



City of Lone Tree Planning Commission Agenda Tuesday, June 9, 2015

Meeting Location:
Meeting Procedure:

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

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 May 26, 2015 Planning Commission meeting
5. RidgeGate East Filing 1, Final Plat, Project SB15-34R
6. City of Lone Tree Comprehensive Plan Update, Project MI14-07
7. Adjournment

**MINUTES OF THE
Lone Tree Planning Commission Meeting
May 26, 2015**

Lone Tree Civic Center

1. Attendance

In attendance were:

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

Absent:

Rhonda Carlson, Planning Commissioner

Also in attendance from City staff were:

Kelly First, Community Development Director
Jennifer Drybread, Senior Planner
Hans Friedel, Planner II

2. 5:00 p.m. Presubmittal Site Visit Agenda

The Commissioners and planning staff conducted a presubmittal site visit at Tract GG in RidgeGate.

3. Regular Meeting Call to Order

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

4. Conflict of Interest

There were no conflicts of interest stated.

5. Public Comment

No members of the public provided public comment.

6. Minutes of the April 28, 2015 Planning Commission Meeting

Commissioner Steele moved, and Commissioner Kline seconded, to approve the minutes of the April 28, 2015 meeting.

7. Presubmittal presentation of Tract GG in RidgeGate by the applicant, Lisa Evans of Century Communities

Ms. Drybread introduced the prospective applicant, Ms. Evans of Century Communities. Ms. Evans explained that they were before the Commission to provide a history and progression of the site prior to a formal hearing. The Tract GG site plan originally had 85 single-family residential lots and did not preserve the drainage channel. Saving the channel, as opposed to over-lot grading as was originally planned, required a detailed slope analysis and resulted in a reduction in lots from the original 85 to 70. She stated that they did not arrive at the current iteration easily – there was a lot of work going into it. The goal was an enclave community with expansive views. They would try to minimize the impact on native vegetation.

Ms. Evans said there were also more vehicular crossings and connections prior to the current iteration (fifth submittal). The most current iteration features a pedestrian crossing, primary amenity area, and a landscaped entrance. She also emphasized the pedestrian connections inherent in the site plan. Cabela Drive is shown terminating in an emergency vehicle access that wraps around Tract GG to the south and west. In the future, as more rural, estate lots are developed further up the bluffs, Cabela Drive will serve as their primary access. The drainage does fill-up in storm events, and therefore is not a place for recreation.

Chair Sippel inquired as to the location of the central amenity area. Ms. Evans stated that it was intended to have a pool and outdoor seating area.

Commissioner Dodgen inquired if the roofs would be higher than those at Montecito. Ms. Evans responded that the roofs would be higher. In terms of their relationship to the homes in Montecito, they would be up to 100 feet higher at the south end of the project. The lots right next to Montecito would be about 20 feet higher. However, the differential between the top of the homes and the bluffs would be similar.

Commissioner Kirchner asked how much higher the homes on the northeast end of the site would be compared to Montecito, especially lots 25 and 26. Todd Johnson, the project engineer, stated they would be approximately 60-feet higher.

Ms. Evans continued that they created a subarea plan, which among other things, promotes one story homes in higher areas, etc. Commissioner Kirchner expressed concern about “builder’s discretion” with regard to the height

stipulations. He inquired about the potential effects of the site, post approval, being sold to a different builder. He inquired as to whether the subarea plan would be binding. Ms. Evans stated that they would be guidelines to work towards, but not necessarily restrictions.

Commissioner Steele inquired about the average lot size in comparison to Montecito. Ms. Evans stated that all of the lots are larger than Montecito. Commissioner Steele continued that in Montecito there was rock between the homes, a Ms. Evans stated that they do not have typical lots due to the topography. Houses would have various orientations and private spaces within their own lots – creating a nestled effect. In terms of specific landscaping and fencing between lots, those were not yet determined.

Ms. Evans introduced Paul Brady, the project architect. Mr. Brady showed various mass and bulk renderings to give an overview of the buildings and discussed the lot geometry. The houses would have varying roof planes. The intent is to have natural materials that would fit into the landscape, yet offer a contemporary edge. He explained that the houses would have asymmetric, minimum side setbacks of 3 feet on the upslope side and 9 feet on the downslope side. This off-centered alignment he felt, handled drainage in a better way than running down the center line between parcels. Mr. Brady furthered that average lot size was over 10,000 sf. They were working to have bulk planes where each floor or mass would step back on the rear – responding to grade. The “twist” in architecture breaks up parallel wall planes, creating interesting “ins” and “outs.”

Commissioner Kirchner, furthering Commissioner Steele’s earlier inquiry, asked if it would be all rock between houses or if there was room for vegetation. Mr. Brady stated that there would be room for 2 feet of vegetation due to the fire code requirement that vegetation be five feet from houses. Commissioner Kirchner expressed further concern that the height of the cluster of buildings immediately to the north of the drainage channel would appear to be three-stories tall from the hiking trails.

Commissioner Steele inquired about the number, height, and materials of retaining walls. Todd Johnson responded that there was about 100 feet of topography rising up the bluffs from along the drainage feature (from north to south). They sought to push the walls out to the drainage way so that the lots did not feel like a canyon. The retaining walls will range from 8 feet up to 10-15 feet in height; however, they would be tiered. There would not be a single-faced, 25-foot wall. Materials had not been chosen yet for the walls. He stated that there might be some vegetation between the terraces. Commissioner Steele expressed support for planting in the tiers between the retaining walls.

Commissioner Steele inquired about any consultation with the Colorado Department of Wildlife. Ms. Evans explained that they contracted a full wildlife

assessments and study. She responded that there are no endangered species living on the property. Consultants informed them that their development would not have adverse impacts on native vegetation and wildlife.

Commissioner Kirchner inquired about that connection to Montecito. Ms. Evans stated that it would offer emergency vehicle and pedestrian access only. There are a variety of methods for accomplishing this, including knock-down bollards. It was not her intent to see it barricaded with chains and/or a gate.

Mr. Brady presented slides showing general building massing and forms; but not detailed architectural renderings – the detail work would happen later. The subarea plan would have specific restrictions for some lots. Ms. First added that the subarea plan would be subject to Planning Commission review and City Council approval but not recorded. Mr. Brady said the highest lots (19 and 25) would be designated as 1- or 1.5- story houses. Similarly, lots on the ends of rows would help massing taper into the site contours by being lower houses.

Mr. Brady indicated the roads traverse 100 feet of elevation from one end of the tract to the other, and there is about 3' of grade between houses. The lots are designed in such a way to work with the contours of the land and mitigate against the slope. There would be stepped floors, and steps going into casitas. The houses would work with the slope offering sunken and raised areas. Patios in the rear would be on the uphill portion of the houses. Also three of the five models will not feature front-loaded garages, helping to work with grade and add streetscape diversity.

Commissioner Kirchner expressed concern that the 1.5-story houses appeared like 2-story house. The applicant stated that the bulk of the second story was reduced – these would be main floor masters, but have 2-3 bedrooms upstairs. It would be 2/3rds down, 1/3 up type layout.

Commissioner Dodgen asked about the range of housing sizes from smallest to largest. The applicant responded that they would vary roughly between 2,000square feet and 4000 square feet in size.

Commissioner Kline asked about the exterior architecture of the homes especially the side and rear facades facing the trail. Mr. Brady stated that the goal was for four-sided architecture.

Commissioner Kirchner stated that there is a substantial amount of erosion on the eastern portion of the site and inquired how this would be handled. The engineer stated that areas eroding today would require stabilization and retention integration – for example, pushing back a 2:1 grade slope with 4:1 slope utilizing retention walls.

Commissioner Steele asked about how the site sheds water from the higher elevations into the channel. The project engineer replied that they would be looking to slow down the water on the south end of the project, hold it back, and release it at a slower rate – holding water at the crossings. Water being released over time rather than all at once would have the added benefit of helping to preserve and stabilize the channel while controlling drainage. He said there is a system up on top of the retaining wall of Montecito today that captures water so it does not sheet flow over the retaining walls.

Ms. Evans added that though portions of lots 1 and 2 have portions outside of the Southgate Water District boundary, these lot portions did not contain landscaped elements requiring irrigation and were driveways.

Ms. Evans concluded by thanking the Commission for their time.

8. Adjournment

Commissioner Dodgen moved, and Commission Steele seconded, to adjourn the meeting at 7:30 pm.



STAFF REPORT

TO: Lone Tree Planning Commission
FROM: Kelly First, Community Development Director
DATE: June 2, 2015
FOR: June 9, 2015 Planning Commission Meeting
SUBJECT: RidgeGate East Filing 1
Final Plat Project SB15-34R

Owner:
RidgeGate Investments, Inc.
1041 Third Avenue
New York, NY 10021

Representative:
Darryl Jones
10270 Commonwealth Street
Lone Tree, CO 80124

Planning Commission Meeting Date:
City Council Meeting Date:

June 9, 2015
June 16, 2015

A. REQUEST:

Final Plat approval to subdivide 34.34 acres into 5 lots and road right-of-way associated with the Regional Transportation District (RTD) Southeast Rail Extension RidgeGate Station. This plat will create legal lots for conveyance to RTD as well as right-of-way that will be dedicated to the City of Lone Tree.

B. LOCATION:

The property is located in RidgeGate, southeast of I-25 and RidgeGate Parkway.

C. DESCRIPTION:

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 transportation services and the types of transit-oriented development contemplated for this property.

Plat Overview: The final plat subdivides 34.34 acres into 5 lots and road right-of-way in association with the future light rail alignment, station and surrounding area. Lots 1 and 3 would be conveyed to RTD. Lots 2, 4, and 5 would be retained by RidgeGate Investments, Inc. for future development.

