County, the Town of Parker, the City of Centennial, and the MetroVision 2030 DRCOG's Metro Vision Plan, and seek efforts should be made to maintain that consistency.

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Objective:

Ensure orderly growth through plan consistency.

Policies:

1. Consistency with the land use goal, objectives, and policies of this Plan is a fundamental criterion for land use approvals by the Planning Commission and City Council.
2. Maintain consistent zoning, subdivision, and other applicable land development regulations with the Lone Tree Comprehensive Plan goals, objectives, and policies.
3. Encourage Douglas County and other surrounding counties and municipalities to approve only those land uses in the Planning and Urban Growth Area and Municipal Influence Area which have been reviewed and approved by the City and that are consistent with this Comprehensive Plan, including open space preservation.
4. Pursue intergovernmental agreements establishing municipal and county growth and influence areas to protect the integrity of the Lone Tree Comprehensive Plan and the Lone Tree Planning and Urban Growth Area.

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- 5. Support regional plans and planning efforts that are in keeping with the principles of this Plan.
- 6. Amendments to the Comprehensive Plan require public hearings before the Planning Commission and City Council; an exception is that administrative amendments to the Land Use Map to reflect approved rezonings may occur in those cases where the Planning and Urban Growth Area boundary is not revised.

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Annexation

Annexation decisions made by city councils may have far reaching and long lasting ~~consequences-impacts~~. Relationships with neighboring jurisdictions and the reputation of a city within a metropolitan area can be impacted by such decisions. -The ability to provide quality and cost effective community facilities and services may be impacted. -A community's quality of life and very identity are often ~~impacted as a result of~~ affected by annexation decisions, even those that might occur within a City's Planning and Urban Growth Area.- For those reasons, Lone Tree carefully evaluates all annexation requests to ensure that the City will continue to grow carefully for the benefit of present and future generations.

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~~Objective: Future~~

~~The City will carefully consider~~ annexations ~~will include those areas with~~ that further the ~~potential for growth in a fiscally~~ goals and ~~environmentally sound manner~~ policies of this Plan and contribute to the long term economic success of the City and sense of community.

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~~Policies:~~

- 1. The City is committed to development within the existing City limits, and recognizes that additional annexations are important to provide for growth opportunities that could be beneficial to the City and its environs. The City will encourage annexation within the City's Planning and Urban Growth Area where:
 - *a. The annexation is a logical extension of City boundaries. The City may consider the annexation of areas that are contiguous to the City and existing developing areas, including enclaves. "Flagpole" annexations are discouraged.

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~~*. The annexation will implement the important City objective of creating an identifiable City, distinct from other municipalities and areas of urban development in Douglas County.~~

b. The annexation will contribute positively to the City's identity.

*c. The annexation and proposed development will have a demonstrated benefit to the City. ~~Tangible - tangible~~ and intangible benefits that will be evaluated include, but are not limited to, ~~tax~~ Tax generation and other revenues generated by the proposed development; ~~i~~ employment base expansion; ~~i~~ public transportation opportunities; ~~i~~ public facilities; ~~i~~ unique open space or recreation amenities; ~~i~~ and ~~i~~ housing opportunities. The benefits of annexation will be weighed against the costs to the City of providing services, maintenance and infrastructure.

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*d. The annexation and proposed development can be provided with adequate urban services that are capable of being integrated into existing or planned utility, transportation, public safety, and general service systems in a financially responsible and phased manner. An urban service and development phasing plan may be required as part of the annexation agreement to address the timing and location of development, needed utility connections and initial and subsequent levels of City services required.

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*e. Needed infrastructure improvements to serve the annexed area shall not be constructed or funded in such a manner as to impose an unreasonable level of public or private debt relative to realistic build out rates and valuations. Off-site improvements may be required of the development, with provisions for possible payback by subsequent benefiting developers.

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*f. The utilization of public debt mechanisms, including Title 32 Districts and General or Special Improvement Districts, shall be consistent with the above-- stated objectives and other City adopted criteria. Phasing plans may be required.

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*g. The annexation and proposed development shall preserve ~~identified~~ significant environmental features. Unique topographic features, significant vegetation, and key viewsheds shall be preserved wherever feasible. Development proposals

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that mitigate negative impacts to air and water quality and otherwise preserve or enhance the physical environment shall be encouraged.

Description of the General Land Use Plan Map Areas

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The General Land Use Plan map ~~(next page)~~ is intended to graphically illustrate the City's present and future land use patterns. The map is a tool to guide land use decisions and provides direction as to how the City and its environs will develop by the year ~~2030~~2035. The General Land Use Plan map identifies the City's Planning and Urban Growth Area, and Municipal Influence Area. The General Land Use Plan Map is based upon a number of delineated geographic areas that form the basis for land use ~~goals~~goal and policy direction, particularly regarding the potential for future City annexations.

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The Planning and Urban Growth Area

The Planning and Urban Growth Area contains incorporated and unincorporated lands. It identifies where the City can reasonably expect to extend public infrastructure and services over time, commensurate with development, and therefore includes those lands considered appropriate for annexation. The City should consider the Planning and Urban Growth Area as a whole, and maintain its fiscal viability when evaluating annexation requests. Generally, land uses within the Planning and Urban Growth Area are established by underlying City and Douglas County zoning. Such zoning may be modified upon annexation or rezoning.

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The Municipal Influence Area

The Municipal Influence Area includes land areas that may have direct or indirect impacts on the City and its planning goals and objectives. The Municipal Influence Area does not indicate an area of near term annexation by the City, but is an area where open space preservation or future development may impact the area's fiscal viability, air and water quality, scenic qualities, and have potentially significant impacts upon the City. The City of Lone Tree is thus particularly interested in providing referral review for land development applications in the Municipal Influence Area.

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II. Environmental Quality

The preservation ~~and enhancement~~ of ~~environmental quality~~ the natural environment is ~~of primary importance~~ paramount to the overall development concept in the City of Lone Tree. ~~This Plan's operating premise~~ By growing in a responsible, balanced way, Lone Tree is integral to preserving ~~environmental quality~~ the very qualities that make the City a desirable place to live, work and visit, for generations to come. Compact, contiguous growth patterns preserve open areas and wildlife habitat. Similarly, mixed-use, multimodal development ~~is aimed at reducing~~ reduces vehicular travel and thus ~~reduces~~ limits impacts on the environment (see Land Use, Chapter 2, for more information and policies on this subject).

~~Environmental concerns and challenges that exist on a global level often manifest at the local level. One of the keys to success is sustainable development. Such sustainability planning needs to occur at all levels of human activity and particularly at the local level where, when combined with the cumulative actions of other jurisdictions, can have more profound and beneficial results.~~ From reducing energy consumption to recycling, to promoting better air and water quality, to preservation of natural vegetation along with tree ~~planning~~ planting programs and Xeriscaping, individual, community, and area-wide measures can have positive effects and are strongly encouraged.

Characteristics of the area's physical environment are also determining factors in why people desire to live, ~~work and play~~ in this area. Mountain ~~and bluff area~~ views, open spaces, ~~and native~~ wildlife, and an attractive built environment are a few of the desirable ~~amenities~~ characteristics that have attracted people to the City and its environs. Identifying and protecting these key resources remain an important focus in the planning and development review process. ~~Natural vegetation with the bluffs in background~~

One of the greatest legacies of the City of Lone Tree's planning efforts will be the protection of the bluffs that dominate the area's southern landscape. Additionally, residents ~~The prominent bluff sides and ridgelines will provide a natural open space backdrop for the City. The City of Lone Tree's identity will be apparent and distinguished by this defining geographic feature.~~

Residents want to be assured that environmental standards (for air, water and land) are maintained so that they have a safe and healthy place to live and raise their families. -For this

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reason, areas that may present environmental hazards have been identified and are addressed in the development review process, including lands with expansive soils, floodplains, and steep slopes. Moreover, water quality and erosion measures ~~are also applied~~ apply to all development.

Using many approaches, the environmental quality in the City and beyond may be conserved and enhanced, which in turn, helps determine the overall quality of life experienced by area residents now and for decades to come.

II. Goal: Conserved, enhanced, and/or protected important natural and manmade resources and the safety of the public when integrating development into the natural landscape.

~~Goal: Conserved, enhanced, and/or protected important natural and manmade resources and the safety of residents when integrating development into the natural landscape.~~

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Energy Conservation

One of the most effective ways to promote environmental quality is to conserve energy. The City promotes this with adoption of Building Codes, Zoning Regulations and Design Guidelines that encourage efficiency and conservation in the way sites and buildings are developed and redeveloped. Green building practices are increasingly the norm in the marketplace, as businesses appreciate the economic and social benefits of being good stewards of the land and other natural resources. A number of commercial and residential projects in the City are leading the way in use of solar and green building. The City also evaluates ways to conserve energy in the acquisition, construction, maintenance and operation of its facilities and services. The Lone Tree Arts Center, for example, achieved LEED (Leadership in Energy and Environmental Design) recognition through energy efficient windows, mechanical systems, lighting, and water use systems.

The City is a strong advocate of recycling to conserve natural resources and minimize impacts to the environment. It contracts for recycling service and makes it free of charge to residences. As a result, the City has one of the highest recycling rates among communities in the Denver Metro area. The City offices recycle paper and other materials and subsidize the City's park benches and litter bins are made from recycled plastics. The City also subsidizes the pick

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~~upprofessional, contracted pickup and disposal of hazardous waste, which may pose a threat to public health and safety, via contract by a professional service.~~

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~~Energy conservation programs are also supported by the City through the endorsement of Built Green™ programs. Built Green was introduced in Colorado in 1995, through the joint efforts of the Home Builders Association of Metro-Denver (HBA), The Governor's Office of Energy Management and Conservation (OEMC), Xcel Energy, and E-Star Colorado. Built Green encourages homebuilders to increase energy efficiency, reduce pollution, reduce water use, preserve natural resources, promote healthier indoor air, and reduce maintenance costs through the use of more durable products, and the use of energy efficient technologies and building practices. RidgeGate requires builders to construct according to Built Green practices.~~

Objective:

Protect the environment and conserve natural resources through energy conservation and the proper disposal of waste, reduction in use of materials, reuse and recycling.

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Policies:

- ~~1. Encourage Built Green and Leadership in Energy and Environmental Design (LEED) practices in new development.~~
- ~~2.1. Continue to encourage and support the reduction, reuse and recycling of material resources in City operations and within the community where possible, and provide for the adequate and safe disposal of household and hazardous waste. (Also see policy #6, p. 3-4)~~
- 2. Continue to encourage sensible sustainability programs and construction practices in new and existing development in the City, including all City facilities.
- 3. Encourage the use of solar energy, geothermal, and other renewable energy sources that are consistent with this Plan.

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Water Quality

Protecting water quality, including surface and subsurface resources, requires cooperation on many levels. -The Federal Clean Water Act provides standards that are implemented through State and regional planning efforts. -The Clean Water Plan, adopted through the Denver Regional Council of Governments (DRCOG), provides strategies for wastewater, watershed protection, stream standards, stormwater management and ~~non-point~~nonpoint-source (contamination that comes from multiple, diffuse areas or points of origin, such as stormwater runoff) control. -The City's stormwater runoff flows into the Cherry Creek and South Platte watersheds and the City works with many jurisdictions to ensure water quality levels are maintained. -On a local level, City engineers work to ensure that water quality is maintained through the proper design, construction and maintenance of stormwater detention facilities (see the section on stormwater management for more information).

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Objective:

Protect ~~our~~ water resources.

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Policies:

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1. Ensure that development attains water quality standards in accordance with all applicable local, state and federal clean water regulations.
2. Participate and collaborate on regional water quality planning activities.
3. Collaborate with regional stewardship organizations, such as the Cherry Creek Basin Water Quality Authority ~~and the Cherry Creek Stewardship Partners.~~
4. Control drainage and surface erosion and sedimentation problems and encourage the use of new technology to improve existing facilities.
5. Design and integrate detention facilities in keeping with the City's Design Guidelines, including plantings, colors, and materials.

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Air Quality

Air quality is an ongoing concern in the Denver Metro area. Increasing development, ~~combined with~~ the region's natural topography (a bowl shape), and climate conditions that trap pollutants, combine to form an environment where pollution can linger. The issue requires special attention ~~be made to this issue.~~ Air pollution contributes to significant health problems, including lung related diseases. It may harm trees, lakes and streams, impedes visibility and scenic views, and contributes to global warming. With ongoing and ever-increasing rates of construction, motor vehicle traffic, and power demands, all communities must do what they can to reduce air pollution.

Objective:

Minimize air pollution generated by current and future development.

Policies:

1. Encourage development patterns that reduce dependence on the automobile for work, shopping, and other trips, and provide for alternative modes of transportation.
2. Encourage clean, non-polluting industry to locate in the City.

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- 3. Support efforts to attain maximum signal light progression in order to minimize energy consumption, air quality degradation, and to improve traffic flow.
- 4. Participate in public air quality control programs in accordance with the State Implementation Plan for the Denver region.
- 5. Support urban forestry programs to regularly plant new trees and to properly manage and maintain existing trees, which produce oxygen, shade and wildlife habitat.
- 6. Encourage the City and the broader community to be a leader in alternative fuel and vehicle technologies.

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Vegetation

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Prominent native species in the area include a variety of short and tall grasses in meadow areas, cottonwood and native willow tree species along drainages, and a sprinkling of Gambel Oak and Mountain Mahogany shrubs along the sides and tops of the bluffs. -These hardy native species should be protected and riparian areas restored where appropriate to enhance habitat for wildlife, to prevent soil erosion, to protect water quality, and for their intrinsic value.

The City also recognizes the climate constraints of this region (i.e., often harsh winter weather combined with low annual rainfall), and supports plantings of hardy plant species and landscaping according to Xeriscape practices (see the Water Supply narrative for more information on this subject).

In working with neighborhood homeowner associations and through the City's Site Improvement Plan process, much work is done to ensure planted vegetation is suitable for this climate, is attractive, and well maintained. While the City's namesake, 'Lone Tree,' might lead one not familiar with this area to conclude the City lacks trees, the City in fact has many trees, is recognized by the Arbor Day Foundation as a "Tree City," and supports Arbor Day events each spring.

Objective:

Conserve and enhance the integrity of the natural and built landscape in ways compatible and complementary to our climate.

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Policies:

~~1. Encourage a “canopy of green” throughout the City, including planting of trees in landscaping and public places; support tree lawns along sidewalks to give people a sheltered and aesthetically beautiful place to walk; canopy trees in parking lots; and rooftop gardens.~~

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~~2. New development should be designed to conserve and enhance existing vegetation ecosystems, including woody vegetation species and grasslands (i.e., trees, ground cover, etc.) that serve to stabilize hillside areas, stream banks, eroded areas, and for wildlife habitat.~~

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~~3. Existing trees that are three inches or greater in diameter should be preserved. In development areas that would require the removal of such a tree for reasons of extending public improvements, drainage issues, or public nuisance, a new planting of similar size and species should replace any tree lost in the development process.~~

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~~4. Where a tree has died, is damaged or must be relocated, it should be replaced with a species and size that is conducive to the environment in which it is located. Support tree planting, maintenance, and preservation programs in the City in consultation with professional arborists.~~

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~~5. Existing ground cover in undeveloped areas and on slopes exceeding 20% shall remain undisturbed except in cases where it is required for public improvements, surveying, fire prevention, or weed control. Existing - existing vegetation to be retained should be carefully protected during construction.~~

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~~6. Grading shall be carried out in conformance with an approved grading plan intended to minimize on-site and off-site disturbance and erosion. In cases of disturbance, the City’s Erosion Control Manual shall be followed.~~

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~~7. Xeriscape (low-water intensive landscaping) practices are strongly encouraged.~~

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~~8. Landscape plans are subject to the requirements of the Lone Tree Zoning Code and Public Landscape Design and Maintenance Guidelines.~~

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Wildlife Habitat

Wildlife habitat ~~is fundamentally~~will be preserved through the continued implementation of this Plan, which supports compact land patterns as opposed to sprawl which fragments land available for wildlife habitat and movement corridors. -While Lone Tree is an urbanizing community, the City has also worked to conserve important wildlife habitat through the preservation of large ~~tracks~~areas of open space along the bluffs and important drainages throughout the City (see the Environmental Resources Map). -Cooperative efforts are undertaken to restore and enhance areas important for wildlife, including restoration of wetland and riparian areas, the control of noxious weeds, measures to maintain water quality, and the use of wildlife-compatible fencing. ~~Deer in silhouette at the top of the bluffs~~

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Objective:

Preserve and enhance established wildlife habitat and movement corridors.