A conceptual development plan is attached for informational purposes only and is subject to change. Should the final development plan result in the need to adjust lots or right of way, a replat would be filed with the City for approval. Future development will be subject to approval of a Subarea Plan and Site Improvement Plan.

D. SERVICE PROVIDERS:

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

E. REFERRALS:

The final plat was sent on referral to applicable review agencies, who responded with no comment, or comments of a technical nature that have been, or will be addressed prior to final approval by the Public Works Department.

F. STAFF FINDINGS AND RECOMMENDATION:

Staff finds that the application is in conformance with Article V of the Subdivision Code, Chapter 16 of the Zoning Code, the Comprehensive Plan, and the RidgeGate PDD.

Staff recommends that the Planning Commission recommend approval of the final plat, subject to final approval by the City Public Works Department, prior to recordation.

END

RIDGEGATE EAST FILING NO. 1

RTD Plat Narrative

RidgeGate East Filing No. 1 is proposed to subdivide property and dedicate Right-of-Way (ROW) to the City of Lone Tree while also defining parcels that will be conveyed to the Regional Transportation District (RTD) for their South East Rail Extension (SERE) project. Lots to be conveyed to RTD include Lots 1 and 3 and will be done so via separate document. The remaining Lots 2, 4, and 5 will be retained and maintained by RidgeGate Investments, Inc. (Owner) for future development.

Future entitlement and development efforts on Owner's Lots 2, 4, and 5 may include future ROW dedications to the City of Lone Tree, which will reduce the sizes of the lots somewhat

No public or private improvements are proposed with this Plat. Its sole purpose is to subdivide property, to define those Lots to be conveyed to RTD, those to be retained by the Owner, and that ROW to be dedicated to the City of Lone Tree at the current time.

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

PROJECT NAME: RidgeGate EAST FTI 1 ◆ OFFICE USE ONLY ◆
REQUEST: Final Plat SERE

PROJECT FILE # SB15-34R

SITE LOCATION: RidgeGate East Filing No. 1
(Nearest Intersections) RidgeGate Parkway and Havana Street

OWNER:

Name: RidgeGate Investments, Inc.
Address: 1041 Third Avenue
New York, NY. 10021
Phone: 212-752-6164 FAX: 212-752-5407

DATE SUBMITTED: 4/21-15

FEES: _____

(Engineering fees are not included)

AUTHORIZED REPRESENTATIVE:

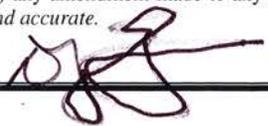
Name: Darryl Jones Fax:
Address: 10270 Commonwealth Street Email:
Lone Tree, CO. 80124
Phone: 303-256-5778 Business/Project Name: RidgeGate/Coventry Development Corporation

LEGAL DESCRIPTION (site address):

PROJECT INFORMATION:

Subdivision Name: RidgeGate East	Filing #: 1	Lot # (if appropriate):	Block #:
Planning Area # (if PD)			
PRESENT ZONING: Commercial/Mixed Use	(When rezoning) – PROPOSED ZONING		
GROSS ACREAGE: 34.335	# of units (residential)		
	Unit type:		
FIRE DISTRICT: South Metro Fire and Rescue	METRO DIST: Rampart Range Metropolitan District		
WATER: Parker Water District	ELEC: Xcel Energy		
SEWER: Parker Sanitation District	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: 4/16/15



CITY OF LONE TREE
Community Development Department

REFERRAL REQUEST

Today's date: May 1, 2015

<p>Project Name and File Number: RidgeGate East Fil 1</p> <p>Project Type: Final Plat</p> <p>Comments Due By: May 26th</p> <p>If you are unable to respond by the due date, please contact the project planner</p>

Dear Referral Organization:

Information on the above referenced proposal in the City of Lone Tree is provided for your review and comment. Please submit your response no later than the due date to ensure adequate time to consider comments and enter them into the public record.

If you have difficulty viewing or understanding any of the information or have questions, please contact me at 303-708-1818. Printed materials and extra sets of materials are available upon request. Plans may also be viewed at the City offices from 8am-5pm.

We have no comments regarding this proposal

Please note the following concerns this organization has:

See attached letter for comments regarding this proposal

Organization Name: Lone Tree Public Works

Your name: Michael C. Cregger

Your signature: Michael C. Cregger Date: 5/26/15

This project may be subject to public meetings. Please check the City's web site (www.cityoflonetree.com) for posted agendas or contact this office.

Thank you for your consideration.


Kelly First
CD Director

PLEASE RETURN THIS PAGE AND ANY COMMENTS TO:

City of Lone Tree Community Development Dept.
9220 Kimmer Drive Suite 100
Lone Tree, CO 80124
Ph: 303-708-1818
Fx: 303-225-4949
kelly.first@cityoflonetree.com



CITY OF LONE TREE

Public Works Department

9222 Teddy Lane
Lone Tree, CO 80124
(303) 662-8112 Fax: (303) 792-9489

May 26, 2015

Kelly First
City of Lone Tree Community Development Dept.
9220 Kimmer Drive, Suite 100
Lone Tree, CO 80124

Via: e-mail

Re: Ridgeway East Filing No. 1 (SB15-34R)
TTG Proj. No. 061-408

Dear Ms. First,

On behalf of the City of Lone Tree, we have completed our review of the Subdivision Plat referenced above and have the following comments for the applicant (note: any references to Articles and Sections refer to the City of Lone Tree Subdivision Regulations):

General

- 1) It's my understanding that the Engineering Review Fees that would normally be \$7,500.00 for a subdivision plat of this size (see attached schedule), are being waived for this review as part of the City's matching funds towards the Southeast Light Rail Extension.

Sheet 1

- 2) Please add the appropriate Planning Area information to the title. [Article V, Section 17-5-60 (3)]
- 3) Under the Dedication Statement, more specifically, in the Notary Public block under the owner's signature, please add a space for the name of and: "Secretary of Ridgeway Investments, Inc.". Also add: "Witness My Hand and Official Seal" in the appropriate place. [Article VIII Section 17-8-40]
- 4) Under the Title Verification, more specifically, in the Notary Public block, please add: "Witness My Hand and Official Seal" in the appropriate place.
- 5) Under the City Council approval, in the second line of the third paragraph, please remove: "Well Permit or Sewage Disposal Permit can or". [Article VIII Section 17-8-70 (1)]

- 6) FYI: "Hereon" is misspelled in the third line of the Surveyor's Certificate, please correct.

Sheet 2

- 7) Please remove the label: "Ridgegate Section 23 – Filing No. 1" and the Area information in the middle of Lot 2.
- 8) In Lot 4, along the Southerly boundary, please add the arc length from the point of curvature (PC) to the Southwest corner of the Temporary Easement Rec. No. 2006095674 to be able to "tie" it's location to the boundary. [Article V, Section 17-5-60 (11)]
- 9) Along the Easterly boundary of South Havana Street, please add the limits of the other unplatted parcels and add the ownership names and recording info, (i.e. as shown for the Schweiger Ranch parcel) and label all as: "Unplatted". [Article V, Section 17-5-60 (6)]
- 10) What is the reasoning behind the four different names for the street that circles thru the subdivision? Transit Drive is the name for the majority of the loop, but then at each turn, starting at the North end of the loop, the street changes names at every turn.
- 11) Schedule B – Section 2 of the title commitment listed several easements, rights-of-way, terms, conditions, provisions and/or agreements that I did not find any reference to on the plat. The Exceptions are numbered 8, 9, 11, 13, 19, 21, 36, 38 (what type of temporary easement?), 47, 49, 50 and 51. Please explain. [Article V, Section 17-5-60 (11)]

Please have the applicant address the above comments and submit a full size print reflecting the revisions to my attention at the address on page 1. Feel free to call me with any questions or comments at 303-662-8112.

Respectfully,



Michael C. Cregger, P.L.S.
TTG Engineers, Inc.

cc: Greg Weeks, P.E. – Engineering Dept.

Kelly First

From: Criss Dickhausen <Criss.Dickhausen@southmetro.org>
Sent: Tuesday, May 26, 2015 7:48 AM
To: Kelly First
Subject: RidgeGate East Filing 1 Final Plat

Importance: High

Follow Up Flag: FollowUp
Due By: Tuesday, May 26, 2015 7:53 AM
Flag Status: Flagged

Good morning Kelly! I have reviewed the final plat for the above-referenced project and approve the project as submitted (no comments). Thank you!

CRISS DICKHAUSEN | PLAN REVIEWER
SOUTH METRO FIRE RESCUE AUTHORITY

From: Kelly First [mailto:Kelly.First@cityoflonetree.com]
Sent: Friday, May 01, 2015 3:17 PM
To: AT & T-Thomas Jakse (tjakse@clearwaterconsulting.net); Centennial Airport - (McLain, Chris); Comcast-Scott Moore; DC Assessors - Marianne Woodward; Douglas County (Boyd, Chris); Matt Archer; Parker W & S District- Maleia Good (mgood@pwsd.org); Qwest- Charles Place (Charles.Place@qwest.com); Rampart Range Metro District- Denise Denslow (denise.denslow@cliftoncpa.com); Ron Pinson; Criss Dickhausen; Southeast Public Improvement District- Bob Brooks (Bob.Brooks@CliftonCPA.com); U.S. Post Office - John Douglas; Xcel Energy - Donna George; Greg Weeks; Mike Cregger; John Cotten
Cc: Darryl Jones (djones@coventrydevelopment.com); Hans Friedel
Subject: Lone Tree Referral Request - RidgeGate East Filing 1

Dear Referral Agencies:

We appreciate your review of an application to subdivide property and dedicate right-of-way in association with the RTD South East Rail Extension project.

Summary:

Project Name:	RidgeGate East Filing 1 Final Plat
Project File #:	SB15-34R
Project Summary:	Final Plat for subdivision and dedication of right-of-way associated with the RTD South East Rail Extension project.

Packet Link:

<http://www.cityoflonetree.com/DocumentCenter/View/6393>

Please provide any comments to me by **May 26th** via email response or postal mail at the addresses below. If you would like a hard copy of the review materials or if you would like to request additional review time, please contact me.

Thank you for your time and please feel free to contact me with any questions.



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.571.3306
Facsimile: 303.571.3284
donna.l.george@xcelenergy.com

May 26, 2015

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

Attn: Kelly First

Re: RidgeGate East Filing No. 1, Case # SB15-34R

Public Service Company of Colorado (PSCo) has reviewed the final plat for **RidgeGate East Filing No. 1**. Please be aware PSCo owns and operates existing electric distribution facilities within the subject property. To ensure that adequate utility easements are available within this development and for connectivity, PSCo requests that the following language or plat note be placed on the preliminary and final plats for the subdivision:

A minimum fifteen-foot (15') wide dry utility easement along South Havana Street and minimum ten-foot (10') wide dry utility easements are hereby dedicated on private property adjacent to all public streets, and around the perimeter of each commercial/industrial lot in the subdivision or platted area. These easements are dedicated to the City of Lone Tree for the benefit of the applicable utility providers for the installation, maintenance, and replacement of electric, gas, television, cable, and telecommunications facilities (Dry Utilities). Utility easements shall also be granted within any access easements and private streets in the subdivision. Permanent structures, improvements, objects, buildings, wells, water meters and other objects that may interfere with the utility facilities or use thereof (Interfering Objects) shall not be permitted within said utility easements and the utility providers, as grantees, may remove any Interfering Objects at no cost to such grantees, including, without limitation, vegetation. Public Service Company of Colorado (PSCo) and its successors reserve the right to require additional easements and to require the property owner to grant PSCo an easement on its standard form.

Public Service Company also requests that **all utility easements be depicted graphically on the preliminary and final plats**. While these easements may accommodate certain utilities to be installed in the subdivision, some additional easements may be required as planning and building progresses.

The property owner/developer/contractor must contact the **Builder's Call Line at 1-800-628-2121** and complete the application process for any new gas or electric service or modification to

existing facilities. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details. Additional easements may need to be acquired by separate document for new facilities.

As a safety precaution, PSCo would like to remind the developer to call the **Utility Notification Center at 1-800-922-1987** for utility locates prior to construction.

If you have any questions about this referral response, please contact me at (303) 571-3306.

Donna George
Contract Right-of-Way Referral Processor
Public Service Company of Colorado

Kelly First

From: Dan Avery <DAvery@douglas.co.us>
Sent: Thursday, May 21, 2015 10:10 AM
To: Kelly First
Subject: RidgeGate East Filing 1 Final Plat

Kelly,

Below please find comments from Douglas County. Thank you for the opportunity to review the application.

Addressing Comments:

The street shown on the exhibit with 4 street names should be only one street with the street type/suffix Circle. Streets are not renamed at each curve or bend.

Of the street names shown on the exhibit, Spur and Station cannot be used since they already exist in Douglas County and/or the City of Lone Tree.

If the street name Rail is used, it cannot have the type/suffix of Road since that would be too confusing if the street name Railroad is used elsewhere in the future.

Please resubmit the proposed exhibit for review and street name approval with the requested modifications for the two streets requiring names.

Engineering Comments: No Comments

Planner Comments: No Comments

Dan Avery, AICP | Principal Planner
Douglas County Department of Community Development
Address | 100 Third St., Castle Rock, CO 80104
Direct | 303-814-4332 Main | 303-660-7460
Email | davery@douglas.co.us

RIDGEGATE EAST FILING NO. 1

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 14, AND THE NORTHWEST QUARTER OF SECTION 23,
TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF LONE TREE, COUNTY OF DOUGLAS, STATE OF COLORADO
34.34 ACRES, 5 LOTS AND ROAD RIGHT-OF-WAY
#SB15-34R
FINAL PLAT

PROPERTY DESCRIPTION:

A PARCEL OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 14 AND THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LONE TREE, COUNTY OF DOUGLAS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE ASSUMED AND ARE BASED UPON THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 23, AS BEARING N89°40'20"E BETWEEN THE WEST QUARTER CORNER OF SAID SECTION 23, BEING A FOUND 1-1/2" BRASS CAP, SET IN A 6" DIAMETER CONCRETE POST AND THE CENTER QUARTER CORNER OF SAID SECTION 23 BEING FOUND 6" X 10" STONE WITH A CHISELED + ON THE TOP.

COMMENCING AT SAID WEST QUARTER CORNER OF SECTION 23; THENCE N04°10'06"E A DISTANCE OF 1400.84 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 25 AS SHOWN ON COLORADO DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY PROJECT NO. CC M815-001, SAID POINT BEING THE **POINT OF BEGINNING**; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE THE FOLLOWING SIX (6) COURSES:

1. ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 06°55'20", A RADIUS OF 2966.00 FEET, A CHORD BEARING N02°02'42"E A DISTANCE OF 358.13 FEET, AND AN ARC DISTANCE OF 358.34 FEET;
2. THENCE N03°26'38"E NON-TANGENT WITH THE LAST DESCRIBED CURVE AND TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 164.03 FEET;
3. THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 41°16'00", A RADIUS OF 659.00 FEET, A CHORD BEARING N24°04'38"E A DISTANCE OF 464.44 FEET, AND AN ARC DISTANCE OF 474.64 FEET;
4. THENCE N50°57'56"E NON-TANGENT WITH THE LAST DESCRIBED CURVE AND TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 300.42 FEET;
5. THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 53°33'48", A RADIUS OF 420.00 FEET, A CHORD BEARING N24°11'02"E A DISTANCE OF 378.50 FEET, AND AN ARC DISTANCE OF 392.64 FEET;
6. THENCE N02°35'52"W TANGENT WITH THE LAST DESCRIBED CURVE A DISTANCE OF 130.67 FEET TO THE SOUTHERLY LINE OF THAT SPECIAL WARRANTY DEED AS DESCRIBED AT RECEPTION NO. 2007037635, RECORDED IN THE OFFICE OF THE DOUGLAS COUNTY CLERK AND RECORDER;

THENCE ALONG SAID SOUTHERLY LINE THE FOLLOWING SIX (6) COURSES:

1. N87°24'08"E A DISTANCE OF 20.00 FEET;
 2. THENCE N80°28'20"E A DISTANCE OF 541.71 FEET;
 3. THENCE N87°21'52"E A DISTANCE OF 172.67 FEET;
 4. THENCE S47°39'08"E A DISTANCE OF 47.52 FEET;
 5. THENCE S24°02'46"E A DISTANCE OF 140.24 FEET;
 6. THENCE N87°24'09"E A DISTANCE OF 45.14 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF S. HAVANA STREET AS DESCRIBED IN A CORRECTIVE DEED AT RECEPTION NO. 2007037631 RECORDED IN THE OFFICE OF THE DOUGLAS COUNTY CLERK AND RECORDER;
- THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING FOUR (4) COURSES:
1. S02°35'52"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 81.02 FEET;
 2. THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 64°49'16", A RADIUS OF 1202.00 FEET, A CHORD BEARING S29°48'46"W A DISTANCE OF 1288.50 FEET, AND AN ARC DISTANCE OF 1359.87 FEET;
 3. THENCE S62°13'24"W TANGENT WITH THE LAST AND FOLLOWING DESCRIBED CURVES A DISTANCE OF 534.83 FEET;
 4. THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 22°53'27", A RADIUS OF 898.00 FEET, A CHORD BEARING S50°46'41"W A DISTANCE OF 356.39 FEET, AND AN ARC DISTANCE OF 358.77 FEET TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SAID INTERSTATE HIGHWAY 25;
- THENCE N30°37'37"W ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE, NON-TANGENT WITH THE LAST DESCRIBED CURVE, A DISTANCE OF 142.19 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 34.335 ACRES, MORE OR LESS.

DEDICATION STATEMENT:

THE UNDERSIGNED, BEING ALL THE OWNERS, MORTGAGEES, BENEFICIARIES OF DEEDS OF TRUST AND HOLDERS OF OTHER INTERESTS IN THE LAND DESCRIBED HEREIN, HAVE LAID OUT, SUBDIVIDED AND PLATTED SAID LANDS INTO LOTS, TRACTS, BLOCKS, RIGHTS-OF-WAY AND EASEMENTS AS SHOWN HEREON UNDER THE NAME AND SUBDIVISION OF RIDGEGATE EAST FILING NO. 1. THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY DEDICATED FOR PUBLIC UTILITIES AND CABLE COMMUNICATION SYSTEMS, AND OTHER EASEMENTS ARE HEREBY DEDICATED FOR THE PURPOSES SHOWN HEREON. THE ENTITIES RESPONSIBLE FOR PROVIDING THE SERVICES FOR WHICH THE EASEMENTS ARE ESTABLISHED ARE HEREBY GRANTED THE PERPETUAL RIGHT OF INGRESS AND EGRESS FROM AND TO ADJACENT PROPERTIES FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF UTILITY LINES AND RELATED FACILITIES. THE RIGHTS-OF-WAY SHOWN HEREON ARE DEDICATED AND CONVEYED TO THE CITY OF LONE TREE, COLORADO, IN FEE SIMPLE ABSOLUTE, WITH MARKETABLE TITLE, FOR PUBLIC USES AND PURPOSES. THE SIGNATURE OF ANY REPRESENTATIVE OF ANY PARTNERSHIP OR CORPORATE ENTITY INDICATES THAT ALL REQUIRED PARTNERSHIP OR CORPORATE APPROVALS HAVE BEEN OBTAINED.

SIGNATURE OF OWNER:

RIDGEGATE INVESTMENTS, INC.