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Policies:

1. Require new development to be sensitive to and protect important wildlife habitat and movement corridors through wildlife compatible fencing, ~~through~~ clustering of lots, limits on buildable areas, and the establishment of building envelopes.
2. Preserve, restore, and enhance riparian corridors and wetlands.
3. Support measures to control domestic animals from impacting wildlife, including enforcement of the City's leash laws and providing for pet control in private covenants.
4. Require development to appropriately revegetate degraded and disturbed grass and scrubland with native vegetation and wildlife friendly species in important wildlife habitat and movement corridors.
5. Work with the Colorado Division of Wildlife and other agencies to assist in habitat protection and restoration, to maintain species health, and to minimize human/wildlife conflicts.

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Visual Quality

The City of Lone Tree incorporated in part to adequately address the visual impacts of new development. -Preserving and enhancing the visual quality is a fundamental premise of this Plan, and ~~public~~City officials have instituted a number of programs to address visual quality in the community including:

- Design Guidelines to ensure quality building and landscape design

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- Regulations, planned development zonings, and review processes to address development ~~in visually and that may be associated with~~ environmentally important areas including ridgelines, mountain views, and lands along major roadways
- Lighting standards to minimize light pollution and a program to install attractive pedestrian lighting along major thoroughfares
- Sign code regulations to minimize visual clutter
- A program for constructing brick walls along some collector streets in residential areas that improves the public streetscape appearance while providing for sound attenuation
- Landscaping and monumentation in key areas around the City

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Objective:

Preserve or enhance the natural and man-made visual environment.

Policies:

1. Continue to ensure that development in and around visually sensitive areas is mitigated through sensitive design practices including clustered development patterns, alternative roadway standards, and through zoning, design guidelines, and covenants established to ensure harmony with the natural environment and which preserve the visual backdrop to the City.
2. Public open spaces should be designed to enhance and protect visual quality, scenic vistas and significant landforms. Significant landforms such as ridges, slopes greater than 20%, and significant tree and shrub stands should be preserved.
3. Incorporate aesthetically pleasing site planning treatments along primary transportation and trail corridors, through the use of innovative site planning, open spaces, sign control, lighting, and landscaping.

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4. Promote Lone Tree as a special place that feels different than other communities through distinctive signage, landscaped medians, fencing, quality architecture and gathering spaces.

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4-5. ~~Ensure the proper quality design and compatibility of iconic architectural form, where appropriate~~ within the City, through application of the City's Site Improvement Plan ~~Review~~ requirements and Design Guidelines for non-residential and multi-family projects.

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5-6. ~~Protect important ridgelines through careful design practices, including:~~

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- *a. Establishing maximum building heights
- *b. Ensuring that building colors and materials are compatible with the natural environment
- *c. Providing appropriate low level lighting
- *d. Locating building setbacks away from the ridgeline and establishing building envelopes
- *e. Establishing alternative roadway plans with reduced widths to minimize road grading and scaring of the land
- *f. Using natural vegetation and employing height limits of landscape elements at mesa ridges
- *g. Practicing careful study and analysis of each proposed building site (including photo simulations from important view points).

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6-7. ~~Encourage site planning techniques that decrease the visibility of garages, parking lots, drive through lanes, trash and loading areas, and other visually unappealing uses.~~

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7. ~~Encourage small kiosks for the posting of fliers, public notices and advertising.~~

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8. ~~Off site signs are generally discouraged and billboards are prohibited.~~

8. Promote a comprehensive and integrated approach to identification and branding, particularly along major corridors in the City. Signs should enhance the overall aesthetic of the community while meeting the needs of private enterprise.

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- 9. Continue to implement the City's "~~Dark Sky program~~ approach to lighting, to achieve visibility and safety, while minimizing glare and light pollution.

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Environmental Hazards

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Hazardous areas in the Lone Tree area include floodplains, wildfire potential in the urban-wildland interface, expansive soils, steep slopes, and rockfall areas.

Environmental hazards may also include ~~those being shipped~~ materials transported on highways through the City.- Such hazards present the potential for the loss of life or property, and the City should continue in its efforts to ensure the safety of the community is protected

Objective:

Ensure the safety of the community and the protection of public and private property through careful siting, appropriate monitoring, and mitigation.

Policies:

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Policies:

- 1. Preserve the 100-year floodplain in its natural state. Where structural improvements are necessary, such as the channelization of the floodplain, provide transitions from natural areas to more urban settings. Any alteration to the floodplain will be in conformance with the City's Zoning Code, as well as any additional requirements of the Storm Drainage Criteria Manual or the U.S. Army Corps of Engineers. Structures are prohibited within the 100-year floodplain, except for those relating to flood control, wildlife, and recreation.
- 2. Avoid development where geologic hazards exist, including but not limited to slope failure or rock fall areas, unless it can be demonstrated that methods are available to minimize potential hazards.

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3. Development should be designed for site-specific conditions so as to minimize the potential for slope instability. -The following must be considered in the planning process:

- *a. Slope and geologic stability
- *b. Disruption of existing surface conditions
- *c. Historic and future drainage in relation to specific surface ~~materials~~
- * ~~materials~~
- *d. Increased pedestrian or other traffic that may impact surface conditions
- *e. Erosion control, revegetation and reclamation of sensitive areas.

1-4. All proposed development on slopes of 12% to 20% must be sensitive to slope stability, visual impact, erosion, drainage, and infrastructure requirements.

2-5. Development on slopes greater than 20% should be avoided.

3-6. The City should closely monitor activities which may pose a risk to the community, such as the transport of hazardous waste along I-25 and C470 through the City's Municipal Influence Area. ~~The - the~~ City shall work with appropriate agencies to ensure that maximum precautions are taken to protect the health of the community.

4-7. Implement land use and other measures to address the potential for wildfire along the City's southern boundary (urban wildland interface areas).

III. Community Facilities and Services

The provision of community facilities and services is the responsibility of a variety of entities. The City of Lone Tree ~~funds the provision of~~ provides police, public works, and general governmental services. It is committed to providing such services with excellence, integrity, and care.

Special districts provide public education, fire protection, library services, and water and sewer service. Healthcare and utilities are provided by a variety of companies. ~~Developers also play a role, for example, the City works with the RidgeGate development to ensure that public meeting space is adequately planned for and provided.~~

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The City recognizes the role these outside entities play in ~~the creation of~~facilitating a well-rounded and balanced community, and the importance of coordinating and collaborating to ensure efficient service delivery. ~~Such will be of increasing importance as the City's population is forecast to increase three-fold (9,000-33,400 - see Appendix) and the Denver Metro region by 60% (from 2.5 to 4 million) by 2030.~~

~~The development of community facilities are among the more important decisions that a City makes. The placement of facilities affects adjacent land uses, traffic patterns, and the overall pattern of growth. Community facilities should be located, designed and operated in a manner consistent with this Plan and the City's operating budget. The nature of the facility and investment should meet the needs of the City for the foreseeable future, and contribute to a positive image for the City.~~ Locating a facility in a particular place is a decision to provide service to, and invest in that area. It is also an opportunity to make a design statement that invokes civic pride.

The land-use decisions a community makes may also impact the ability to provide quality and cost effective facilities and services. ~~-Where communities develop in line with sound planning principles, including compact and pedestrian-friendly development patterns and logical transportation and utility line extensions, costs can be minimized and emergency response times maximized~~shortened (fire, medical, police).- This Comprehensive Plan supports such efficiencies through the establishment of a compact Planning and Urban Growth Area and the adoption and application of objectives and ~~policies~~polices rooted in sound planning principles.

III. Goal: Quality community facilities and services for the Lone Tree community provided in an efficient and cost-effective manner.

~~Goal: Quality community facilities and services for the Lone Tree community provided in an efficient and cost-effective manner.~~

General Provisions

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Whether facilities and services are provided via the private or public sector, meeting the above goal is often achieved through establishing and maintaining cooperative working relationships with a variety of services providers. Moreover, partnerships to jointly fund, manage, and maintain facilities are encouraged and often work to spread the cost and provide efficiencies in service. While the cost of new facilities and services are often borne by the entire community (such as the construction of new public schools), it's important that new development also pay its fair share of the costs as well, including the cost of necessary street improvements, water and sewer extension costs, and other utilities.

Objective:

Enhance cost effective service delivery through cooperative relationships with other providers, while ensuring that new growth pays its fair share.

Policies:

- 1. Continue cooperative relationships and partnerships with other governments, special districts and other entities, including the private sector to provide a wide range of quality facilities and services to area-residents of all ages.
- 2. Ensure, where appropriate, that the costs, both capital and maintenance, of new or expanded facilities are borneoffset by the development or subdivision creating the need for such facilities.

General City Facilities and Services

Since the City incorporated in 1995, City facilities and functions have continued to evolve. Initially the City contracted all of its general government services, and Council meetings were held in what was the sales office for the original Lone Tree housing development. In 2003, administrative, community development, and building department functions were consolidated in leased office space to provide more efficient and convenient service to the community.

In 2004 a new Civic Center was constructed for meetings, hearings, and community functions. That same year the Lone Tree Police Department was established, and with it the City's first employees were hired. In 2007 the City purchased its first office building, relocating City staff

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to a central location, providing needed space and room to expand. In 2011 the Lone Tree Arts Center opened, offering a range of performing arts and cultural performances and venue spaces available to the community.

Demand for library services throughout Douglas County continues to expand as the population grows. In Lone Tree, the library located at Yosemite Street and Lone Tree Parkway was determined by the Douglas County Library District to be too small to provide the full spectrum of services for the community. In 2014, the District embarked on plans for a new, larger facility located just east of the Lone Tree Arts Center on land donated by the developer of RidgeGate. The larger library offers better access and parking for patrons; more materials and library programming; and meeting rooms for use by the community. It's location across from the Arts Center in a mixed-use, central location creates opportunity for community gathering spaces and public amenities. The City acquired the old library site in 2015 with the intent of ensuring it remain a resource for the community. Public input and careful planning will help determine the feasibility and ultimate use of the building and how it can be used as a community amenity.

As the City grows, the City Council will continue to evaluate the role of city government, making decisions as to its function and size and the appropriate location for housing City services. Ultimately a City Hall is planned in the future City Center on the east side of I-25 on land committed for ~~this~~that purpose.

Objective:

Provide efficient and high-quality City facilities and services in a manner ~~that supports the land use and environmental goals and objectives of~~consistent with this Plan.

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Policies:

1. Continue to evaluate the nature and extent of City facilities and services to provide efficiency and convenience, and to meet the needs and desires of the community. This includes the facilities and services provided directly by the City (general government, community development, police, ~~and~~public works, ~~arts and culture~~) and those provided by other service providers, including special and metro districts such as Park Meadows, Rampart Range, South Suburban Parks and Recreation, Southgate Water and Sewer, Douglas County Libraries and the Douglas County School District.

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2. Locate major government and regional civic facilities in the future City Center in order to establish a focal point for the City and to provide a concentration of common uses, services, and amenities. -Locate other governmental or community civic facilities in other interim or permanent locations throughout the City where needed and desired for service efficiency, to foster synergism with other activities and uses, and to enhance community identity.

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3. Locate City Hall within the future City Center, in consideration of the following factors:

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- *a. Adequate vehicular, transit, pedestrian and trailbicycle access
- *b. Integration and proximity to complementary uses including a library, parks, open space and commercial areas
- *c. Land area and location for potential expansion
- *d. Building function, design and funding
- *e. How the building and site will serve as an attractive community focal point

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4. Incorporate energy-efficient building practices in new City offices and other facilities by using Built Green and LEEDgreen construction methods and other energy saving standards.

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5. Recruit and maintain a highly skilled work force in City government that provides responsive, innovative, and professional services to all customers.

Road Maintenance

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While the financing and construction of new roads and associated infrastructure has largely been accomplished by publicspecial districts including the Park Meadows and ~~the~~ Rampart Range Metropolitan Districts, once the warranty period for such improvements have expired, road maintenance is largely financed and managed by the City. -In 2005, a ~~new~~ City Maintenance Facility was constructed to provide for the ongoing maintenance and storage of City equipment and materials. -The City works in collaboration with land developers, districts and -other governmental entities to ensure that roads are adequately maintained- (For information on road design and construction see the Transportation Section of this report.)-).

Objective:

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Ensure public roads are adequately maintained.

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Policies:

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- 1. Coordinate and collaborate with ~~Districts~~ districts, neighboring jurisdictions, and the County, as appropriate, to ensure the adequate maintenance of City roads.
- 2. Continue to implement the City's 5-year Street Maintenance Overlay and Reconstruction Program.

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Law Enforcement

Established in August of 2004, the Lone Tree Police Department assumed law enforcement responsibility from the Douglas County Sheriff's offices at midnight on January 1, 2005.

~~Department staff was housed along with other City staff in leased office space.~~

The Department is committed to the philosophy and practice of community policing to engage citizens and business owners in a cooperative, proactive manner that extends the number of eyes and ears watching the community. -In addition, the Department works with homeowners associations and local businesses to problem solve issues when possible before they arise. Police Administration staff has worked with regional agencies in developing an emergency preparedness plan and is engaged in the review of land-use applications to ensure that security and law enforcement aspects are considered in the land development review process.

Objective:

Provide a high level of public safety and security in the Lone Tree community.

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Policies:

- 1. Review development proposals in terms of adequacy of service, access and resultant response time criteria.
- 2. Encourage building designs that help to reduce crime, such as orienting buildings to face the street thereby enabling more "eyes" on the street.

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3. Encourage commercial centers in the City be designed for safe day and night-time use.

3-4. Encourage developers to provide a reasonable level of security within their construction sites to lessen theft and the number of patrol calls during this phase of development.

4-5. Encourage participation by neighborhood groups and new developments in crime prevention programs, such as Neighborhood Watch and Operation I.D.

5-6. Consider future facility needs in conjunction with the following factors:

- *a. Service efficiency, including optimum response time
- *b. Adequate access and parking
- *c. Compatibility with adjoining uses
- *d. Land area and location for potential expansion
- *e. Building function, design and funding

6-7. Continue to work collaboratively with neighboring law enforcement agencies, the Douglas County Sheriff's Department, and other law enforcement entities to ensure public safety needs are adequately met.

Fire Protection

The South Metro Fire ~~District and the Parker Fire Protection District provide~~Rescue Authority provides fire protection in the City's Planning Area. ~~The South Metro Fire District has~~They have a station in Lone Tree at Maximus Drive and Yosemite Street, with immediate back up provided by a station at Dry Creek Road and Quebec Street. South Metro is an Emergency Medical Treatment (EMT) provider and is also the designated Emergency Response Authority for hazardous materials emergencies. ~~South Metro Fire District Station~~

~~The Parker Fire Protection District primarily serves development in the eastern portion of the Planning Area. A station is located at Lincoln Avenue and Peoria Street. A future fire station is also planned within RidgeGate to serve that area of the community.~~ The City will work with the Districts and the developer of RidgeGate to ensure that the site is properly located to minimize emergency response times. ~~The City also works with~~ South Metro Fire Protection DistrictsRescue Authority through the development review and building permitting processes

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to ensure that new development is accessible and safe. -Communication and cooperation between the City and these fire protection and emergency responders will assist in providing a safe future for the Lone Tree community.

Objective: ~~Provide for~~

Ensure fire protection and prevention for the Lone Tree community.

Policies:

1. Actively solicit the input of the ~~appropriate~~South Metro Fire District~~Rescue Authority~~ in review of all new development proposals.
2. Ensure new development in the City is served by central water facilities and fire hydrants. Adequate flows and pressures will be required for ~~fire fighting~~firefighting purposes.
3. Encourage fire districts to acquire equipment and employ practices that will afford quality ~~fire fighting~~firefighting within the City's compact, mixed-use, pedestrian- friendly developments.

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Health Care

The City has played a key role in the location and timely development of health care services in Lone Tree. -In addition to the Sky Ridge Medical Center, Kaiser Permanente Lone Tree Medical Offices and the Lone Tree Health Center, health-related services are provided by Tri-County Health ~~(through more than 65 programs, Department~~ (including services for low income residents), and by Douglas County Human and Social Services (who provide services for veterans and seniors through funding provided by the federal government).

In response to a previous lack of acute care facilities in the region, the Sky Ridge Medical Center opened its doors in 2003. The Center provides a full array of hospital, emergency and related medical care ~~and is planned to grow to 335 inpatient beds.—services, including a Level III Emergency and Trauma Center. The hospital underwent a major expansion in 2014. The expansion included additional operating rooms; additional medical/surgical beds; a new~~

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women’s center; and a medical office building. At 57 acres, Sky Ridge Medical Center still has room to expand.

~~Many other medical facilities have established in the Lone Tree area in recent years in response to the growth and an aging population.~~ The City of Lone Tree has become a regional health care center in the South Metro area, and can look forward to expanded services and related economic benefits of ~~such development.~~ this important industry.

Objective:

Integrate quality health care and needed facilities for the community and surrounding area.

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Policies:

1. Work collaboratively with Tri-County Health and other health services organizations.
2. Locate new medical offices and facilities where there is:
 - *a. Adequate access
 - *b. Sufficient parking
 - *c. Compatibility with adjacent residential uses

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Education

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The Douglas County School District provides public K-12 education needs in that serves the City of Lone Tree. Douglas County School District (DCSD) is the third largest school district in Colorado and 59th largest in the nation. DCSD has one of the highest graduation rates in the Denver Metro Area. According to the Colorado Department of Education, graduation rates rose steadily from 81.9% in 2009 to 88.8% in 2013. Within the City’s Planning and Urban Growth Area there are several elementary schools, including Eagle Ridge Elementary, Acres Green Elementary School, and Lone Tree Elementary School, and American Academy (a charter school).

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Additional schools are planned in RidgeGate east of I-25 on lands committed for construction. The School District primarily pays for the construction of new schools through bond elections held from time to time as the need arises. Higher educational opportunities exist in the Lone Tree area through the University of Phoenix, and CU South Denver. Additional higher educational opportunities are encouraged elsewhere in the City as the community continues to grow.

Location factors for educational facilities include convenience, pedestrian accessibility, safety, and integration with other uses. The design of schools is also an important consideration, and the City encourages enhanced urban plans and designs that tie in with the more compact land patterns of RidgeGate the City, and which also invoke a sense of inspired civic pride.

Objective:

Enable a broad range of quality and readily accessible educational opportunities within the community.

Policies:

1. Work closely with the Douglas County School District in the planning and development of new school facilities.
2. Encourage the School District to develop a broad range of educational programs of interest to the overall community. School facilities should be integral portions of the community by responding to needs and interests of area residents. The City encourages the multiple use of school facilities, for example, with parks, recreation, and cultural programming.
3. Encourage efforts to establish public and private higher education facilities in the Lone Tree Planning Area, including academic institutions, vocational/ technical schools, and continuing education programs.
4. Schools should be located to:

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- *a. Provide convenient and safe access by ~~pedestrian~~ pedestrians and ~~bike trails~~ cyclists
- *b. Provide convenient vehicular and transit access
- *c. Be integrated with other community facilities and recreational areas

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5. Work with the School District and developers to enhance site plans and designs of schools in keeping with the City's urban form ~~of RidgeGate~~ and ~~the City's~~ Design Guidelines.

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-Parks and Recreational Facilities

Nearly 500- acres of existing and future ~~developed~~ park land are located within the City's Planning and Urban Growth Area. These include neighborhood, community and regional parks owned and managed by South Suburban Parks and Recreation, Douglas County, and the Rampart Range Metropolitan District. ~~In addition, the Douglas County School District's local elementary schools also provide recreational amenities for Lone Tree area residents.~~

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The principal recreation facilities in Lone Tree include the Lone Tree Recreation ~~Center~~, a 54,000-~~square-~~foot facility serving a wide range of recreational needs, and the Lone Tree Golf Club and Hotel which hosts golf, tennis and many community and special events. ~~These facilities are largely owned by and entirely managed by South Suburban Parks and Recreation- Another District. Additional recreational center is facilities are~~ planned in the future for the east side of I-25 ~~in RidgeGate.~~

A network of local and regional trails ~~also exists or is planned~~ exist within the Lone Tree Planning and Urban Growth Area. Additional regional trails are planned. These are owned and managed by the three principal entities described above.- The regional trails afford connection to trails linking Lone Tree to a network of trails in Douglas County and the Denver Metro area. ~~The Lone Tree Parks, Trails and Open Space Improvements Plan was established in 2005 to identify and prioritize public improvements in all areas (excepting RidgeGate who has established a Master Plan specific to their development).~~—The provision of additional recreation facilities and trails should be explored as the community's population grows, and as need is determined- (See the Parks, Trails, and Open Space Map).

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In 2015 City staff, school staff, and a team of committed Lone Tree residents planned, fundraised, and constructed the first community garden in Lone Tree. It was also the first community garden of its kind in the Douglas County School District. Located at the Lone Tree Elementary School, the garden provides opportunity for recreation and healthy living to Lone Tree area residents. Developed under the guidance of Denver Urban Gardens, this garden is an asset of the community and may be a model for future community gardens to come in Lone Tree.

Objective:

Support healthy lifestyles and meet the evolving recreational needs of the community by ensuring that things like adequate parks, trails, and recreational facilities are provided ~~in a timely manner~~ and maintained.

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Policies:

1. Integrate passive and active parks and recreation facilities into the community, and link via a network of sidewalks, trails, and bike lanes.
2. ~~Provide and carefully site~~ high-amenity urban parks and plazas into the community, in addition to ~~the typical~~ playfield-oriented, community parks.
3. Take advantage of ~~City revenues including sales and use taxes,~~ lottery proceeds, partnerships, grants, and other sources to fund identified parks, trails and open space projects.
- ~~4. Continue to update and implement the Lone Tree Parks, Trails and Open Space Improvements Plan.~~
4. Support efforts to attract and locate sports and recreational facilities in the City that are consistent with the goals and policies of this Plan.
5. Support demand from community residents for community gardening, where appropriate, to promote healthy lifestyles, nutrition, social engagement and educational enrichment.

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Arts and Cultural Amenities

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Arts and culture are a vibrant part of the Lone Tree community. Since incorporation, City Council has been committed to supporting the arts, and many arts and culture groups have thrived here. In 2008, Lone Tree citizens voted to issue debt for the the construction of the Lone Tree Arts Center. This iconic, LEED-certified building is a source of pride for the Lone Tree community. Included in the center is a grand hall, event and gallery space, a 500-seat main stage theater, an adaptable event hall, and an outdoor terrace theater.

The City also actively supports the arts through its Arts Commission, who makes a group of residents appointed to make recommendations to the City Council for City sponsorship or assistance for specific artistic and cultural events. The City also funds and supports the purchase of public art. Arts and culture groups in Lone Tree are also eligible for grant and arts and cultural programming through a variety of funding from the Scientific and Cultural Facilities District (SCFD) efforts.

Lone Tree residents not only appreciate and financially support arts and culture, but many choose to participate in the local groups that have sprung up in the City. Local groups include the Lone Tree Symphony, Colorado Stage, the Lone Tree Photography Club, the Lone Tree Fine Arts Group, the Lone Tree Writing Group, and the Lone Tree Beading Group. Some groups meet and hold classes in the Civic Center. Art shows are held there, at the Lone Tree Library, and the Lone Tree Golf Club and Hotel, where Colorado Stage also performs. The Lone Tree Symphony practices and primarily performs at a local church.

Cultural events in Lone Tree, however, are not limited to indoors. indoor events. The Lone Tree Arts Center hosts concerts at the outdoor Terrace Theater. Additionally, the City hosts movie nights and summer concerts outdoors. Sweetwater Park has been home to the City sponsored Summer Concert series and Independence Day celebration. Because this venue is constrained by access and parking limitations, other outdoor sites are being explored. In the long term, an outdoor amphitheater is planned in the future City Center Central Park on the east side of I-25.

As the City grows it will also become increasingly important to provide indoor facilities specifically designed to accommodate a variety of art and cultural and entertainment events. Toward that end, the development of a community cultural center is being explored. and activities. Long term, a regional cultural and entertainment center is planned on land in the

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future City Center. In planning ~~these cultural facilities~~this facility, it will be important to explore creative partnerships to assist in funding capital and operational costs.

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Objective:

Provide diverse opportunities ~~within the community~~for people of all ages and abilities to appreciate arts, entertainment and culture.

Policies:

1. The City will continue to support a broad range of the arts through the Arts Commission, the Lone Tree Arts Center, special events and programs, and public art ~~is of benefit to~~ the Lone Tree community.

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2. Support and ~~facilitate~~evaluate the development of a ~~community arts and regional~~ cultural ~~facility~~, and ~~ultimately, a regional facility to be located~~entertainment center in the future City Center.

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~~3. Locate indoor cultural facilities where:~~

- ~~* There is a synergy of uses (such as alternative cultural uses, high density residential and retail uses).~~
- ~~* There are adequate support facilities (such as roads of adequate capacity, transit, trails, and parking).~~

~~4-3.~~ Pursue development of an alternative venue for outdoor cultural events, including an outdoor amphitheater for cultural and educational events within the future Central Park on the east side of I-25. -Outdoor cultural venues should be located:

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~~*a.~~ In a scenic and natural setting, sensitively developed in harmony with its natural surroundings-

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~~*b.~~ Where accessible by car, ideally by transit and by walking/bicycle trails and bicycling

~~*c.~~ Where there is sufficient parking (~~preferably~~preferable shared-use parking)-)

Library

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The Library is a cherished community amenity in Lone Tree.- No longer just for books, the library provides opportunities to showcase art, to be a venue for cultural and history programs, as a place for community groups and businesses to come together, and ~~provides infinite,for~~ life-long learning possibilities through its evolving collections and ~~Internet connections.—internet~~ access.

~~When evaluated on a square foot basis for circulation~~In order to respond to the increasing demand and queries answered, the Lone Tree Library is one broad range of the most utilized of all of the libraries inservices, the Douglas County Library District.~~Building designed a new library in Lone Tree in 2016. Located just east of the Lone Tree Arts Center, the new library is more than double the size of the old one and serves the entire community with greater space and, ample parking is limited, and services are being overwhelmed as the Library reaches capacity. For this reason, the Library is planning a regional facility to serve the Lone Tree area.~~

~~In a collaborative effort, the City is working with the Library District to establish a joint-use facility, complementing the growing facility needs of the City with library facility needs. The intent is to develop a vibrant center for the purpose of life-long learningexpanded services and enrichment, while at the same time benefiting from shared capital and maintenance costs. meeting rooms.~~

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Objective:

Enable the development of the best possible library services and facilities to the community.

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Policies:

1. Continue to work with the Library District ~~Board~~ to determine future community library needs as the City grows and evolves.
2. Encourage the Library District ~~Board~~ to develop a broad range of educational and recreational programs of interest to the overall community. Library facilities should ~~become~~continue to be community-oriented centers responding to the needs and interests of area residents.

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3. ~~Library facilities should be located:~~

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- ~~• With high visibility and accessibility ensuring the use of every segment of the area's population~~
- ~~• Within established community or evolving mixed-use centers~~
- ~~• Where it can be integrated with or near other City or County facilities and recreational areas~~
- ~~• Where convenient and safe vehicular and pedestrian access is available and transit and trails where feasible~~

3. Work with the Library District to coordinate the design and programming of public spaces around the library, integrating landscaped areas and street activity to create a range of gathering spaces and focal points for the community.

Historic Resources

Incorporated in 1995, Lone Tree is a relative newcomer along the Front Range of Colorado. ~~Yet~~ ~~within~~ Within this new and evolving City there remains ~~one~~ a significant slice of history. -Nestled at the base of the bluffs along Happy Canyon Creek (east of I-25), - the Schweiger Ranch complex, consisting of a ranch house, barn and other structures, is a testament to the legacy of the Schweiger Family -who successfully farmed, raised cattle and operated a dairy operation in this often harsh and unforgiving landscape.

The house and barn were constructed by the family ~~some times~~ sometime between 1894 and 1910; other structures, including a silo, tractor shed, chicken coop, granary, and cistern were added over time. -The land was ranched until the late 1970s, and was eventually acquired by Colony Investment Inc. (the owners of RidgeGate). -Though initially zoned for development, the landowners and the City Council came to see this historic ranch as a unique and special opportunity for appreciating our heritage.

The property received historic landmark designation from Douglas County in 2004, adding recognition to the property and making it eligible for restoration grants through the State Historic Fund. -A Master Plan for the property was completed in 2006, and ~~planning is underway with the City and property owner to establish a non-profit foundation~~ Schweiger Ranch Foundation was formed by the owners of RidgeGate in 2007 to take ~~ownership of the~~

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~~property and begin a concerted effort~~ title to the 38-acre ranch complex, held under a conservation easement. Thereafter, work began in earnest to stabilize and restore the fragile and weathered buildings and land.

~~Envisioned is a Substantial investment in restoration efforts has taken place where people can one day come learn about ranching in the Old West, to picnic or walk on trails meandering along restore the ranch and plan for future use. This has been a multi-phased process, funded largely through a partnership between the creek, to enjoy a variety~~ State Historic Fund, the City of ~~activities and~~ Lone Tree, the Rampart Range Metropolitan District, and Douglas County. The ~~ranch has been made available to the public for the annual Fall Festival, tours, and special events, or simply enjoy a cup of coffee at the ranch house.~~ Through considerable time, effort, and a pioneer spirit, the Schweiger Ranch ~~will~~ continues to serve as a legacy for ~~the community and for~~ generations to come.

Objective:

Support and facilitate opportunities for the community to appreciate and enjoy the historic Schweiger Ranch.

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Policies:

1. Support efforts to renovate, operate and manage Schweiger Ranch as a cultural and natural resource for the community and region.
2. Solicit public input and support for this cultural resource.

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Water Supply and Wastewater Treatment

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In this semi-arid region of the country, where the possibility of drought is ever present and rainfall averages only 15" annually, water is a precious commodity. The City supports measures by consumers and suppliers to conserve this limited and necessary resource through the use of water efficient fixtures, and the reuse conservation of wastewater water through institutional measures such as block-rate structures. The City also is a strong advocate of Xeriscaping (i.e., water efficient landscaping), and requires such practices to be employed in new development to significantly reduce the amount of irrigation water used (by 70% or more). Though not a

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water supply provider, the City is a signatory to the Best Management Practices of the Metro Mayors Caucus and Colorado Water Wise Council, and works to be a leader, an advocate and participant in water conservation.

Water is supplied to land within the City's Planning and Urban Growth Area in a number of ways.- For the City west of I-25, the water supply is renewable and available for build out with some restrictions through an intergovernmental agreement between Southgate Water and Sanitation District and the Denver Water Department. The area east of I-25 and north of Lincoln uses nonrenewable ground water. -Water supply planned for the incorporated area east of I-25 and south of Lincoln Avenue is based upon a combination of nonrenewable and renewable water, primarily through the Parker Water & Sanitation District. The City supports cooperative efforts underway in the County and the region to assure an adequate and permanent water supply for all lands within the City's Planning and Urban Growth Area now using groundwater.