BY: _____
ROBERT E. ASSELBERG, PRESIDENT

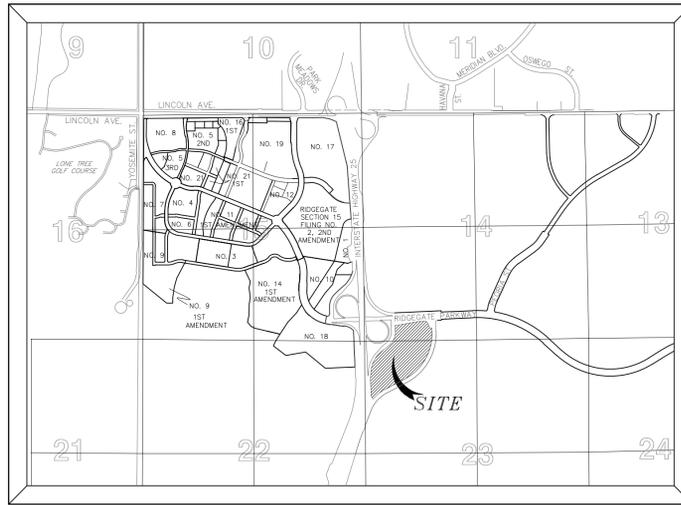
ATTEST: _____

SECRETARY _____

SUBSCRIBED AND SWORN TO BEFORE ME THIS ____ DAY OF _____, 2015, BY ROBERT E. ASSELBERG, PRESIDENT OF RIDGEGATE INVESTMENTS, INC.

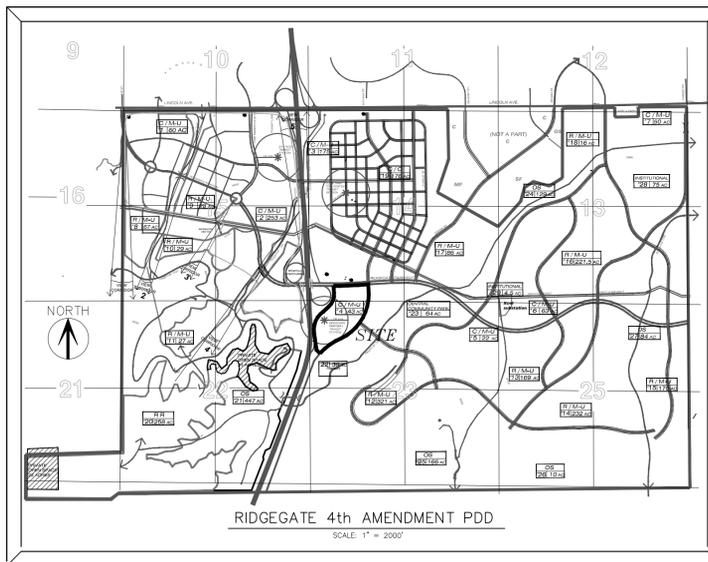
NOTARY PUBLIC _____

MY COMMISSION EXPIRES: _____



VICINITY MAP

SCALE: 1" = 2000'



RIDGEGATE 4th AMENDMENT PDD

SCALE: 1" = 2000'

NOTES:

1. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVERED SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
2. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACTS ANY PUBLIC LAND SURVEY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
3. BEARINGS ARE ASSUMED AND ARE BASED UPON THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 23, AS BEARING N89°40'20"E BETWEEN THE WEST QUARTER CORNER OF SAID SECTION 23, BEING A FOUND 1-1/2" BRASS CAP SET IN A 6" DIAMETER CONCRETE POST AND THE CENTER QUARTER CORNER OF SAID SECTION 23, BEING A FOUND 6" X 10" STONE WITH A CHISELED + ON THE TOP.
4. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY MERRICK & COMPANY TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD. FOR ALL INFORMATION REGARDING EASEMENTS, RIGHT-OF-WAY, AND TITLE OF RECORD MERRICK & COMPANY RELIED UPON COMMITMENT NUMBER 097-C2010606-058-058, PREPARED BY CHICAGO TITLE INSURANCE COMPANY, EFFECTIVE DATE: MARCH 13, 2015 AT 7:00 A.M.
5. THE CITY OF LONE TREE REQUIRES THAT MAINTENANCE ACCESS BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES AND DETENTION BASINS LOCATED ON THEIR LAND UNLESS MODIFIED BY THE SUBDIVIDER'S AGREEMENT. SHOULD THE OWNER FAIL TO ADEQUATELY MAINTAIN SAID FACILITIES, THE CITY OF LONE TREE SHALL HAVE THE RIGHT TO ENTER SAID LAND FOR THE PURPOSES OF OPERATIONS AND MAINTENANCE. ALL SUCH MAINTENANCE COSTS WILL BE ASSESSED TO THE PROPERTY OWNER.
6. LOTS AS PLATTED HEREIN MAY BE REQUIRED TO CONVEY SURFACE DRAINAGE FROM OTHER LOTS IN THIS FILING, IN ACCORDANCE WITH CITY OF LONE TREE REQUIREMENTS AND THE APPROVED DRAINAGE PLAN FOR THIS FILING. NO ALTERATIONS TO THE GRADING OF THE LOTS MAY BE MADE THAT WOULD DISRUPT THE APPROVED DRAINAGE PLAN, WITHOUT PRIOR APPROVAL FROM THE CITY OF LONE TREE. ALL NATURAL AND IMPROVED DRAINAGE WAYS OR DRAINAGE SYSTEMS IN SAID LOTS SHALL BE MAINTAINED BY THE LOT OWNER IN ACCORDANCE WITH CITY OF LONE TREE CRITERIA. SHOULD THE OWNER FAIL TO ADEQUATELY MAINTAIN SAID FACILITIES, THE CITY OF LONE TREE SHALL HAVE THE RIGHT TO ENTER SAID LAND FOR THE PURPOSES OF OPERATIONS AND MAINTENANCE OF THE DRAINAGE WAYS OR DRAINAGE SYSTEMS. ALL SUCH MAINTENANCE COSTS WILL BE ASSESSED TO THE PROPERTY OWNER.
7. THE OWNER/DEVELOPER IS RESPONSIBLE FOR INSTALLATION OF ALL ROADWAY SIGNAGE, INCLUDING NO PARKING/FIRE LANE SIGNAGE, AS REQUIRED BY THE CITY PUBLIC WORKS DEPARTMENT AND FIRE DISTRICT.

TITLE VERIFICATION:

WE, CHICAGO TITLE INSURANCE COMPANY, DO HEREBY CERTIFY THAT WE HAVE EXAMINED THE TITLE OF ALL LAND PLATTED HEREON AND THAT TITLE TO SUCH LAND IS IN THE DEDICATOR(S) FREE AND CLEAR OF ALL LIENS, TAXES AND ENCUMBRANCES, EXCEPT AS FOLLOWS:

BY: _____

TITLE: _____

DATE: _____

SUBSCRIBED AND SWORN TO BEFORE ME THIS ____ DAY OF _____, 2015,

BY: _____ TITLE _____ OF CHICAGO TITLE INSURANCE COMPANY

NOTARY PUBLIC _____

MY COMMISSION EXPIRES: _____

CITY COUNCIL:

THIS PLAT WAS APPROVED FOR FILING BY THE CITY COUNCIL OF THE CITY OF LONE TREE, COLORADO, ON THE ____ DAY OF _____, 2015, SUBJECT TO ANY CONDITIONS SPECIFIED HEREON. THE DEDICATION AND CONVEYANCE OF THE STREET RIGHTS-OF-WAY TO THE CITY ARE HEREBY ACCEPTED.

ALL EXPENSES INCURRED WITH RESPECT TO IMPROVEMENTS FOR ALL UTILITY SERVICES, PAVING, GRADING, LANDSCAPING, CURBS, GUTTERS, SIDEWALKS, ROAD LIGHTING, ROAD SIGNS, FLOOD PROTECTION DEVICES, DRAINAGE STRUCTURES, AND ALL OTHER IMPROVEMENTS THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE SUBDIVIDER AND NOT THE CITY.

THIS ACCEPTANCE DOES NOT GUARANTEE THAT THE SOIL CONDITIONS, SUBSURFACE GEOLOGY, GROUNDWATER CONDITIONS OR FLOODING CONDITIONS OF ANY LOT SHOWN HEREON ARE SUCH THAT A BUILDING PERMIT, WELL PERMIT OR SEWAGE DISPOSAL PERMIT CAN OR WILL BE ISSUED.

JAMES GUNNING, MAYOR, CITY OF LONE TREE

SURVEYOR'S CERTIFICATE:

I, KENNETH G. OUELLETTE, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT TRULY AND CORRECTLY REPRESENTS THE RESULTS OF A SURVEY MADE ON THE 15 DAY OF SEPTEMBER 2014, BY ME OR UNDER MY DIRECT SUPERVISION AND THAT ALL MONUMENTS EXIST AS SHOWN HERON; THAT MATHEMATICAL CLOSURE ERRORS ARE LESS THAN 1:50,000 (SECOND ORDER); AND THAT SAID PLAT HAS BEEN PREPARED IN FULL COMPLIANCE WITH ALL APPLICABLE LAWS OF THE STATE OF COLORADO DEALING WITH MONUMENTS, SUBDIVISIONS OR SURVEYING OF LAND AND ALL APPLICABLE PROVISIONS OF THE CITY SUBDIVISION REGULATIONS.