Wastewater from the City is processed by -regional treatment plants.- The area east of I-25 and south of Lincoln in the City's Planning Area is not expected to begin development until after ~~2010~~2015 and wastewater treatment will be secured prior to development. -Because treated wastewater returned to the stream is retreated and reused by- downstream users and can impact aquatic and wildlife, the City supports state-of-the-art measures to treat wastewater so it continues to meet or ~~exceeds~~exceed State water quality standards.

Objective:

Ensure safe and adequate water supply and wastewater treatment services.

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Policies:

1. Development in the City must be served by central water and sewer facilities.
2. The City supports cooperative efforts on a County, Regional, and State-wide level to ensure a permanent, renewable, and reliable potable water supply and adequate sanitation systems.
3. Water supplied to new development in the City should be obtained from renewable sources sufficient to sustain development in perpetuity.

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4. The City supports measures by consumers and suppliers to conserve water, through Xeriscaping, water-efficient fixtures, and institutional measures.
5. The City supports amendments to district or regional plans when required to provide or expand capacity to accommodate the City's growth projections or where the public health is threatened.

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Stormwater Management

The system designed to convey stormwater runoff is another important type of utility. The system is composed of curbs, gutters, storm drains, and natural or man-made drainage ways.

With new development, the natural ground surface, which allowed water to infiltrate, is covered with impervious surfaces (rooftops, paving) leading to increased runoff. Provisions for detaining this runoff are necessary to meet the legal requirement that stormwater leaving a property not exceed the historic (undeveloped) flow rates. These flows must be controlled to minimize the potential for damage on downstream properties through erosion and flooding.

The City is included in the Urban Drainage and Flood Control District. This District prepares and coordinates drainage studies, constructs and maintains drainage facilities, and provides assistance to local governments in studying and constructing drainage facilities. -(See also the discussion on water quality in the Environmental Section).

The City also falls under federal programs for stormwater permitting. As a permittee under the Environmental Protection Agency and the Colorado Department of Public Health and Environment, the City takes the lead role in stormwater and drainage way management within the City.

Objective:

Ensure stormwater facilities are properly designed and maintained consistent with the City's land use and environmental quality goals and objectives.

Policies:

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1. Continue to coordinate and/or oversee drainage planning, design, construction and maintenance for the City and surrounding area in conjunction with the Urban Drainage and Flood Control District and Douglas County.
2. Encourage developers to reduce runoff in newly developing areas through alternative design, while also addressing aesthetics and environmental factors.
3. Ensure all drainage improvements are constructed and designed in a manner complementary to the natural and built environment. -Where structural improvements are necessary, such as the channelization of the floodplain, provide transitions from natural areas to more urban settings.
4. Incorporate stormwater treatment options in the planning of park and trail improvements or as a landscaping amenity.
5. Prohibit development within the defined 100-year floodplain except for those relating to flood control, wildlife and recreation. Proposed development shall comply with the City's Zoning Code, as well as any additional requirements of the Storm Drainage Criteria Manual or the U.S. Army Corps of Engineers.
6. Continue to require development to prepare drainage plans and construct facilities as appropriate to protect on-site or off-site uses.

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Communications Facilities

The demand for wireless services has increased dramatically over the past decade, with wireless subscribers using the technology to conduct business and stay connected with friends and family. Wireless phones are also a vital, life-saving way to call for assistance in emergency situations.

With this increased demand comes advancing technology and the need for carriers to locate facilities to provide optimal coverage for their customers and to accommodate while accommodating the technological needs of an advancing industry. Providers require facilities to be technically compatible with an existing network and they consider a number of other location criteria when siting new facilities, including: topography, line of sight, road access, land

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area, existing suitable structures for co-location, visual impacts, zoning, compatibility with adjacent uses, and site constraints such as other utilities.

The challenge for Lone Tree and many other communities is to find a balance between accommodating facilities to provide this important service to the community, and addressing the visual impacts including building mounted antennas, free-standing poles, and associated equipment. -Wireless communication facilities should be located and designed to minimize the visual impacts to the City. The following goal/objective and policies outline the issues and set forth items for consideration in the location of design of these facilities.

Objective:

Address the growing and changing wireless communication demands of the community in such a way as to minimize the visual impacts associated with the location and design of such facilities.

Policies:

1. Support the construction of new towers only upon reasonable demonstration that other alternatives are infeasible, and in accordance with applicable local, state and federal regulations.
2. Ensure applications for wireless facilities mitigate visual impacts by considering the screening potential of existing vegetation, topographic features and structures; compatible architectural features such as clock towers, parapets, steeples or monuments; and the use of stealth design practices, including the use of color to allow poles to fade into the background or the use of artificial pine branches, flag poles, or poles with street lights.
3. Support equipment shall be located and housed in such a manner so as to minimize visual impacts. Strategies may include locating equipment underground, in a natural slope, in an existing building, screened on a rooftop, or housed within an enclosure that is compatible with the design of the surrounding area.

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Other Utilities

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A number of entities provide additional utilities in Lone Tree. Utility service often includes electric, gas, telephone and cable television in addition to a variety of transmission facilities. The City regulations require all but high voltage electric transmission lines, substations and utility boxes in new developments to be placed underground. -As a result, the visual impact of most utilities is less here than in many older, more established communities.

The City also supports ways to provide state-of-the art services that are built for future capacity, so as to minimize future disruption from construction. RidgeGate, for example, is served by a digital broadband network provided by Century Link, which serves every home in that area. In addition to this unique high-speed Internet access amenity, standard telephone, cable television and video entertainment services are also part of the network plan.

The State Public Utilities Commission regulates most public utilities in the City. However, land-use activities, such as location of transmission lines and construction of utility plants or storage and service facilities, are subject to the City's jurisdiction and approval. The City will coordinate with providers to ensure the timely development of these facilities, and careful planning, in order to minimize the impacts associated with utility facility siting and design.

The City can also minimize the consumption of electricity and natural gas through energy efficient construction practices in City buildings and through the encouragement of such practices elsewhere in the City. ~~Such has occurred in RidgeGate where the developer has made a commitment to Built Green construction practices to reduce energy consumption.~~

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Objective:

Ensure the adequate provision of public utilities in a manner that also minimizes community impacts.

Policies:

1. Properly site, design, and screen utility facilities to be compatible with surrounding land uses and the natural environment.
2. Encourage utility service facilities to provide reasonable access with minimal impacts to adjoining residents and the environment.

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- 3. Encourage where possible and appropriate joint tower or antenna use, multi-utility corridors, and clustering of utility facilities.
- 4. Major utility facilities are subject to the City's land use review process.

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IV. Transportation

Lone Tree is located at the crossroads of major transportation corridors that serve the South Denver Metropolitan Region. Its location presents both challenges and opportunities in achieving a multimodal transportation network that meets the needs of travelers in a safe and efficient manner. Lone Tree is working locally and regionally to address the challenges it faces and to plan for future needs.

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Traffic congestion ~~has and will continue as is~~ one of the most prominent areas of concern related to growth and development. ~~Most~~~~Much~~ of the ~~traffic~~ congestion ~~impact on the~~ Lone Tree ~~community~~ is generated from outside the City due to its location in relation to the convergence of major roadways and the amount of major commercial and office destination points.

_____ This ~~plan~~~~Plan~~ addresses the fundamental relationships of land use on transportation in order to minimize the need for and length of vehicular travel by creating a compact live, work and shop environment, and by offering people a range of convenient choices in their modes of travel. ~~Such an~~~~This~~ approach will produce positive results in terms of reduced congestion, ~~less~~ and fuel consumption, ~~and as well as~~ improved air quality. ~~As successful as this may be,~~ ~~area~~~~Area~~ and region-wide efforts must be systematically implemented as well, employing over time many of the planning principles that Lone Tree has embraced.

~~Goal: Optimal efficiency, connectivity and safety in the transportation system, integrated with~~

IV. Goal: Optimal efficiency, connectivity and safety in the transportation system, integrated with surrounding land uses and environmental conditions.

~~surrounding land uses and environmental conditions.~~ _____

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Multimodal System

This Plan supports an integrated, multimodal approach to transportation planning including vehicular, transit, pedestrian, and bicycle modes of transportation. ~~Such~~~~Multimodal~~ ~~transportation~~ is ~~advocated as it serves to promote~~~~well suited to~~ mixed-use, compact, pedestrian-friendly development, ~~and serves to improve~~~~improves~~ air quality, ~~can save~~ time ~~savings~~, and ~~lessened~~~~reduces~~ traffic congestion. Promoting bus, bike, ~~transit~~, and other modes of transport also helps in meeting the needs of the broader community who may not have access to motor vehicles, including children and seniors.

The City is bifurcated east-west by I-25 and north-south by Lincoln Avenue. Providing meaningful connections (auto/pedestrian/bicycle/transit) across these major highways and

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arterials, will continue to be integral to transportation improvements in the City. This will be accomplished, in part, through a system of bridges linking these areas of the City.

The City's ~~fortuitous~~regionally accessible location provides true opportunities for a multimodal system and the City continues to work vigorously in improving upon this integrated transportation system.

Objective:

Enhance the City's multimodal transportation network by expanding opportunities for transport and connections and improving efficiencies.

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Policies:

1. Integrate regional and local transportation systems, traffic patterns, and land-use objectives in transportation planning and in the review of development applications.

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2. Employ multimodal solutions that work together to form a network of roads for vehicles and buses; rails for transit; bike lanes for cyclists, and sidewalks and trails for pedestrians and cyclists which link residential, schools, recreation facilities, commercial and office areas, and other facilities and services.

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3. Continue requiring development dedication of rights-of-way adequate to accommodate the street network, including bike lanes, transit system, landscaping, and sidewalk and trail alignments, as appropriate.

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4. Coordinate transportation and land-use planning with local, county, regional, state and federal entities and special districts to improve network efficiency, safety, and compatibility.

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5. Effectively manage the transportation system with state-of-the-art practices, techniques and methods.

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Objective:

Ensure adequate funding of the transportation system.

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Policies:

1. Ensure that new development provides adequate transportation improvements necessary to serve ~~their~~the development or, where appropriate, pay their fair share cost of improvements.
2. Partner with other jurisdictions and agencies to fund needed transportation improvements, and consider new options for funding improvements such as a regional authority.
3. Incorporate federal, state and regional funding criteria in local transportation planning where appropriate to maximize available funding opportunities for transportation improvements.

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Objective: ~~Design and maintain safe~~

Safe transportation corridors and linkages compatible with community purpose, character and scale.

Policies:

~~Continue to focus upon safety in all aspects of~~

1. Plan, design, implement and maintain transportation ~~and land use~~ planning infrastructure that affords safe travel for all users.
2. Ensure safe and innovative ways of providing pedestrian and bicycle crossings of major roadways ~~and at schools.~~ Future- future improvements to these roadways should include well designed and visually attractive crossings, and may include curb bump-outs, traffic calming features and improvements, brick pavers, striping, pedestrian crossing lights, raised medians for harboring pedestrians across busy streets, and where traffic volume or special circumstances warrant, grade-separated crossings.

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Roadways

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The roadway network accommodates the vast majority of travel demand in the area. Maintaining adequate capacity along major roads and highways will be a challenge for the City and the region, as most development is based upon a suburban, auto-oriented template.

Looking to the future, the City supports various alternative means for addressing road capacity, including measures which provide the opportunity for people to live, work, and play in their community and reach their destinations via bike lanes, shared paths, trails, and sidewalks. Additionally, support is given to roadways laid out in a grid pattern. ~~Such roads~~Grid patterns are far superior to circuitous routes in urban areas as they distribute traffic more evenly and provide convenient alternative routes. Grid patterns are also intuitively easier to navigate and also provide logical connections between areas. Instances where roads are interrupted or impeded due to gated neighborhoods, topographical conditions, or development, create barriers to efficient roadway travel and should be avoided.

~~A new I-25 interchange at RidgeGate Parkway will be a major asset to the City's and area's transportation network. The interchange is vitally important to the development of Lone Tree's future City Center, RidgeGate, and the area, as the interchange will also provide access to a future 2,000-car, regional park n-ride facility planned at the end-of-line station for light rail. The addition of new major roads (including east-west roads such as Stroh/Hess connection to I-25) and the extension of Mainstreet/West Parker Road, have the added benefits of relieving traffic volumes on existing roads (such as Lincoln Avenue) if properly designed and constructed. Providing signal progression along roadways also improves traffic flow, and has the advantage of cutting down on vehicle emissions and travel time.~~

~~To ensure adequate functioning, roads~~The Colorado Department of Transportation (CDOT) plans to reduce congestion on C-470, particularly at peak travel times, with the addition east and west bound express toll lanes through portions of the corridor, auxiliary lanes between some interchange segments that are spaced closely together, improving on and off ramps, and other safety, maintenance and environmental improvements. Lone Tree is located in the segment of the corridor to benefit from the express toll lanes. It is forecasted that tolls would be sufficient to pay for the infrastructure improvements. Construction is anticipated to begin in the summer of 2016, with most improvements being completed by December of 2017.

Roads must be designed and constructed for their intended use in order to ensure adequate functionality and safety for users. The primary roadway network in the Lone Tree Planning Area consists of regional highways, including I-25 (providing north/south links to the Denver metro

area and Colorado Springs respectively), and Highways E-470/C-470 (providing east/west links around the metro area). -These roads are designed to carry high volumes of traffic, at high speeds, and over long distances, and function to provide the highest level of mobility. -For this reason, access is limited to grade-separated interchanges.

Major and minor arterials are designed to serve major movements of traffic within or through the City via consolidated access points. -Next in the hierarchy are collector roads, which are designed to direct traffic from local streets to arterials and to link communities, followed by local streets, which are designed to serve individual properties. -Based on this road hierarchy, appropriate design principles and standards are defined to ensure safety and to maintain an adequate level of service for the existing and forecasted traffic demands.

Improving efficiencies in the transportation system in Lone Tree is afforded in a variety of ways, such as using detection cameras at intersections that automatically increase turn lane times when traffic volumes warrant such, or through steps taken at the Traffic Management Center, where traffic volume counts are tracked at major intersections in the City in order to make changes when necessary to signal progressions to increase traffic flow.

Roads should be designed not only for traffic flow, but with the pedestrian and bicyclists in mind. ~~For safety reasons, a plan is proposed to identify street crossings along existing major roads.~~ Providing bike lanes, detached sidewalks, lighting, medians, landscaping, benches, public art and other amenities ~~are~~ supported to enhance the pedestrian and cyclist experience and in some cases, ~~can~~ also enhance safety. - Minimizing the paved width on local roads, if properly designed, is another means for reducing traffic speed and increasing safety. -Finally, the natural environment must also be considered when designing roads, particularly in difficult terrain, or where preservation of important landforms or viewsheds is desired.

Looking to the future as petroleum reserves diminish, the City may need to modify the roadway system to satisfy changing travel needs, and to be flexible in adapting to or enhancing other modes of transportation. -In any case, balancing the need for traffic flow, safety, and the environment, while providing a pleasing travel experience, are key elements that will continue to define the quality of life for many Lone Tree residents.

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Objective:

Secure and implement a roadway network that meets the travel needs of residents and business in a safe, convenient, pleasing, and efficient manner while minimizing environmental and community impacts.

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Policies:

1. Continue to ensure that roadways are designed and constructed within developments in a logical and phased manner commensurate with foreseeable rates of growth.
2. Continue to implement a traditional grid system of streets to distribute traffic, and to offer alternative routes. Connections between neighborhoods are encouraged with local and collector roads, bike lanes and trails whenever possible and appropriate.
3. Incorporate streetscape elements such as lighting, landscaping, public art, medians, benches, shelters, etc., that reinforce community character and quality.
4. Design local streets and collectors to minimize surface width in order to serve the purpose and scale of the community, to discourage speeding, and with rights-of-way sufficient to accommodate bicycle lanes and detached sidewalks whenever possible to create a safe and pleasing travel experience for the pedestrian— and cyclist.
5. Design major and minor arterials and other selected roadways as parkways to enhance the pedestrian and cyclist travel experience, with rights-of-way adequate to accommodate, bike lanes, detached sidewalks and landscaping in medians and/or along the sides of the road. Developments should provide landscaping of public rights-of-way.
6. Continue to provide signal progression along major and minor arterials whenever possible, and support compatible efforts with neighboring jurisdictions to increaseimprove traffic flow and minimize air quality impacts.
7. Control the design of and access to the City's street network by the provisions of the City's Roadway Design and Construction Criteria Manual or as otherwise approved by

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the City. Where environmental impacts can be reduced and pedestrian-friendly, bicycle-friendly development and transit enhanced, encourage alternative roadway standards.