I ATTEST THE ABOVE ON _____



KENNETH G. OUELLETTE, PLS 24673
DATE: APRIL 16, 2015
JOB NO. 65115767
FOR AND ON BEHALF OF
MERRICK & COMPANY

DEVELOPER

COVENTRY DEVELOPMENT CORPORATION
10270 COMMONWEALTH STREET
LONE TREE, COLORADO 80124
KEITH SIMON, VICE PRESIDENT
(720) 279-2581

OWNER/APPLICANT

RIDGEGATE INVESTMENTS, INC.
C/O COVENTRY DEVELOPMENT CORPORATION
1041 THIRD AVENUE, 2ND FLOOR
NEW YORK, NY 10021

CLERK AND RECORDER:

STATE OF COLORADO
COUNTY OF DOUGLAS

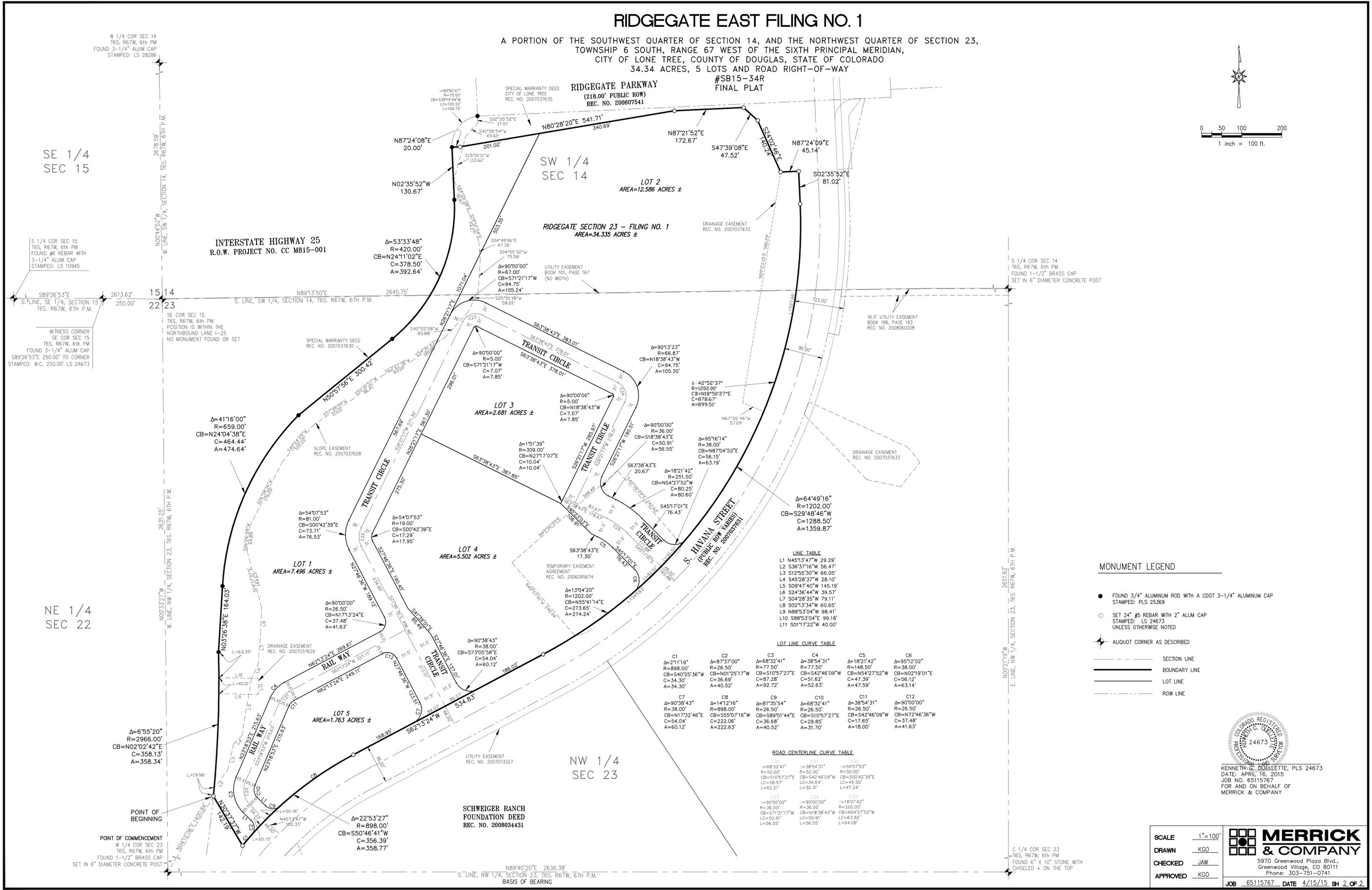
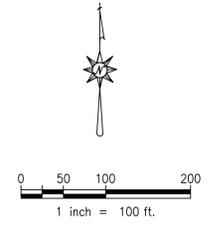
I HEREBY CERTIFY THAT THIS PLAT WAS FILED IN MY OFFICE ON THIS ____ DAY OF _____, 2015 A.D., AT _____ A.M./P.M., AND WAS RECORDED AT RECEPTION NUMBER _____

CLERK AND RECORDER

SCALE	N/A	<p>5970 Greenwood Plaza Blvd., Greenwood Village, CO 80111 Phone: 303-751-0741</p>
DRAWN	KGO	
CHECKED	JAW	
APPROVED	KGO	
JOB 65115767		DATE 4/16/15 SH 1 OF 2

RIDGEGATE EAST FILING NO. 1

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 14, AND THE NORTHWEST QUARTER OF SECTION 23,
TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF LONE TREE, COUNTY OF DOUGLAS, STATE OF COLORADO
34.34 ACRES, 5 LOTS AND ROAD RIGHT-OF-WAY
#SB15-34R
FINAL PLAT



MONUMENT LEGEND

- FOUND 3/4" ALUMINUM ROD WITH A CDOT 3-1/4" ALUMINUM CAP
STAMPED: PLS 25369
- SET 24" #5 REBAR WITH 2" ALUM CAP
STAMPED: LS 24673
UNLESS OTHERWISE NOTED
- ◆ ALIQUOT CORNER AS DESCRIBED
- SECTION LINE
- BOUNDARY LINE
- LOT LINE
- ROW LINE

LOT LINE CURVE TABLE

C1	C2	C3	C4	C5	C6
Δ=211°19' R=898.00' CB=S40°25'36"W C=34.30' A=34.30'	Δ=87°37'00" R=26.50' CB=N01°25'17"W C=36.69' A=40.52'	Δ=68°32'41" R=77.50' CB=S10°57'27"E C=51.52' A=52.63'	Δ=38°54'31" R=77.50' CB=S42°46'09"W C=51.52' A=52.63'	Δ=18°21'42" R=148.50' CB=N54°27'52"W C=47.39' A=47.59'	Δ=95°12'02" R=38.00' CB=N02°19'01"E C=56.12' A=63.14'
C7	C8	C9	C10	C11	C12
Δ=90°38'43" R=38.00' CB=N17°32'46"E C=54.04' A=60.12'	Δ=141°21'16" R=898.00' CB=S55°07'16"W C=222.06' A=222.63'	Δ=87°35'54" R=26.50' CB=S89°01'44"E C=36.68' A=40.52'	Δ=68°32'41" R=50.00' CB=S10°57'27"E C=29.85' A=31.70'	Δ=38°54'31" R=200.00' CB=N54°27'52"W C=17.65' A=18.00'	Δ=90°00'00" R=26.50' CB=N72°46'36"W C=37.48' A=41.63'

ROAD CENTERLINE CURVE TABLE

C20	C21	C22
Δ=68°32'41" R=52.00' CB=S10°57'27"E LC=58.57' L=62.21'	Δ=38°54'31" R=50.00' CB=S42°46'09"W LC=34.64' L=35.31'	Δ=54°07'53" R=50.00' CB=S00°42'39"E LC=45.50' L=47.24'
C23	C24	C25
Δ=90°00'00" R=36.00' CB=S71°21'17"W LC=50.91' L=56.55'	Δ=90°00'00" R=36.00' CB=N18°38'43"W LC=50.91' L=56.55'	Δ=18°21'42" R=200.00' CB=N54°27'52"W LC=63.82' L=64.09'



KENNETH G. OUELLETTE, PLS 24673
DATE: APRIL 18, 2015
JOB NO. 65115767
FOR AND ON BEHALF OF
MERRICK & COMPANY

SCALE 1"=100'
DRAWN KGO
CHECKED JAW
APPROVED KGO

MERRICK & COMPANY
5970 Greenwood Plaza Blvd.,
Greenwood Village, CO 80111
Phone: 303-751-0741

JOB 65115767 DATE 4/15/15 SH 2 OF 2

C 1/4 COR SEC 23
T6S, R67W, 6TH PM
FOUND 6" X 10" STONE WITH
CHISELED + ON THE TOP

N89°40'20"E 2636.38'
S. LINE, NW 1/4, SECTION 23, T6S, R67W, 6TH P.M.
BASIS OF BEARING

SCHWEIGER RANCH
FOUNDATION DEED
REC. NO. 2008034431

NW 1/4
SEC 23

INTERSTATE HIGHWAY 25
R.O.W. PROJECT NO. CC M815-001

RIDGEGATE PARKWAY
(218.00' PUBLIC ROW)
REC. NO. 200807541

RIDGEGATE SECTION 23 - FILING NO. 1
AREA=34.335 ACRES ±

TRANSIT CIRCLE

W 1/4 COR SEC 14
T6S, R67W, 6TH PM
FOUND 3-1/4" ALUM CAP
STAMPED: LS 28286

SE 1/4
SEC 15

S 1/4 COR SEC 15
T6S, R67W, 6TH PM
FOUND #6 REBAR WITH
3-1/4" ALUM CAP
STAMPED: LS 10945

S. LINE, SE 1/4, SECTION 15
T6S, R67W, 6TH P.M.

WITNESS CORNER
SE COR SEC 15
T6S, R67W, 6TH PM
POSITION IS WITHIN THE
NORTHBOUND LANE 1-25
NO MONUMENT FOUND OR SET

S89°26'53"E 2613.62'
S. LINE, SE 1/4, SECTION 15
T6S, R67W, 6TH P.M.

NE 1/4
SEC 22

Δ=6°55'20"
R=2966.00'
CB=N02°02'42"E
C=358.13'
A=358.34'

POINT OF BEGINNING
POINT OF COMMENCEMENT
W 1/4 COR SEC 23
T6S, R67W, 6TH PM
FOUND 1-1/2" BRASS CAP
SET IN 6" DIAMETER CONCRETE POST

Δ=22°53'27"
R=898.00'
CB=S50°46'41"W
C=356.39'
A=358.77'

N89°40'20"E 2636.38'
S. LINE, NW 1/4, SECTION 23, T6S, R67W, 6TH P.M.
BASIS OF BEARING

LAYOUT: A-6100

FILE LOCATION: C:\pw_online\rvr\rvck.fahlistedi\dms006568\SERE-A-6100.dwg

USER: Fahlistedi, Rick

TIME: 2:23:23 PM

DATE: 1/09/2014



SURFACE PARKING
 NON-ACCESSIBLE SPACES- 78
 ACCESSIBLE SPACES- 6 (4 REQUIRED)
 KISS-N-RIDE DEDICATED SPACES- 4
 TOTAL: 88 SPACES

DEVELOPMENT
 PARCEL
 (2.15 ACRE)

PHASE 1
 PARKING STRUCTURE
 (1,854 SPACES)

PHASE 2
 PARKING STRUCTURE
 (1,526 SPACES)

LEGEND

	VEHICLE ROUTE
	PEDESTRIAN ROUTE
	BUS ROUTE
	LANDSCAPE/ GREEN SPACE

ARCHITECTURAL STATUS SET	10-18-13		
DESIGNED BY: TPP	DATE: 5-31-13		
CHECKED BY: ICO	DATE: 5-31-13		
DRAWN BY: RTF	DATE: 5-31-13		
APPROVED BY:	DATE:		
NO.	REVISIONS	BY	DATE

FILE NAME: SERE-A-6100.dwg
HORIZ. SCALE: 1"=60'
VERT. SCALE: N/A
0 60 120 180
HALF SIZE - Double The Scale

ADVANCED
 BASIC ENGINEERING

65%

JAN. 10, 2014

RTD FasTracks
 Southeast Rail
 Extension

1560 BROADWAY, SUITE 700
 DENVER, COLORADO 80202
 (303) 299-6990

**SOUTHEAST RAIL EXTENSION
 REGIONAL TRANSPORTATION DISTRICT**

ARCHITECTURE
 RIDEGATE PARK-N-RIDE
 SITE PLAN

SHEET
 REFERENCE
 NUMBER:
A-6100



CITY OF LONE TREE
STAFF REPORT

TO: City of Lone Tree Planning Commission

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

DATE: June 2, 2015

FOR: June 9, 2015 Planning Commission Hearing

SUBJECT: City of Lone Tree Comprehensive Plan Amendments
Project File #MI4-07

Applicant:

City of Lone Tree, Community Development Department
Kelly First, Community Development Director
Jennifer Drybread, Senior Planner

Planning Commission Meeting Date:	June 9, 2015
City Council Meeting Date:	July 7, 2015

A. REQUEST:

Recommendation of approval to City Council for amendments to the City of Lone Tree Comprehensive Plan.

B. BACKGROUND

Purpose of the Plan

The Lone Tree Comprehensive Plan represents the city's desired vision to the year 2035 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.

Overview

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 City Council (no amendments to the plan were deemed warranted at that time). Discussion with 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.

A series of eight meetings and three tours were held with the Planning Commission in the spring 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. The focus of the discussion also evolved around general questions, "Are we on the right track? What needs to be changed? What's missing?" A report was presented to City Council recommending that while the comprehensive plan continues to provide an appropriate framework for guiding the future growth and development of the city, an update was warranted to address several important issues, along with other minor updates. City Council concurred.

Planning staff worked on modifications to the draft in late 2014 and held two subsequent meetings with the Planning Commission on the draft in the spring of 2015. The document was revised and sent out on referral in May of 2015 to area entities, homeowners associations, the city's commissions, boards, and committees, and department heads. Notice of the Planning Commission and City Council meetings were posted on line and in the Douglas County News Press. Copies of the referral responses are included in the packet.

C. PROPOSED CHANGES

Among the changes proposed to the plan include:

1. A new vision statement, based on input from the City's commissions, boards and committees, city staff and City Council.
2. New and expanded policies on a range of topics including land use, transportation, the environment and economic development, with specific consideration given to provisions that address:
 - a. Bicycle lanes and pedestrian connections
 - b. Redevelopment of commercial areas
 - c. The aging population

- d. The issue of land use as it relates to a diverse tax base and employment base for the City.
3. Amending to the General Land Use Plan to include land to the south, known as the Freshfields property, into the City's Planning and Urban Growth Area. The property, consisting of 992 acres, is currently unincorporated and zoned agricultural. Although there are no immediate plans by the owner to rezone or develop the property, it is possible that it could be considered for annexation or development in the future. To preserve the viewshed along I-25 and maintain a visual buffer between the City of Lone Tree and the City of Castle Pines, staff recommends the City pro-actively include the property into its long-range growth plan, and adopt policies that support open space or low density residential in this area, developed in a clustered pattern, outside the I-25 corridor viewshed.
4. Amendments to the City's Transportation Plan map to reflect the input of the recent Lone Tree Walk and Wheel Study conducted by Fehr and Peers for the city.
5. Amendments to the City's Parks, Trails and Open Space map to include the new regional trail extensions.
6. Other minor updates throughout the document, where appropriate, to reflect current conditions (e.g., updating to reflect the construction of the Lone Tree Arts Center).

A redlined version of the Comprehensive Plan is included in the packet for comparison purposes.

Following adoption of the text, the plan will be formatted and photographs will be added that help illustrate various elements of the plan. Staff is partnering with the Lone Tree Photography Club for photos that may be used in the plan. The intent is to make the document available in a user-friendly electronic format, with very limited print.

D. REFERRALS

Referral Comments:

- Colorado Parks and Wildlife asked that this department name be used in the text (change made by staff)
- Douglas County Open Space and Natural Resources Division requested that if the Freshfields property is annexed to Lone Tree that the City will work to provide a trail extension from Glendale Farms Open Space to the Rueter Hess property (reference has been made to considering trail connections during annexation, rezoning and development review).
- Coventry Development Corporation submitted a number of items to consider (all but including specific mention of "electronic signs and wayfinding signs have been addressed, as that is too specific for the Plan)
- The Terra Ridge at Lone Tree HOA asked that the City address the traffic impacts on Lone Tree residents (the Transportation Chapter is drafted with that in mind).

Responded with “no comment”:

- Douglas County School District
- Park Meadows Metro District

E. STAFF FINDINGS AND RECOMMENDATION

Staff recommends that Planning Commission recommend approval to City Council of the attached comprehensive plan.

Jennifer Drybread

From: PCMS Corporate Office <corpoffice@pcms.net>
Sent: Tuesday, June 02, 2015 8:53 AM
To: Jennifer Drybread
Subject: RE: Lone Tree Referral Request

Dear City of Lone Tree –

The Terra Ridge at Lone Tree Board of Directors reviewed the referral request and would just like to ask that the City of Lone Tree address the traffic impact on residences.

Thank you
Jessica Moser
PCMS

From: City of Lone Tree - HOA Referral List [mailto:listserv@civicplus.com]
Sent: Wednesday, May 13, 2015 2:53 PM
To: corpoffice@pcms.net
Subject: Lone Tree Referral Request

[View this in your browser](#)

Your Homeowners Association is invited to review and comment on an update to the City's Comprehensive Plan. While this is an update, it is not a major departure from the existing plan developed in 2007. Photos will be added to the plan following City Council action.

<http://www.cityoflonetree.com/DocumentCenter/View/6408>

Please email any comments or questions to me no later than **June 3, 2015**. If you need additional time to review, or would like paper copies of the plan, please contact me.

This complimentary message is being sent to opt-in subscribers who might be interested in its content. If you do not wish to continue receiving these messages, please accept our apologies, and unsubscribe by visiting our website at:

<http://cityoflonetree.com/list.asp?mode=del>

Please note, we will not sell or give your e-mail address to any organization without your explicit permission.

You are receiving this message because you are subscribed to HOA Referral List on cityoflonetree.com. To unsubscribe, click the following link:

<http://cityoflonetree.com/list.aspx?mode=del>

If clicking the link doesn't work, please copy and paste the link into your browser.



CITY OF LONE TREE
Community Development Department

REFERRAL REQUEST

Today's date: May 13, 2015

Project Name and File Number: Lone Tree Comprehensive Plan Update, Project M114-07

Project Type: Comprehensive Plan Update

Comments Due By: June 3, 2015

If you are unable to respond by the due date, please contact the project planner

Dear Referral Organization:

Information on the above referenced proposal in the City of Lone Tree is provided for your review and comment. Please submit your response no later than the due date to ensure adequate time to consider comments and enter them into the public record.

If you have difficulty viewing or understanding any of the information or have questions, please contact me at 303-708-1818. Printed materials and extra sets of materials are available upon request. Plans may also be viewed at the City offices from 8am-5pm.

We have no comments regarding this proposal

Please note the following concerns this organization has:

See attached letter for comments regarding this proposal

Organization Name: Douglas County School District

Your name: Steve Ormiston

Your signature: *Steve Ormiston*

Date: 5/18/15

This project may be subject to public meetings. Please check the City's web site (www.cityoflonetree.com) for posted agendas or contact this office. Thank you for your consideration.