8. Support the appropriate use of roundabouts for reducing congestion, while ensuring that the design is safe for pedestrians, cyclists, and motor traffic.

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8.9. Minimize the visual and environmental impacts of road construction in geographically sensitive/steep slope areas by aligning roads to conform to topography, to be in harmony with geographical features and views, and to reduce roadway cuts and fills and impacts on drainage channels. Such consideration shall take precedence over efficient connection of the roadway endpoints.

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10. Improve and retrofit existing roadways as necessary to meet current and future needs and design standards for motor vehicles and bicycles.

11. Find the right balance between the need for traffic flow along arterials and collectors and the need to add intersections to afford adequate access.

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Transit

Light Rail Transit- (LRT). The Southeast Extension was originally approved by voters as part of FasTracks in 2004. As part of the T-REX Southeast Corridor Project, the extension of light rail from Broadway south to the Lincoln Station was completed in the fall of 2006. -Light rail now links the City to Denver’s Central Business District and major employment areas in the southeast I-25 business corridor. -The system is owned and managed by the- Regional Transportation District (RTD), and serves to provide frequent peak and off-peak hour transit. This system will continue to enhance mobility to and from Lone Tree in the future, ~~as RTD forecasts a 33-minute shorter commute time during peak rush hour periods from RidgeGate to Downtown-Denver (transit vs auto) by 2025.~~

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Five transit stations ~~are planned within~~ will serve the City’s Planning and Urban Growth Area, ~~(at~~
 :

1. County Line Road,

2. Lincoln Avenue,

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3. Sky Ridge Medical Center, the Avenue

4. The future City Center east of I-25, and a

5. A future regional facility planned at park-and-ride station south of the RidgeGate interchange). Though funding is secured for this extension due to the success of a voter approved initiative in 2004 (FasTracks), efforts are being made by the City to accelerate the

The construction of these last all five stops were approved as part of FasTracks in 2004, but due to higher than expected construction costs and lower than expected revenues, RTD used a variety of different funding and financing strategies to complete the FasTracks system. Through a coalition of public and private financing, including land donated for tracks and stations, the project is now anticipated to advance the City and the region's planning objectives proceed and be completed by 2019.

Bus: RTD provides bus service within the City and to the region.- Due to the approval of FasTracks, a number of additional services were afforded including bus feeder service to light rail and Bus Rapid Transit (BRT) stations, inter-community bus service along major corridors, and timed transfer points to improve bus connections and make it more convenient for passengers to travel throughout the region. ~~Though not part of FasTracks, the potential for BRT or other high-occupancy systems between the Town of Parker and the future City Center is also being considered.~~

Call-n-Ride: Curb-to-curb bus service is provided to residents ~~for a nominal~~ through RTD's Call-n-Ride program.- User destinations in Lone Tree for this safe and convenient local service include Sky Ridge Medical Center, the Lone Tree Recreation Center, Entertainment District restaurants and venues, and local shopping. ~~An expanded bus shuttle service should be explored with the advent of the area's existing and future light rail stations. In order for light rail's use to be optimized, there will be a growing need to enhance mobility to and from the stations to final destination points.~~ Demand for this service will likely grow, given the City's aging population. Based on current and projected needs, RTD provides discount rates for senior passengers

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Lone Tree Link: Working proactively to help minimize traffic impacts as a result of growth near the Lincoln Interchange and along Park Meadows Drive, the City of Lone Tree partnered with Denver South Transportation Management Association and four other major corporate entities in 2014 to establish the Lone Tree Link shuttle. The 14-passenger shuttle service loops along Park Meadows Drive and stops at six locations: the Lincoln Light Rail Station, Kaiser Permanente, Charles Schwab, Sky Ridge Medical Center, Level 3, and the Entertainment District. With a stop at the Lincoln Light Rail Station, it is hoped that employees working in this area will leave their cars at home and take this free shuttle service. With a stop in the Entertainment District, it is hoped that many employees will also frequent the many restaurants in this area. Ridership exceeded expectations in the early months of service, and will continue to be evaluated in the future to monitor its viability.

DCTS: Lone Tree is a member of the Douglas County Transit Solutions (DCTS) Local Coordinating Council (LCC). A LCC is a formal, multi-purpose, long-term alliance of community organizations, individuals and interest groups that work together to achieve common goals regarding public transportation for low and moderate income residents in Douglas County. DCTS’s purpose is to reduce redundancy and improve efficiency and mobility countywide. DCTS is made up of jurisdictional representatives, community based organizations and service providers from the County. DCTS currently operates a “First Call” call center that provides information on transportation in Douglas County and assists customers in finding the best transportation options to meet their needs. Also, transportation services are available for persons with disabilities and for employment related transportation needs for low income residents. This program will be of growing importance in the Lone Tree area, particularly given our aging population base.

Taken together, this transit system affords real transportation alternatives to the residents and commuters of Lone Tree. With the number of cars per day, vehicle trip miles, and fuel prices increasing, coupled with continuing concern for air quality impacts, the benefits of this transit system will only increase with time. -The opportunity to plan new development around transit (as opposed to retrofitting stations into the fabric of the community), puts the Lone Tree community in an enviable position to achieve the Plan’s land-use and transportation goals and objectives. -The City should continue to coordinate and support the efforts by RTD, DRCOG, and other jurisdictions and entities to enhance circulator bus service in the City to optimize transit opportunities for this community and the region.

Objective:

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Support transit services and facilities that adequately serve the travel needs of users, including commuters and public transit-dependent populations.

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Policies:

1. Continue to require development dedication of areas for park-n-rides and transit rights-of-way as requested by RTD.
2. Ensure park-n-rides, transit centers, and bus stops are properly designed and easily accessible by car, bike, or foot, and provide appropriate amenities that encourage and support the transit experience (including high-quality shelters, car and bicycle parking).
3. Support the expansion of the call-and-ride bus system ~~and~~ local circulator buses, and ~~encourage the establishment of~~ regularly scheduled bus shuttles.
4. Promote the accelerated construction of LRT ~~extensions~~extension to serve the Lone Tree Planning Area which ~~complement~~complements the compact development pattern of the City Center.
- ~~5. Evaluate the establishment of a Bus Rapid Transit (BRT) connection on a dedicated lane between the Town of Parker Downtown and the RidgeGate Light Rail Station following the Mainstreet/RidgeGate Parkway alignment prior to residential or commercial development in RidgeGate on the east side of I-25.~~
5. Support DCTS in its efforts to accommodate the transit needs of low and moderate income residents, people with disabilities, and seniors.

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Objective:

Encourage innovative parking concepts and programs that serve to promote the use of public transit.

Policy:

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Continue allowing flexibility in meeting necessary parking requirements, while promoting convenient use of transit, including the establishment of parking districts, shared parking, and parking demand management.

Trails

Bicycle and Pedestrian Ways

Though traditionally considered recreational activities, regular walking and cycling promote good health and are also important alternative modes of travel. When properly designed, a portion of the travel demand in Lone Tree will be accommodated by trails.

~~Experience shows that trails separated from the road system are preferable for safety reasons. An elementary school planned in RidgeGate is sited along a future trail corridor, to provide alternative means for children to walk to school. See the Parks, Trails, and Open Space Map. For a more detailed listing of future improvements, see the Lone Tree Parks, Trails and Open Space Improvements Plan, developed in cooperation with South Suburban Parks and Recreation and also the City approved plan for the RidgeGate community. Biking along the Willow Creek Trail~~

Recognizing the importance of a comprehensive and interconnected system, the City embarked on a City-wide Complete Streets Study in 2014 to evaluate possible bicycle and pedestrian improvements in the City. Headed by Fehr and Peers Transportation Consultants and funded by a Walk and Wheel Grant from Kaiser Permanente, the study looked at the City's arterials, including Lincoln Avenue, Yosemite Street, and Park Meadows Drive, as well as RidgeGate Parkway west and east of I-25 to determine the feasibility of bicycle lanes and pedestrian improvements. Improvements to make the City more bike and pedestrian friendly will work to minimize road congestion and provide a transportation system that offers opportunity for physical activity and healthy lifestyles.

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Objective:

Maintain and enhance the trail network as an alternative and viable mode of transportation.

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Policies:

1. Expand the network of trails throughout the City, connecting neighborhoods with community facilities, employment, shopping, schools, and social nodes.
2. Continue to utilize natural drainage ways as the basis for an extensive trail network within the City's Planning and Urban Growth Area; design and construct the network with minimal slope, wildlife and vegetative disturbance.
3. Continue to have new and amended development plans accommodate pedestrian and bicycle travel by providing trails in all new developments. Where practical, trails should be separated from the road system and integrated with drainage ways and open space areas.
4. Encourage nonprofit and, volunteer organizations, and other partnerships to assist in the funding and maintenance of needed trail construction.
5. Connect the City's network of trails to adjoining communities and developments as well as to the regional trail system.

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Airport

Centennial Airport, owned and operated by the Arapahoe County Public Airport Authority, provides facilities and services for general aviation aircraft and acts as a general aviation reliever for Denver International Airport. Located at the Douglas-Arapahoe County Line (to the east of I-25 and north of Lincoln Avenue), the facility is utilized by businesses and residents in Lone Tree and the region for travel or shipping needs. General aviation activity at Centennial Airport has steadily increased in recent years and is expected to increase in the future. The operation of the Centennial Airport has and will continue to impact the City.

Centennial Airport identifies land surrounding the airport as being within its Airport Influence Area (AIA) and other zones within which major impacts of airport operations are expected to

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occur. -The AIA encompasses nearly the entire Lone Tree Planning Area, except the area west of Yosemite Street. The City should continue to monitor airport planning and operational activities and to encourage the development of appropriate air traffic patterns and noise mitigation measures to reduce noise and safety impacts to the community.

Objective:

Maximize air and ground safety and minimize land use and noise conflicts associated with Centennial Airport.

Policies:

- 1. Work actively with Centennial Airport on planning, flight paths, and noise abatement procedures.
- 2. Monitor expansion plans and activities at Centennial Airport and take appropriate action when the City’s residents and businesses will be adversely affected.

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Travel Demand Management

Travel Demand Management (TDM) serves to reduce the number of auto trips and/or enhance road capacity by reducing peak hour travel trips. -To be successful, TDM requires support and involvement by the private and public sector and is generally implemented in three ways. These include the preservation of transit corridors and the implementation of transit-oriented development (addressed elsewhere in this section), and other highway TDM methods, such as using traffic lights to stagger the movement of cars onto highways to improve traffic flow. -TDM also involves participating in a variety of techniques oriented toward increasing vehicle occupancies, reducing peak hour travel demands, and providing alternative modes of transportation.

Objective:

Maximize the public investment in infrastructure, reduce traffic congestion, conserve energy and enhance air quality through an integrated TDM system.

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Policies:

1. Encourage employers to work with DRCOG’s Ride Arrangers Program to offer a range of Travel Demand Management services, including but not limited to premium, reserved parking for car pools; staggered work hours for employees, including flextime, four-day workweeks or other non-typical work shifts; telecommuting; subsidization of employees’ public transit costs, and secure areas for bicycles.
2. Encourage the creation of vanpools or similar ride sharing programs.
3. Support home occupations in residential areas when compatible with residential uses.

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V. Economic Development

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A strong, self-supporting local economy and tax base is vital to the overall fiscal well-being of any municipality, ~~as retail~~. Retail sales generate the revenue necessary to pay for the many services and facilities that make ~~a community~~ Lone Tree a great place to live, work and ~~workplay~~. In addition, promoting job opportunities in proximity to homes creates a more well-rounded community and serves to promote many of the planning principles embodied in this plan.

Economic development can be defined as cooperative efforts between government and the private sector designed to increase economic activity by encouraging new development and redevelopment within a planning area. There are many aspects to creating a successful economic development program, including regular identification and evaluation of ~~a community's~~ community assets, working with economic development organizations and businesses to market the community, attracting primary and retail jobs, fostering tourism, and supporting ~~many~~ community development activities.

The City is largely reliant on sales tax as its main source of revenue to provide services such as road maintenance, police, and general government (as the City does not have a property tax). This Comprehensive Plan supports a diverse economy and a balanced approach to funding mechanisms, along with economic development strategies and long term fiscal analysis to ensure a healthy economic environment.

Identifying Community Assets

In establishing an economic development program, a municipality identifies its assets for purposes of targeting and attracting the type of development which will be most successful and desirable within the community. The Lone Tree Planning and Urban Growth Area has identified many such assets, including:

- Its visible and strategic location in the South Denver Metropolitan Area

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- Major regional road access to/from Highways C-470/E-470 and I-25
- Regional light rail transit service
- Its proximity to Centennial Airport
- Accessibility to Denver International Airport
- Its proximity to major I-25 office (business) parks
- An expanding population/market base in Lone Tree and the surrounding environs
- A developing economic base led by retail and service sectors anchored by the Park Meadows shopping center, as well as growing medical and financial sectors
- An increasing labor pool composed of skilled and highly educated professionals
- A high income resident base
- Extensive inventory of land currently zoned for a mix of uses including commercial, office, and transit-oriented development
- A highly regarded public school system
- A modern indoor recreation center, many outdoor parks and trails, a public golf course, and many private recreational opportunities
- ~~Strong support and appreciation of arts and culture~~
- ~~Sky Ridge Medical Center, including a first-class arts center~~
- ~~A regional hospital and draw for medical services provider and facilities~~
- Executive and Class-A hotels
- A growing reputation as a planned city that upholds quality development standards and provides efficiency and transparency in the review of land development applications

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- Emerging community identification and regional recognition

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Working with Economic Development Organizations

The City supports and is supported by the Lone Tree Chamber of Commerce and ~~two~~ multiple economic development organizations, ~~Southeast Business~~ including the Denver South Economic Development Partnership, the South Metro Denver Economic Development Group, the Douglas County Economic Development Forum, and the Metro Denver Economic Development Corporation. These organizations compile and manage databases to track demographic and development trends and monitor and promote economic activity within the City and the region. Such efforts serve not only to promote commercial, office, and retail activity, but often to promote other activities related to education, affordable housing and infrastructure development, as all are necessary for a healthy economy and are dependent upon one another's presence in the greater community.

Fostering Tourism

Tourism in its traditional depiction in Colorado would conjure up images of mountains, skiing, hiking, etc. Tourism, however, also clearly includes visiting interesting urban places, quality shopping, and unique entertainment facilities and cultural activities. ~~The City of Lone Tree offers all of the above save skiing, at least down hill.~~ Local residents, and increasingly area and out of state visitors, have many opportunities to enjoy themselves in Lone Tree. These include:

- **Location:** Lone Tree's beautiful natural setting, framed by large bluffs to the south. Residents enjoy scenic vistas and hiking trails that connect expansive natural open spaces, improved parks and a number of quality public recreation facilities, including a public golf course and a modern 54,000 sq. foot recreation center.
- **Retail:** Quality retail stores anchored by the popular and regionally renowned Park Meadows. This shopping center and surrounding retail facilities continue to be a major draw for the community.
- **Entertainment facilities:** Primarily located in the Entertainment District, these include quality venues for movies, indoor and outdoor fun centers, and an array of restaurants.