Jennifer Drybread

CD Director

PLEASE RETURN THIS PAGE AND ANY COMMENTS TO:

City of Lone Tree Community Development Dept.
9220 Kimmer Drive Suite 100
Lone Tree, CO 80124
Ph: 303-708-1818
Fx: 303-225-4949
jennifer.drybread@cityoflonetree.com



CITY OF LONE TREE
Community Development Department

REFERRAL REQUEST

Today's date: May 13, 2015

Project Name and File Number: Lone Tree Comprehensive Plan Update, Project MI14-07

Project Type: Comprehensive Plan Update

Comments Due By: June 3, 2015

If you are unable to respond by the due date, please contact the project planner

Dear Referral Organization:

Information on the above referenced proposal in the City of Lone Tree is provided for your review and comment. Please submit your response no later than the due date to ensure adequate time to consider comments and enter them into the public record.

If you have difficulty viewing or understanding any of the information or have questions, please contact me at 303-708-1818. Printed materials and extra sets of materials are available upon request. Plans may also be viewed at the City offices from 8am-5pm.

We have no comments regarding this proposal

Please note the following concerns this organization has:

See attached letter for comments regarding this proposal

Organization Name: Park Meadows Metro District

Your name: John Herblich, President

Your signature: [Signature] Date: 5-13-15

This project may be subject to public meetings. Please check the City's web site (www.cityoflonetree.com) for posted agendas or contact this office. Thank you for your consideration.

Jennifer Drybread

CD Director

PLEASE RETURN THIS PAGE AND ANY COMMENTS TO:

City of Lone Tree Community Development Dept.
9220 Kimmer Drive Suite 100
Lone Tree, CO 80124
Ph: 303-708-1818
Fx: 303-225-4949
jennifer.drybread@cityoflonetree.com

May 28, 2015

Jennifer Drybread
City of Lone Tree Community Development Department
9220 Kimmer Drive, Suite 100
Lone Tree, CO 80124

SUBJECT: Comprehensive Plan Update, Project MI14-07

Dear Jennifer:

Thank you for the opportunity to provide comments on the above-referenced comprehensive plan update. It is our understanding that you are proposing to include the Freshfield property within the Planning and Urban Growth Area boundary on the future General Land Use Map.

As you are probably aware, the Freshfield property surrounds Glendale Farm Open Space on three sides. In addition, as you are also aware, the Douglas County Division of Parks, Trails, and Building Grounds is in the process of planning for the construction of the East/West Regional Trail that will come under I-25 to the Schweiger Ranch future trailhead, and continue east to the Town of Parker.

The Freshfield property is bordered on the east by the Parker Water and Sanitation District's Rueter-Hess Reservoir property. There is planning activity underway to provide recreational amenities on the reservoir property, which may include trails.

With the future East/West Regional Trail and potential trails in the Rueter Hess property, our request would be that, if the Freshfield property is annexed into the City of Lone Tree, that the City work to ensure a trail connection from Glendale Farm to both the East/West Regional Trail and any trails that may be constructed on the west side of the Rueter Hess property. Such a connection would provide greatly enhanced trail opportunities for the residents of Lone Tree as well as all County residents and visitors.

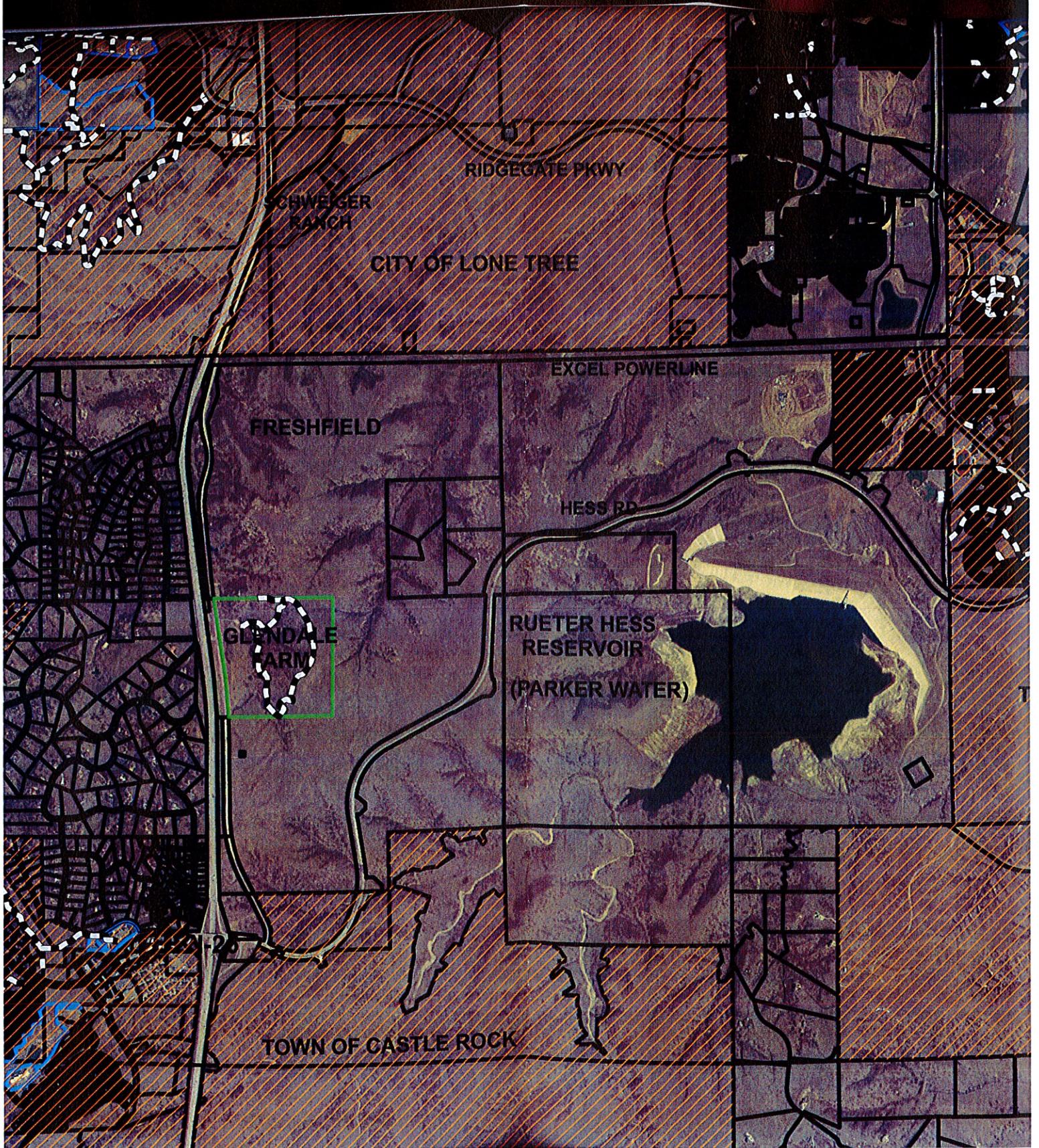
Attached is an aerial map that clearly reflects the relationship of the properties under discussion and the existing trails. Again, thank you for the opportunity to provide comments. We look forward to working with the City of Lone Tree on future trail projects.

Yours truly,



Cheryl Matthews, Director

Attachment



Jennifer Drybread

From: Darryl Jones <djones@coventrydevelopment.com>
Sent: Wednesday, June 03, 2015 1:42 PM
To: Jennifer Drybread
Cc: Kelly First
Subject: RE: Lone Tree eReferral (MI14-07) Is Ready For Review
Attachments: SKMBT_C36415060313430.pdf

Jennifer,

We did not substantive comments so I only included the pages we had suggestions on - See attached.

■ ■ COVENTRY

COVENTRY DEVELOPMENT CORPORATION

Darryl M. Jones, AICP

Vice President | Development Manager

Coventry Development Corporation

djones@coventrydevelopment.com

10270 Commonwealth Street, Suite B

Lone Tree, CO 80124

d: 720.279.2483

ridgegate.com

springwoodsvillage.com

hobegrove.com

From: Jennifer Drybread [mailto:Jennifer.Drybread@cityoflonetree.com]
Sent: Thursday, May 14, 2015 8:06 AM
To: Darryl Jones
Subject: Lone Tree eReferral (MI14-07) Is Ready For Review

Greetings,

The City of Lone Tree *is seeking public comments* related to proposed amendments to its Comprehensive Plan **by June 3, 2015**. Should you need additional review time, please contact Jennifer Drybread, at the Lone Tree Community Development Department at jennifer.drybread@cityoflonetree.com.

Please go to the following that includes:

- A link to a clean copy of the proposed draft (photos will be added after the city council hearing):
<http://www.cityoflonetree.com/DocumentCenter/View/6408>
- A link to a comparison of the existing plan with the proposed plan: <http://www.cityoflonetree.com/DocumentCenter/View/6409>

Please forward any comments to me via email, fax or postal mail at the addresses below. You may use the Referral Request form attached if you prefer. If you would like a hard copy of the review materials or if you would like to request additional review time, please contact me.

Overview

Purpose of the Plan

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 percent 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 bluffs are the natural visual backdrop for Lone Tree and are ~~protected from development~~. While some residential development will occur on the bluff 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).

NOT NEGATIVELY IMPACTED BY

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 in a manner sensitive to the natural environment. In all cases, the city will work with various agencies including South Suburban Park and Recreation District, Douglas County, and the Colorado Division of Wildlife, 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.

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 law 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

ICONIC STRUCTURES

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 and enforcement to minimize visual clutter
- A program for constructing brick walls along some collector streets in residential areas that improve the public streetscape appearance while providing for sound attenuation
- Landscaping and monumentation in key areas around the city
- Pro-active outreach and enforcement of the City's zoning code, including the maintenance of healthy landscaping

*ELECTRONIC SIGNS
WAYFINDING*

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.
2. Design public open spaces to enhance and protect visual quality, scenic vistas and significant landforms. Significant landforms such as ridges, slopes greater than 20 percent, 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. 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.