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~~• The Wildlife Experience. Located in the City's Planning Area, this 111,000-square foot facility is home to a wildlife conservation and fine arts museum, an iWERKS Theater, and spaces for hosting conferences and large indoor and outdoor events.~~

▪ Arts and cultural activities: The City is home to the regionally renowned Lone Tree Arts Center, as well as the Lone Tree Symphony, Colorado Stage Company Orchestra, the Lone Tree Photography Club, Lone Tree Visual Arts Group, the Lone Tree Writing Group, and the Lone Tree Beading and Fiber Arts Group. -The City supports the Arts Center and many of these groups and their events, and The City also hosts an annual summer concert series and a splendid Independence Day parade and fireworks display.

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▪ The RidgeGate Planned Development: This area is becoming a shopping and recreational draw with its mixed use, walkable new urbanism style and growing list of amenities, including a planned joint use cultural center.

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▪ Heritage tourism: The City is home to the historic Schweiger Ranch, a resource rich in cultural opportunities for the community and beyond (see the section on Historic Resources in the Community Facilities and Services chapter)

Employing Land-Use and Community Development Measures

Economic development strategies relate to many of the goals and policies found elsewhere in the Plan as land use, transportation, community facilities and environmental quality all play important roles in attracting and retaining new businesses. -In addition to complying with the many land-use goals and policies of this plan, the City continues to take many proactive community development measures which directly and indirectly encourage economic development, including:

- Maintaining quality design standards (buildings, landscaping & signs)
- Investing in community appearance (public area landscaping, public buildings, entryways, pedestrian street lights, and fence program)

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~~• Funding and awarding Improvement Grants to assist older businesses in making exterior improvements which also serves to bring them into conformance with the City's Design Guidelines~~

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- Addressing transportation needs
- Developing a full range of amenities (cultural and recreational)
- Investing in City identity and pride (signs, events, website, and newsletter)
- Providing an expeditious and predictable review process

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Other measures which the City can take to spur economic development include participation in an affordable housing program to foster the ability of the work force to live in proximity to the commercial and other ~~development~~ developments desired by the community. -This is particularly important in Lone Tree, where the service and retail ~~sector~~ sectors (which are generally lower-wage industries) ~~are~~ are predominant employers. ~~Not only do such~~ Service and retail employees benefit from being able to live in proximity to work, ~~such programs and~~ contribute to many of the objectives of this plan, including minimizing highway commuting/traffic congestion) ~~and from.~~ From an economic development perspective, employers often consider the availability of the work force when choosing to locate in a region.

While the City is receptive to sales and use tax generating development proposals, such fiscally-beneficial development should be consistent with other provisions and policies of this Comprehensive Plan, and every effort should be made to ensure that such land uses are complementary to the City's quality development standards. This operating principle is a basic tenant of this Plan and a fundamental basis for real, sustainable economic development.

An active and attractive shopping center in Lone Tree

The City should avoid imbalances in the economic base to the point where any one economic sector dominates, because if that sector were to falter, it may severely impact the local economy. The City ~~does have~~ has what could be described as a ~~large sector based upon nonresidential base like three legs of a stool, founded on burgeoning retail, financial/office and healthcare,~~ but this sectors. The healthcare sector is seen as stable over the long term ~~and not,~~ particularly given the aging population. The financial sector is more susceptible to the vagaries of economic cycles. ~~Additionally, as was witnessed in the Great Recession that began in 2008.~~

The City, reliant almost entirely on retail sales tax can be more prone to the effects of downward economic shifts and trends toward on-line shopping, and for that reason the City

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should specifically seek balance and diversity in its retail base ~~for the same reasons~~. Within this component, the importance of anchors and anchor facilities such as the Park Meadows shopping center should be viewed as a key element whose success and longevity is vital to the ~~entire~~ City's economic and social vitality, ~~well-being~~wellbeing, and sustainability. Encouraging other economic sectors, such as technology companies that serve residents and businesses, as well as attracting higher education facilities may be one strategy for providing a more diverse economy.

Essential to such sustainability is a quality living environment. Quality is reflected in many ways including a sound and diverse housing stock, good schools, parks and recreation, open space, multimodal transportation system, adequate utilities, cultural amenities, a diversity of complementary land uses and facilities, and high quality design of buildings, entryways, corridors, and public spaces. A quality living environment draws the companies and people that produce the sustainable wealth that enables the community to continue to improve and prosper, to be "a place of choice," maximizing a community's potential and not "a place of chance" with all the uncertainty and unforeseen consequences ~~is by far the preferred path that~~ may go with it.

Quality begets quality. In other words, ~~it~~quality helps create the desirable place for visitors that generate the revenues and resources that help sustain the community. Care needs to be taken to maintain the City's standards to achieve sustainability and continue the synergism that results.

V. Goal: A vibrant and sustainable economy for the Lone Tree community.

~~Goal: A vibrant and sustainable economy for the Lone Tree community.~~

Objective:

Attract quality businesses and maintain businesses that sustain the quality of life and character of the City.

Policies:

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1. Implement and enhance planning and growth management practices that are business friendly and attract and retain businesses and commerce which:

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- *a. Contribute to local economic base diversification-
- *b. Promote spin-off economic base diversification-
- *c. Significantly increase primary employment and sales and use tax revenues for the City-
- *d. Promote the location, expansion and retention of small businesses-
- *e. Promote the desired quality of life for Lone Tree residents-

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2. Carefully evaluate the unnecessary duplication of land uses that are often inherently unsightly, such as large auto dealerships.

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3. Continue the City's support of economic development and chamber organizations, and seek out partners in growth where beneficial.

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4. Continue to work closely with appropriate local and state entities to ensure that adequate multimodal transportation planning and improvements are implemented to benefit both business development and the surrounding area's residents.

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5. Encourage a variety of unique and small businesses and those that provide a broad range of services to City residents through incentives and support from economic development groups.

6. Support businesses that contribute to Lone Tree as a destination, to be enjoyed day and night.

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5-7. Continue to require high standards of urban design through appropriate landscaping, architectural treatment and site layout consistent with the City's Design Guidelines.

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6-8. Continue to encourage and promote the aesthetics of commercial and residential areas, through special and on-going programs that enhance architecture, landscaping, lighting, and fencing.

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7-9. Work cooperatively with the Douglas County School District and other educational institutions to promote high quality educational programs, such as on-site job training and technical trade courses in order to supply a highly skilled labor force to existing and potential businesses.

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8-10. Support affordable housing programs in the area, consistent with the objectives of this Plan and as part of the City's economic development strategy.

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9-11. Continue programs which enhance community identity and pride.

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10-12. Support cultural amenities which enrich the community and also serve to provide employment opportunities and increase the City's sales tax revenue base.

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13. Support efforts to provide adequate roads and access in and out of retail establishments, and be open to supporting redevelopment of retail centers to respond to changing demand.

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11-14. Maintain a thorough, yet expeditious, development review process.

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Policies:

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City departments involved in the development review process

- Community Development
- Building Department
- Public Works Department

Objective:

Support opportunities for sustaining and expanding tourism in the City.

Policies

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1. Work collaboratively with economic development groups, private industry, and other entities to attract tourist related industry where appropriate.
2. Support the efforts by local, State and Regional entities to market and promote tourist related facilities and activities in the City.

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VI. Implementation

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The City of Lone Tree Comprehensive Plan provides guidance in making land use and related decisions. The vision, principles, goals, objectives, policies, and maps provide the framework for these decisions, but other documents and actions provide the means for realizing the goals and vision of the Comprehensive Plan. These important implementation mechanisms include:

- The Zoning Code. ~~The Zoning Code puts the goals, objectives, and policies of~~ the Comprehensive Plan into regulatory form so that incremental development decisions are made with the vision of the Comprehensive Plan in mind. Moreover, the Zoning map should reflect the various land uses and their locations prescribed on this Plan’s General Land Use Plan map. All land-use applications should be reviewed for consistency with this Plan.
- Planned Development Zoning. Planned Development Zoning allows specific and unique zoning to be tailored to a particular land area, including land uses, densities, building heights, transportation elements, setbacks, design standards, open spaces, and other commitments. Such zoning, and any amendments to such zoning, are all reviewed for consistency against the Comprehensive Plan’s vision, goals, objectives, and policies.
- The Subdivision Code. The Subdivision Code implements the Comprehensive Plan by establishing the requirements associated with the subdivision of land parcels for building lots, for land dedications, as well as public improvements including roads, trails, utilities, grading, and drainages. Subdivision proposals should be reviewed for consistency with Comprehensive Plan policies and zoning requirements so that the provision of trails connecting neighborhoods, proper street alignments, community facilities, and other issues are addressed.
- Design Guidelines. The City’s Design Guidelines are a vital implementation component of the Comprehensive Plan to ensure quality development. The Design Guidelines are key to all development and, in particular, to all non-residential and multi-family development.
- Site Improvement Plan Review. Any structure proposed within the City, except for a single-family residence, is subject to the City’s site improvement plan review procedure. This stage of the development review process focuses on the details of a building and its site including access, architecture, landscaping, lighting, parking, drainage, signage, and

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other aspects, and how the site functions and fits in with others in the area. This stage of review embodies many of the policies of the Comprehensive Plan and is a critical process in its implementation.

- Coordination with Other Agencies. -The Comprehensive Plan should serve as the basis for coordinating regional land-use planning efforts, as well as transportation and wastewater treatment facility planning. Plans of regional agencies and special districts including water and sanitation districts, fire districts, and school districts should be consistent with the City’s Comprehensive Plan so that adequate facilities and services are provided in a timely and cost effective manner.
- Additional Plan Elements and Updates.- Throughout the Comprehensive Plan, recommendations are included which call for additional studies or Comprehensive Plan elements to be prepared. These studies or elements are beyond the generalized nature and scope of this Comprehensive Plan, but all are important in addressing issues affecting Lone Tree’s future.

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Additional plans, activities, or studies recommended are include:

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1. Area and regional transportation planning
2. ~~Economic development (ongoing)~~
3. ~~Community public facility improvement program~~
4. ~~Lone Tree plantingWalk and landscape programWheel Report~~
5. ~~Pedestrian mobility and safety plan (including major road crossings, such as Lincoln Avenue, Park Meadows Drive, and I-25).~~
6. ~~Recreation improvement program~~
3. Economic Development Plan
4. Lone Tree Plaza Vision Book
5. Lone Tree Strategic Plan
6. Long Term Fiscal Analysis

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The planning process is ongoing. Additional elements or studies may be identified as the need or particular issues arise. The Comprehensive Plan should be updated periodically to reflect changes in economic conditions, development trends, and citizen attitudes. Updates ensure that the Comprehensive Plan reflects the goals, ~~desired~~desires and vision of the community.

• **The Success of the Comprehensive Plan depends upon...**

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The will and commitment of the Planning Commission and City Council to continue to support and implement the Plan's vision, principles, goals, objectives and policies.

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Comp Plan Update Draft

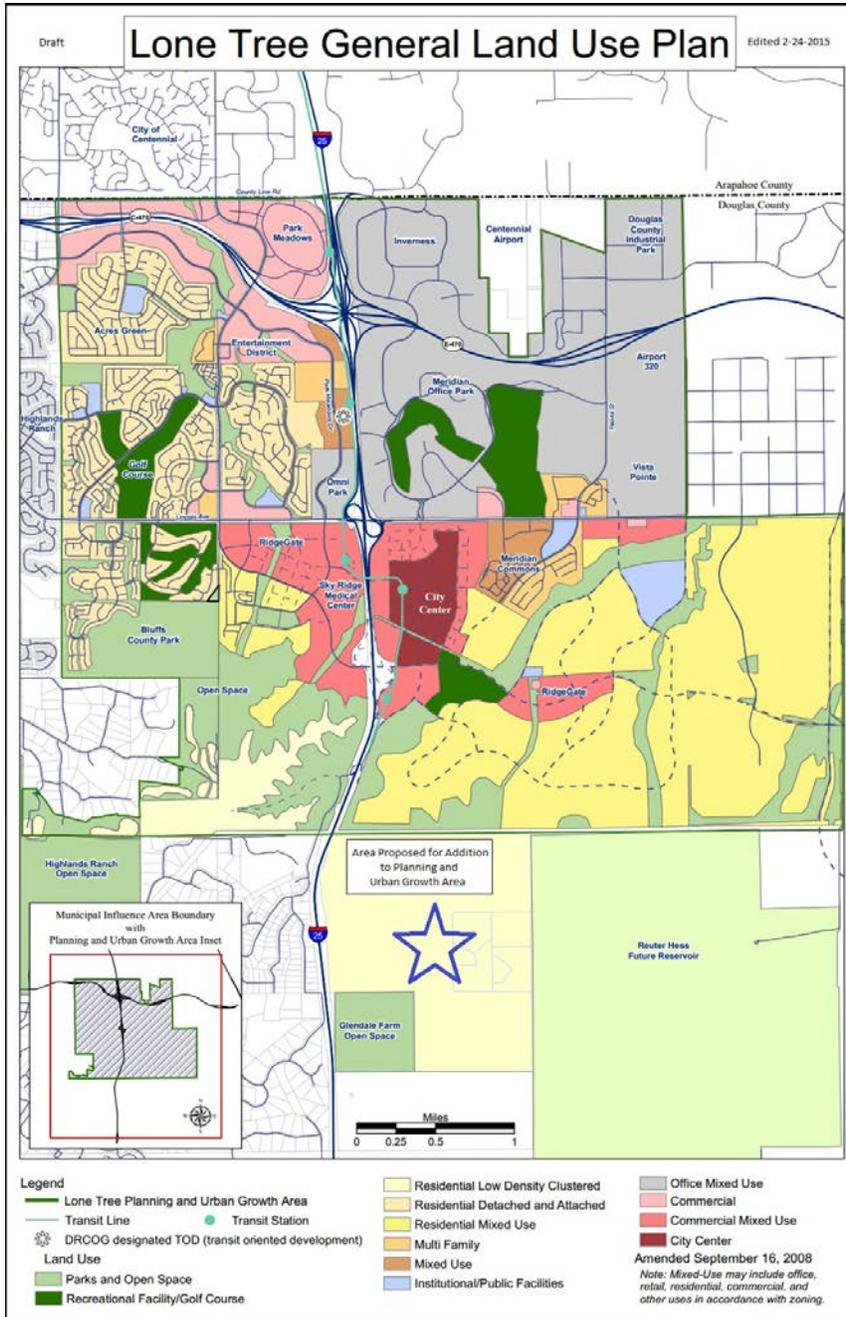
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Lone Tree General Land Use Plan

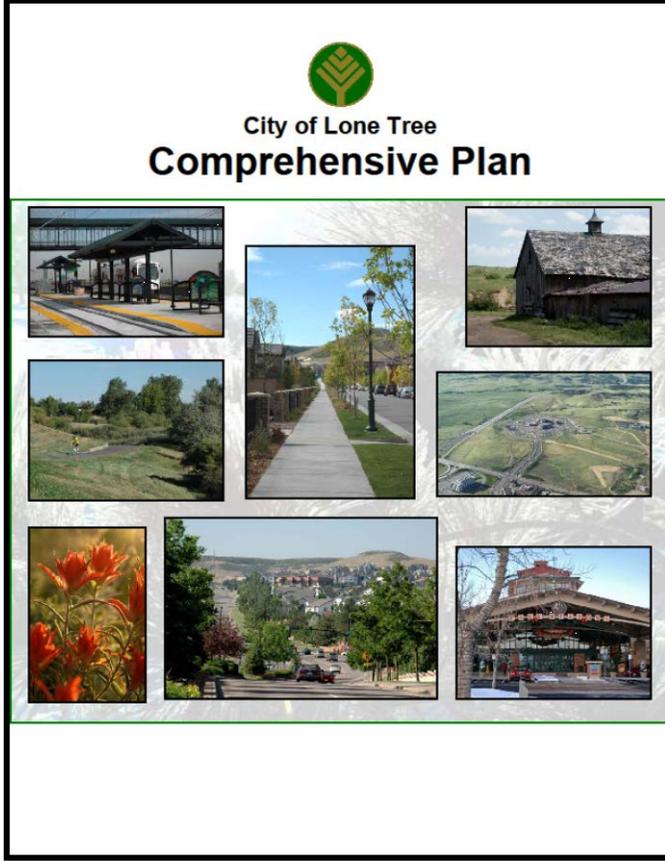


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Comprehensive Plan Three-Year Review and Report



Presented to the City Council by the Planning
Commission and Community Development Staff

August 2014

Overview

Purpose of the Plan

The Lone Tree Comprehensive Plan represents the City's desired vision to the year 2030 and beyond. It provides general direction for guiding growth and development, and is used as the foundation for the City's zoning, subdivision and other regulatory documents. The Plan serves as the basis for decisions about land use, annexation and capital projects, and also provides a framework for discussion with City partners, agencies and neighboring jurisdictions. Although broad and long range by nature, the Plan does need to be re-visited periodically to ensure it is reflective of the changing physical, social and economic conditions of the City. The City Charter requires the Plan to be reviewed by the City Council at least once every three years.

Background

The original Comprehensive Plan was developed shortly after incorporation and was updated in 2000. The current Plan is the result of a complete review and update in 2006-2007. Following its adoption there were two minor amendments to the General Land Use Map in 2008 to reflect rezonings. A three-year review was conducted by Planning staff in 2010 and presented to the City Council (no amendments to the plan were deemed warranted at that time). Discussion with the City Council on the Plan in 2013 resulted in Council directing staff to undertake a more thorough review of the Comprehensive Plan with the Planning Commission in 2014.

Recommendation

Overall, the Planning Commission and staff finds that the Comprehensive Plan continues to provide an appropriate framework for guiding the future growth and development of the City and that a major overhaul of the document is not warranted at this time. However, several important issues were raised as part of the review and discussion with the Planning Commission that could be further explored and integrated into the Plan, along with other minor updates. These issues are summarized in this report.

The Planning Commission and staff recommends that the City Council direct staff to draft specific amendments to the Comprehensive Plan based on the general issues identified in this report, which include:

- Minor revisions to the Vision Statement and other minor updates throughout the document, where appropriate, to reflect current conditions.
- Possible new or expanded policies on a range of topics including land use, transportation, the environment and economic development, with specific consideration given to provisions that address:
 1. Bicycle lanes and pedestrian connections
 2. Redevelopment of commercial areas

3. The aging population
4. The issue of land use as it relates to a diverse tax base and employment base for the City.

Review Process

Information on a variety of topics was presented to the Planning Commission in the first six months of 2014 to apprise them of possible issues that might rise to the level of a Comprehensive Plan update. A summary of these presentations and information is found beginning on page 4. Staff also facilitated a discussion with the Planning Commission on June 24th to gain their input on the City's vision, goals and objectives, and the City's urban growth boundaries as identified on the General Land Use Plan map. The focus of the discussion evolved around, "Are we on the right track? What needs to be changed? What's missing?" Excerpts from the minutes of that meeting are incorporated into this report beginning on page 13. On July 22nd, staff and Planning Commission discussed this draft report prepared by staff, and minor amendments were made to reflect Planning Commission input, in preparation for presentation of the report to the City Council on August 5th.

Report Framework

This report is organized to provide an overview of:

- I. Summary of information presented to and/or discussed with the Planning Commission in 2014 on a variety of topics related to existing and anticipated conditions in the City, followed by comments and recommendations.
- II. Excerpts from the minutes of the facilitated "visioning" discussion held with the Planning Commission on June 24th and July 22nd, to highlight discussion of elements not currently addressed in the Plan.
- III. Minor recommended updates and corrections to the Plan.

Next Steps

With City Council support, staff will draft proposed amendments to the Plan for Planning Commission review, followed by a public outreach process and public hearings before the Planning Commission and City Council.

I. PLANNING COMMISSION INFORMATIONAL SESSIONS

Information on a variety of topics was presented to the Planning Commission over the course of the first seven months of 2014. The intent was to apprise the Planning Commission of various projects, trends and possible issues to be aware of related to the City's future and the potential for an update to the Comprehensive Plan. In total, eight meetings and three tours were held. The following is a synopsis of the presentations and additional staff research, followed by comments and recommendations.

A. Comprehensive Plan Overview

Planning Staff provided an overview to the Planning Commission including the statutory authority to draft a Plan; the purpose of the Plan; why it is important to periodically review the Plan; the Plan structure, the current Vision and Plan principles, and a potential update process.

B. Planning for Future Development

RidgeGate is where the vast majority of the City's future growth will occur, with more than 2,000 acres of land available for development, including Lone Tree's future City Center. An update on current development and future planning in RidgeGate was made by Keith Simon and Darryl Jones of Coventry Development Corporation. They discussed development activity in RidgeGate west of I-25 (the West Village) and estimated it could build out in five to seven years. They noted they strive to have a balance of housing and jobs, and that has been facilitated by a mix of residential products coupled with major employment centers at Sky Ridge Medical Center and the Charles Schwab corporate campus. Mr. Simon noted that there are currently 1,350 residential units in RidgeGate, which should grow to a projected 2,000 units by the end of 2015. He also indicated there are now 3,000 people employed within RidgeGate, which should grow to a projected 7,000 by the end of 2015. They discussed work underway to facilitate the extension of light rail through RidgeGate, and the possibility of developing east of I-25 when a lead prospect is found, such as a new corporate user or campus that could help raise the assessed valuation to pay for initial infrastructure.

Comments: RidgeGate is developing according to Plan (both the City's Comprehensive Plan and the RidgeGate PDD plan) as a compact, mixed-use community, with public amenities such as parks, trails and open space, recreation and the Lone Tree Arts Center. It is designed to accommodate public schools and other public facilities and services. RidgeGate is intended to accommodate the automobile as well as the pedestrian, and supports multi-modal transit. As the RidgeGate annexation and development Plan were completed in conjunction with an update to the Comprehensive Plan in 2000, the two plans are closely aligned in terms of vision and future growth.

That said, the development of the West Village has provided an opportunity to evaluate “lessons learned” and improve certain aspects of the community as it continues to build out. One such element is the lack of on-street bicycle lanes in RidgeGate. Originally, the concept was that bikes would “share the road” and use the trail system, which provides several below-grade crossings for safety. However, the trails generally follow the drainages, which run in a north-south direction, limiting their functionality for those who want to bike safely to work, light rail and to other destinations throughout the City.

Another element of RidgeGate is the intent that it is pedestrian friendly. While it has a strong system of sidewalks and trails, there have been complaints by some local residents regarding the difficulty in crossing RidgeGate Parkway, particularly at the round-a-bouts. These issues are currently being explored by RidgeGate and by the City as part of the Walk and Wheel Grant awarded to the City this year, sponsored by Kaiser Permanente. Through that grant, the City is conducting a Complete Streets Study that will include the evaluation of certain corridors in the City, including in RidgeGate.

Recommendations:

- Add language in the Plan, where appropriate, to support and guide efforts to promote a safe, walkable and bike-friendly community.
- Participate in the Complete Streets study, expected to be completed by the end of 2014. It is possible that the recommendations from that study could then be integrated into more specific strategies and policy directives that could be incorporated into the Plan, or evolve as a stand-alone Plan.

C. Infill Development

While not specifically discussed in the Comprehensive Plan meetings, it should be noted that there are nine areas in the City outside RidgeGate that are zoned for future development (see the infill map in the Appendix). With the exception of the approximately 40-acre Furniture Row property located north of Park Meadows Drive and west of Yosemite Street, these properties are relatively small.

Comments: The Comprehensive Plan supports the development of these properties. The principles, goals, objectives and policies of the Plan will guide development decisions for these areas. An existing Comprehensive Plan policy is intended to ensure compatibility with existing development: “Ensure infill development is harmonious with existing neighborhood characteristics in terms of quality and architectural character.”

Recommendation:

- No amendments to the Plan related to infill development are recommended.

D. Redevelopment

Through their review of land use projects and participation in the Entertainment District Revisioning process, the Planning Commission is uniquely aware of the issues surrounding redevelopment of properties in the City. Although Lone Tree is a relatively young City, there are several commercial developments built prior to the City's incorporation in 1995 that are beginning to age and experience vacancies or have reuse potential. Even some newer properties built after incorporation, like the Treo building, have had a relatively short life span and are in need of redevelopment. Residential redevelopment is less of an issue, as housing throughout Lone Tree is relatively new and in good condition. The oldest housing stock in the City, The Charter, is only 32-years old (developed under Douglas County's jurisdiction prior to incorporation).

Comments: The Comprehensive Plan does not address redevelopment opportunities in the City, yet the principles, goals, objectives and policies would serve as the basis for any redevelopment activity. Planning staff has seen an increase in remodels, reuse and redevelopment in the City in the last few years. This is an issue that will only continue as the City's commercial and residential areas age, and if the City annexes other existing development areas. Establishing goals and policies regarding redevelopment is recommended to address the issue more specifically and proactively.

Recommendations:

- Seek policy direction from the Council regarding redevelopment issues, including conversion of commercially-zoned areas to residential; trends in zoning and land use that may impact rezoning decisions; incentives to foster redevelopment, etc.
- Add language in the Plan, where appropriate, to form the basis for decisions regarding redevelopment, including goals, policies, and strategies.
- Work closely with the City's Economic Development Director to ensure that the Comprehensive Plan is aligned with other plans and initiatives, and that the Plan lends support to those efforts.

E. Transportation Infrastructure

Public Works Director, John Cotten, gave a presentation on various transportation improvement projects in the City, including the 1-25 Lane Balancing Project, C-470 widening, southeast light rail extension, the pedestrian bridge over Lincoln Avenue, the circulator shuttle program, County Line Road interchange improvements, and the widening of RidgeGate Parkway east of I-25.

Senior Planner, Jennifer Drybread, gave a presentation on Complete Streets, a relatively new term that calls for multi-modal infrastructure to accommodate users of all ages and abilities. Complete Streets was not an established concept when the City incorporated. Most communities outside RidgeGate were designed with sidewalks and wide streets to accommodate the automobile.

As previously described in the section about RidgeGate, a Complete Streets study is currently underway and is expected to be completed by the end of this year. It is possible that the results of this study, called the “Citywide Complete Streets Plan” will provide specific recommendations and proposed standards for accommodating bicycle and pedestrians in a safer and more comprehensive manner.

Comments:

The Comprehensive Plan advocates an efficient, safe and pleasing multi-modal transportation network in partnership with other communities, while minimizing environmental and community impacts. While there is a Transportation Section within the Plan, it is not intended as a Transportation Plan.

It is possible that the outcome of the Citywide Complete Streets Plan mentioned above may provide the foundation for new Comprehensive Plan objectives and policies that could be applied in RidgeGate and elsewhere in the City.

Recommendations:

- Consult with the Public Works Director and Council to determine if a citywide Transportation Study is desired, or, if more specific or amended goals and policies in the Comprehensive Plan are advised to address the future transportation priorities and major projects in the City.
- Add language in the Plan, where appropriate, to support and guide efforts to promote a safe, walkable and bike-friendly community.
- Participate in the Complete Streets study, expected to be completed by the end of 2014. It is possible that the recommendations from that study could then be integrated into more specific strategies and policy directives that could be incorporated into the Plan, or evolve as a stand-alone Plan.

F. Demographic Trends

Planning for an Aging Population. A presentation was made by DRCOG staff Jayla Sanchez-Warren and Brad Calvert regarding the necessity to plan for an aging population, particularly given Lone Tree’s 333% growth rate in the 65+ age group between 2000 and 2010. While the senior population in Lone Tree only accounts for 8% of the total population, this cohort will continue to increase as the Baby Boomers (born 1946-1964) age in the coming decades. Mr. Calvert explained that the City could consider completing the “Boomer Bond Assessment Tool,” developed by DRCOG in cooperation with local governments and other entities, to assess how to plan for this growing population.

Comments: While the City’s Comprehensive Plan anticipates the need for “senior-friendly housing” in Lone Tree, it does not address mobility and access for seniors; design features for gathering spaces, community spaces and facilities; or support services. The Boomer Bond Assessment Tool looks at these issues as well and is designed to be conducted by representatives from various local government departments and entities, the results of which could point to

policies and implementation strategies that could be included in the City's Comprehensive Plan. While this may be a worthwhile exercise, it should be noted that this 52-page assessment would require an estimated two-month commitment by the entities involved to complete the assessment. .

Recommendations:

- Seek direction from the City Council as to whether they would like staff to pursue completion of the Boomer Bond Assessment Tool. If so, complete the tool and report back to Council with recommendations for language in the Comprehensive Plan to address the desired outcomes.
- If the Assessment Tool is not used, seek input and direction from other sources to develop language in the Plan to address the aging issues currently not covered in the Plan. This effort could engage the Living and Aging Well group in Lone Tree, as well as the Douglas County Senior Initiatives Survey results.

Planning for the Generation Y (Gen Y) Population. A presentation was made by Lone Tree Senior Planner, Jennifer Drybread, regarding this demographic (born approximately between 1978 and 1995) and accounting for one-quarter of the nation's population (now a larger cohort nationally than the Baby Boomers). Research shows that Gen-Yers are also looking for small, affordable single-family detached housing (just like Baby Boomers looking to down size). They also have a stronger interest in multi-family housing than do other population groups. Like Baby Boomers, surveys also indicate that Gen-Yers are looking for walkable communities. Additionally, Gen-Yers are interested in diverse neighborhoods with diversity in households (singles, couples, and families), different housing types and styles, and a diversity of ethnic races and backgrounds. Research indicates that some Gen-Yers prefer to rent than own certain goods and have a high propensity to shop on line for some products. Such spending practices by Gen Y and other cohorts have already had an effect with in-store book sales and electronics. This growing age cohort will drive demand for housing, entertainment, employment and retail for years to come.

Comments: While the City has a mix of housing types (single-family detached, townhome, condo, apartment), single-family detached housing at the lower price points does not exist in Lone Tree at present. Apartment rental rates are also high in the City, ranging from \$910-\$2,460 per month. The Comprehensive Plan has policies that support a "variety of housing types and affordability ranges." Also, the RidgeGate PDD requires a Primary Housing Study to be conducted within 18 months of the first residential development east of I-25 to begin to address the need for workers making between \$10 and \$20 per hour (as such wages may have existed in the year 2000 and as may be adjusted for inflation).

Regarding the preference for walkable communities by Gen-Yers, the "Citywide Complete Streets Plan" due out the end of this year will have recommendations for enhancing pedestrian movement Citywide by year's end that could rise to policy level or implementation strategies in a Comprehensive Plan update.

Recommendation:

- No Plan changes are necessary to address this demographic group as existing policies are in place. Housing and walkability studies are underway or will be in the future.

G. Regional Planning Efforts

A presentation was made by Deputy City Manager, Steve Hebert, about the Denver Regional Council of Governments (DRCOG) Metro Vision and the Mile High Compact. Metro Vision directs but does not mandate growth and development decisions. It works across jurisdictional boundaries to "... integrate regional growth and development, transportation and environmental management into one comprehensive planning framework." The City of Lone Tree is a signatory to the Mile High Compact, as are 46 other communities in the Metro Area. Being a member of the Mile High Compact is a statement that signatories affirm their commitment to the ideals of Metro Vision.

Comments: The City's Comprehensive Plan recognizes and supports regional planning efforts, including DRCOG's Metro Vision and the Mile High Compact. However, the City's Comprehensive Plan refers to the 2030 Metro Vision Plan. This information is dated as DRCOG has updated the Plan to a 2035 Metro Vision Plan and is working on a 2040 Metro Vision Plan.

Recommendations:

- Update the Plan to recognize the 2035 Metro Vision Plan.
- Acknowledge DRCOG's recognition of "urban corridors" in the Plan, and Lone Tree's part in that designation.

H. Land Use - Retail, Office, Medical and Housing

Retail. Pamela Kelly, Senior General Manager for Park Meadows Mall, gave a presentation to the Planning Commission, emphasizing the mall's good location and demographics, timeless architecture, and other factors leading to its success. She defined what she believes to be a healthy community: comprehensive housing for retail workers; economic development; and, planning and building (with a development process that is quick, clear, efficient and cost effective). She noted that even with online shopping increasing, there will always be an interest for shoppers having that "experiential opportunity" that online retailers cannot offer. Ms. Kelly feels that good access in and out of the mall is paramount, and it is good to adapt the mall physically when necessary, citing the development of The Vistas.

Office/Economic Development. Mike Fitzgerald, President and CEO of Denver South Economic Development Partnership (DSEDP), provided an overview on DSEDP. He said they work on transportation improvements and economic

development, focusing their attention on business retention and listening to the needs of businesses. They coordinate closely with area governments and private entities. Mr. Fitzgerald stated that the region has a high-quality workforce. Their surveys of the work force age 25-45 found that workers are highly educated; like to live in areas where they can walk to light rail; like multifamily development; want to live in mixed-use communities; and may not own a car. He added that Lone Tree is at the epicenter of development in this region.

Medical. Two articles from *UrbanLand*, an online magazine of the Urban Land Institute were distributed to the Planning Commission on the future of medical relative to land use. The articles include interviews with key leaders in the healthcare and real estate industry. They assert that with a combination of the Affordable Care Act bringing more people into the health care system, combined with the aging Baby Boomers, and interest by major financial investment groups to invest in health care, that medical will continue to expand in the future. Mergers and acquisitions will continue by medical providers to help offset rising costs and risk. They report that health care systems are looking for "...affluent demographics, locations with high foot traffic, and prominent sites that help a system establish a strong brand."

Comments: Planning Commissioner Herb Steele has referred to retail, financial/office and medical as the "three legs of the stool" when it comes to burgeoning nonresidential development in Lone Tree. He recommends that the City also work to attract technology companies that serve residents and businesses, as well as attracting higher education facilities to provide a more diverse economy. The Comprehensive Plan currently states that the City should, "...avoid imbalances in the economic base to the point where any one economic sector dominates, because if that sector were to falter, it may severely impact the local economy." At present the City has a relatively diverse economy, though it is heavily reliant on retail sales for revenue (as the City does not have a property tax). That reliance on retail may create problems in the future if the growing trend of online shopping continues and local tax revenues are reduced. Other demographic trends may also negatively impact traditional retail sales and local tax revenue. The Comprehensive Plan could provide the Council with an opportunity to analyze this issue in broad, long-range terms and serve as the foundation for additional studies, initiatives, etc.

Recommendation:

Continue discussions among the Planning Commission, Council and staff about the various on-going efforts regarding economic development strategies and long term fiscal analysis.

I. Housing

Affordable Housing. Diane Leavesley, Executive Director for the Douglas County Housing Partnership spoke on the need for affordable housing in Lone Tree. She spoke about the programs that the Partnership have established including debt and

loan counseling, affordable housing projects, and down payment assistance. Ms. Leavesley described the benefits of affordable housing including job creation (during construction); reduced likelihood of foreclosure due to appropriate loans and budgeting; attraction and retention of employees; reduced traffic congestion and attraction of business who say the ability of their work force to live nearby is an important factor in their site selection. She added that affordable housing reduces traffic congestion and air pollution (as people can live in proximity to their work).

Comments: The existing Comprehensive Plan advocates integrating affordable housing in Lone Tree. The Plan notes that such development is important from an economic development perspective, as “employers often consider the availability of the work force when choosing to locate in a region.” Also, there is a commitment to develop a plan for “primary” housing in RidgeGate east of I-25 within 18 months of the first residential plat in that area. Primary housing is defined in the RidgeGate PDD as applying to those workers making between \$10 and \$20 per hour or annual salaries of \$21,000-\$41,000, as such wages existed in the year 2000 and as may be adjusted for inflation.

Recommendations:

- There are no recommended changes to the Comprehensive Plan with regard to affordable housing as it is currently addressed and a plan will be prepared for RidgeGate within 18 months of the first residential plat east of I-25.
- Staff recommends that the City consult the existing Comprehensive Plan policies in the review of development proposals to ensure that there is a balance achieved between the costs for high end design and materials and the effect on housing prices.

J. Community Services – Water and Waste Water

The Planning Commission was given a presentation and a tour on June 10th by Ron Redd, District Manager of the Parker Water and Sanitation District. Mr. Redd talked about the District’s capacity to provide water and wastewater treatment to land east of I-25 in RidgeGate, and also to that area on top of the bluffs west of I-25 in RidgeGate. (The RidgeGate West Village, excluding the bluffs) is provided water and wastewater treatment through Southgate Water and Sanitation District, through their contract with Denver Water.)

The Parker Water and Sanitation District will rely on a variety of water resources to provide service in Lone Tree in these areas, including groundwater, alluvial waters on Cherry Creek, and through future contracts with other providers. There is more than adequate capacity in the District’s new Reueter-Hess reservoir and a new water treatment plant is under construction near the reservoir.

Comments: The current Comprehensive Plan requires that development in Lone Tree must be served by central water and sewer services. It supports efforts to ensure a “permanent, renewable, and reliable potable water supply and adequate sanitation system,” and supports measures to ensure there is adequate

capacity to meet the City's growth projections. The Plan also supports measures to conserve water.

Recommendation:

- No changes are recommended to this Section of the Plan.

II. Summary of “visioning” discussion:

At the June 24th Planning Commission meeting, Ms. Jennifer Drybread led a discussion of the City’s vision, goals and objectives as stated in the existing Comprehensive Plan, and reviewed the Urban Growth Area map. She asked the Planning Commission for feedback on what they perceive to be their ideal vision for the City. The following are excerpts from the meeting minutes and subsequent discussions, grouped by subject (note: most of these are *not* specifically addressed in the existing Plan’s goals, objectives and policies, and could be considered as part of a Plan update):

Land Use:

- Provide for balanced growth (residential, commercial, recreation, etc.), to provide residents a live/work/play environment (not a bedroom community).
- Provide for variety in Lone Tree through housing choices, a range of services, activities, architecture, employment, etc.
- Foster “neighborhoods” within the City that have their own unique identity and are interwoven within the larger City.
- Encourage a broad range of housing, including affordable housing, particularly for first-time buyers, seniors and work-force housing.
- Develop as a complete, multi-faceted City, where the City has all the things you want for multiple generations, such as recreation, commercial, housing.
- Support measures that enable residents to “age in place” (remain in Lone Tree as they age) by ensuring needed services, facilities, housing, etc.
- Promote Lone Tree as a special place that feels different than other communities (branding is important and can be achieved through attractive medians, brick walls, signage, etc.). Community identity vs corporate identity.
- Create destinations for people to walk *to*, including vibrant gathering spaces and a variety of businesses, restaurants, shops, galleries, etc.
- Provide for amenities in gathering spaces, including benches, fountains, and public art with attention given to providing year-round activities.
- Foster the development of places to go to after a show at the Arts Center (have some reason for people to stay).
- Foster places with a vibrant street scene, with such activities as festivals and other events. (There was some discussion that the City has no downtown atmosphere, such as Louisville, Denver, Golden, Parker – no main street as a place to gather for special events/festivals.)
- Include objectives and policies on redevelopment in Lone Tree, including the Entertainment District.

Environment:

- Encourage a canopy of green in the City, including rooftop gardens.
- Provide tree-lined sidewalks to give people an attractive place to walk year-round.
- Provide for “connection” in the community with sidewalks and trails.
- Encourage connection of areas in Lone Tree east and west of I-25.
- Support and encourage sustainable practices, including solar.
- Encourage quality, iconic architecture in the City (conformity breeds mediocrity).
- Encourage measures which provide a sense of security to our residents (police, lighting, nighttime activities, etc.)
- Outlaw the use of drones in the natural environment (concern for wildlife, and also how it may impact your experience on the trails).
- Expand images in this Chapter to address both the “natural” and “built” aspects of the environment.

Economic Development:

- Support measures that are business-friendly.
- Encourage high-tech, state of the art development (progressive thinking). Examples of this include fiber optic communications in RidgeGate.
- Encourage a variety of unique stores and businesses in the City (not a community of franchises and chain stores).
- Foster home-grown businesses in the City through incentives and support from economic development groups.
- Encourage businesses to locate here that provide a broad range of services to the City’s residents.
- Support tourism. Study why people come here for vacations, recreation, dining and retail.
- Support businesses that foster nightlife in the City.
- Explore support for small business parks that provide services (not just retail or office), provided they are designed in keeping with the City’s design guidelines. (Note: there is some disagreement among Planning Commissioners about this suggestion, with some Commissioners concerned that small business parks may not be in keeping with the character of Lone Tree. Other Commissioners feel small business parks provide convenience and add to more balance in land uses. Still other Commissioners feel that the point is moot, as the plan for high-density, mixed-use development will raise property values too high to support that type of development.

Transportation

- Support the appropriate use of roundabouts for reducing congestion and for safety. Branding and low-growing vegetation and visibility are also important in roundabouts.
- Support on-street bike lanes (once considered unsafe, now new measures help address that).

VISION STATEMENT

There was some discussion about amending the Vision statement to add the concept of a “balanced” community and as a place to “live, work and play.” Some feel the current statement ignores commercial. There was also some discussion, but no consensus about the placement of the word “safety” in the statement.

GENERAL LAND USE PLAN MAP

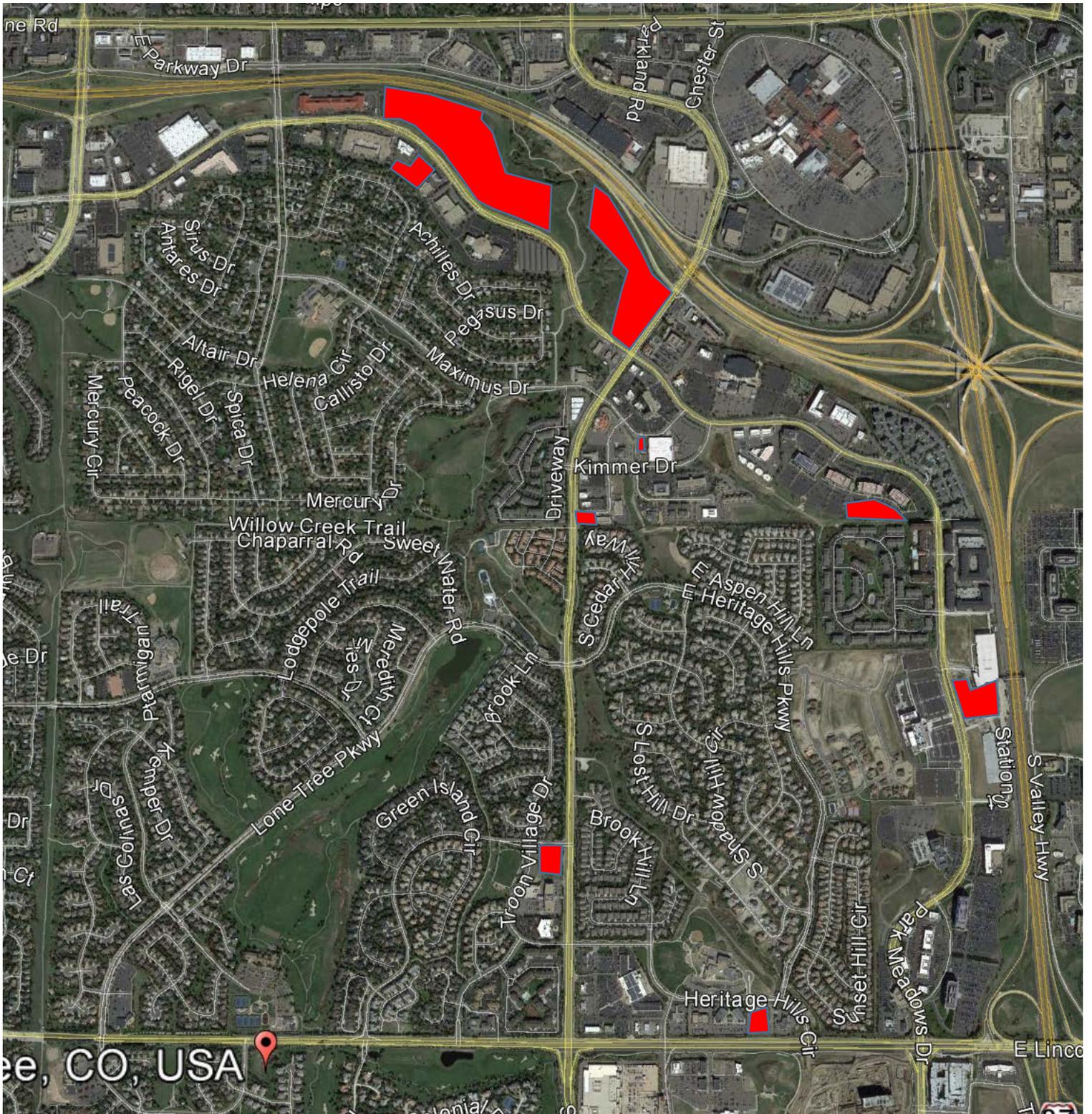
Ms. Drybread presented the City’s General Land Use Map, showing the boundaries of the City’s Urban Growth Area. She commented that the Urban Growth Area extends beyond the City’s incorporated boundaries, and includes areas that the City might consider as possible for annexation in the future. Ms. Drybread elaborated that the City has a compact boundary, which makes it more conducive to providing services, and for emergency response times. The question was asked why Acres Green was not included in the City. Ms. First explained that Acres Green was not within the Park Meadows Metro District boundary, which coincided with the original incorporated City boundary. No changes to the boundary were suggested by the Planning Commission.

III. Minor Recommended Updates and Corrections:

A number of minor changes are recommended to update the Plan narrative and make corrections throughout the document, where warranted, including:

- Updating the reference to the City’s “10-year anniversary” in the Introduction.
- Adding references to the new Lone Tree Arts Center in key places in the document (the current Plan refers to supporting *plans* for a new arts center).
- Updating information on Schweiger Ranch (the current Plan supports efforts to renovate the Ranch, a process that is nearing completion)
- Updating references to Metro Vision 2030 (Metro Vision 2035 plan is currently in place and will be updated to the Metro Vision 2040 plan in the near future).
- Revising a policy which encourages local businesses to use the City logo (it has become City practice to only use the City’s logo for governmental purposes).
- Revising the policy for replacing dead trees with “a new planting of similar size and species” (it is no longer standard practice to replace large caliper trees with similar sized trees, as larger trees struggle to survive and often grow slower once established than smaller caliper trees. The current requirement is to replace the tree to the “minimum plant size for initial planting.”)
- Deleting the reference in the Environmental section to encouraging construction using the Built Green standards, as the program no longer exists.
- Updating the Fire Protection narrative, as there is only one Fire Protection District serving Lone Tree now, not two. South Metro Fire District and Parker Fire Protection District merged into South Metro Fire Rescue Authority.
- Updating the Library section narrative as there are no longer plans for a “joint-use” facility (by the time the Plan is updated there may be more fixed plans on a new library.
- Updating the reference to the Southeast Business Partnership (now called Denver South Economic Development Partnership).
- Updating the healthcare section to address additional major healthcare facilities now in Lone Tree including Kaiser and University Colorado Hospital (at present the Plan only mentions the Sky Ridge Medical Center).
- Updating reference to the “future” RidgeGate interchange, as it is now constructed.
- Updating information about the extension of the Light Rail and expanding on plans for the three light rail stops.
- Replacing the population forecasts in the Appendix with a population snapshot that can be updated each year.
- Updating photographs where warranted (e.g. the photo showing land “available for development” in RidgeGate by Sky Ridge Medical Center has much more development on it than when the photograph was taken).
- Deleting references to the “Public Landscape Design and Maintenance Guidelines” as these guidelines are no longer used by Public Works.
- Deleting the narrative on the City’s Improvement Grant Program (program no longer exists).
- Investigating whether policing by bicycle is still practiced and update accordingly.

APPENDIX



Infill Properties in Lone Tree Outside RidgeGate

July 2014