JOBS/HOUSING
BALANCE

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, maintaining and retaining quality businesses, 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 many such assets, including:

- 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

- **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 and signs) ** ENFORCEMENT?*
- Investing in community appearance (public area landscaping, public buildings, entryways, pedestrian street lights, and wall 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.



**CITY OF LONE TREE
COMPREHENSIVE PLAN
DRAFT – JUNE 9, 2015**



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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 residents' 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. In 2015, Lone Tree's incorporated boundaries encompassed 6,162 acres or 9.6 miles.

The City is home to many shopping, dining and entertainment opportunities, significant corporate employers, major medical facilities, quality residential neighborhoods, and a range of recreational, arts, and cultural amenities. Regional transportation investments, including the extension of light rail transit, help to achieve a more efficient multimodal network. Strategic plans are being developed to evaluate growth in government services 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 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 or comprehensive 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 local and regional governments; and serves as the basis in planning for future infrastructure and other community needs.

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 – Achieve well-managed growth, based on sound planning principles, 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 – Provide quality community facilities and services for the Lone Tree community in an efficient and cost-effective manner
- IV. Transportation – Strive for 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

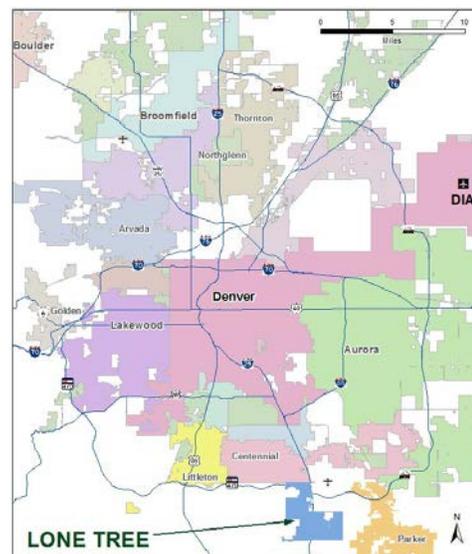
The City's Planning and Urban Growth Area is where future growth is directed (see the General Land Use Plan at the end of this chapter) and includes both incorporated lands and those generally desired for annexation. This area, and the land use goals, objectives, and policies were conceived in light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

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

Physical Setting

The City of Lone Tree is located at the southern edge of the Denver metropolitan area, with convenient access to three major highways (I-25, C-470 and E-470), light rail, and general aviation and international airports. It is located in proximity to major employment centers and many urban amenities, both within and adjacent to the City.

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

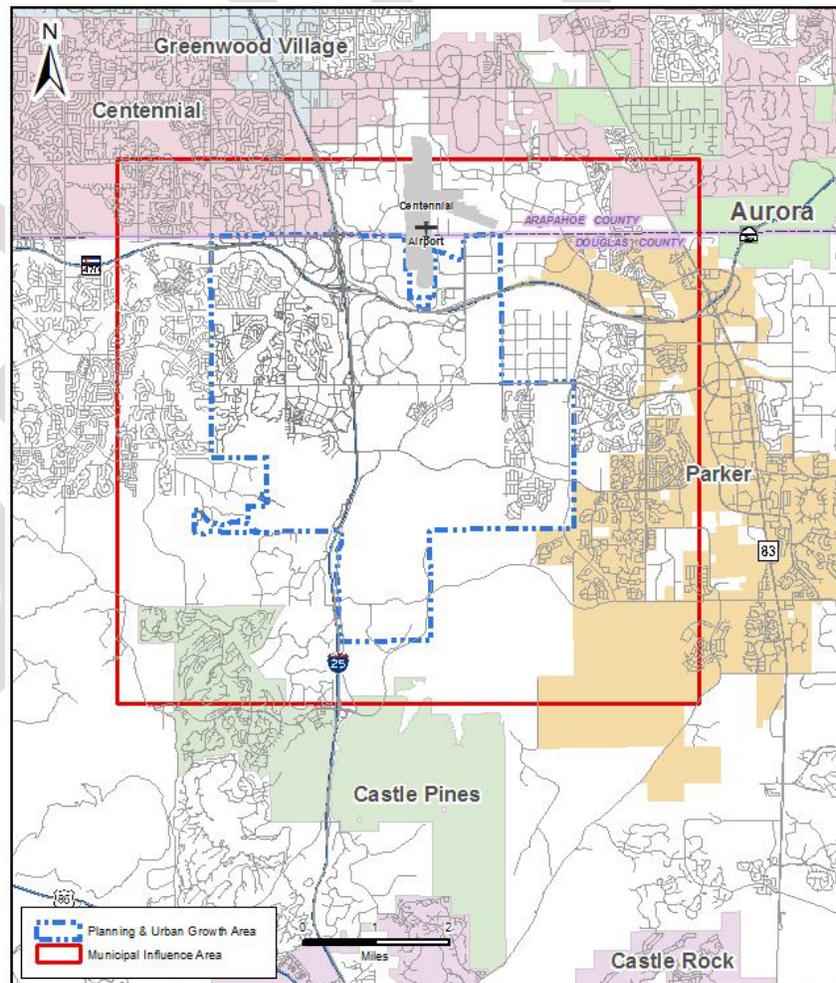


The Natural Environment:

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 (area outside the blue 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, and designated for this purpose in their Comprehensive Plan. 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, as well as, 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 top of the bluffs.

The Municipal Influence Area on the map (the area inside the red boundary area and outside the blue 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 blue 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:

Northwest. Many commercial, retail, and office developments are located in this region, including the Park Meadows Shopping Center. Multifamily is concentrated near the RTD Light Rail station along Park Meadows Drive, with single family in the central/west portion of this region. Public schools, churches and government buildings are also located here.

Northwest (Photograph: Multi-story commercial building)

Northeast. This region is primarily large scale, high-end office development, including the Inverness and Meridian International Business Centers, providing many employment opportunities in this area. Centennial Airport is located north of this area. At the east end of this area is land zoned for commercial, office, and industrial development.

Northeast (Photograph: Large office building)

Southwest. Land use in the western portion of this region is predominantly single-family detached. The Bluff Regional Park is located here, and low density clustered development is planned on the bluff tops.

Southwest (Photograph: Residential area with park)

South central and Southeast. In this region is RidgeGate (nearly six full sections), land developed by Meridian, and a mix of residential densities. RidgeGate zoning ranges from compact, mixed-use, transit-oriented development to more suburban, single-family detached development. The Sky Ridge Medical Center and Lone Tree Arts Center are located here. It is also the site of the future City Center.

South central and Southeast (Photograph: Residential buildings)

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 for existing development and are 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 medical facilities 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. While it is expected that all areas in the City will be under development within the coming decades, the future 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 and Urban Growth Area there remains considerable annexation potential. The City's Planning and 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.

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 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 the Denver South Transportation Management Association (TMA), Regional Transportation District (RTD), 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.

Commitment to Planning 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 planning 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 – this includes physical connections such as linked neighborhoods and pedestrian-friendly streets, as well as social connections strengthened through community events and programs
- An attractive, high-quality community, guided by the City's Design Guidelines
- 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 options for employment, transportation, housing, services, culture and amenities 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 residents through adequate infrastructure, 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 Planning and Urban Growth Area and abiding by the vision, planning 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 (goals are found in chapters 1-5).

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: Achieve 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, and 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, parks, focal points, spaces for special events and festivals and other community gathering spaces in convenient walking proximity to residential development, 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, schools, safety, maintenance, and other issues.

Respecting existing neighborhoods and creating new 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 by establishing gathering spaces within 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 diversity of housing types, most housing is priced above the median house price for the metro area and is therefore inaccessible to many important segments of the community. Affordable housing opportunities should be available for first-time home buyers; entry-level professionals; special needs populations; seniors, and workers in the public service, hospitality, and retail industries, so that people who work in the community can also afford to live here. Living in proximity to employment reduces the need for long commutes, thereby reducing regional traffic congestion and impacts on air quality. Affordable housing can be considered an investment in the City's infrastructure – as basic as investing in other urban infrastructure.

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 group has 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.

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” and distinct areas within the City that have their own unique identity, interwoven within the larger City.
2. Integrate community gathering spaces, amenities and services 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, as well as assist them in maintaining overall community standards
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, 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 takes place in 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 government 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, and 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 percent 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 bluffs are the natural visual backdrop for Lone Tree and are not negatively impacted by development. While some residential development will occur on the bluff 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 in a manner sensitive to the natural environment. In all cases, the City will work with various agencies including South Suburban Park and Recreation District, Douglas County, and the Colorado Parks and Wildlife, 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. Use creative land-planning approaches where site conditions warrant protection due to the prevalence of important wildlife habitat, significant natural landforms, or steep slopes. 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).
5. Evaluate the use of drones in open space areas to ensure that any impacts on wildlife or humans are mitigated.

Sense of Community

As a 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 contributes 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, is important in visually separating Lone Tree from urban development to the south. By upholding the City's design guidelines, quality development also sends a message that Lone Tree is a distinctive place with high standards for development.

Other landmarks and amenities 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 foster 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 community is also strengthened by the more intangible, social aspects, such as when people have the opportunity to come together and build relationships. This can be encouraged and facilitated in several ways. For example, 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 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 areas 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 support principles of good design, and address aesthetics, appearance and community identity. The use of 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 stations.

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 County Line Station and the Lincoln Station and will also be served by 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 both 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 vertical mixed-use development within one-quarter of a 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 in 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, bike racks, and bike 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 automobiles, shuttles, busses, bicycles and pedestrians, encouraging an interconnected street network around blocks 200-400 feet long, and design streets to accommodate multimodal traffic. Encourage traffic-calming measures around TODs and other residential and mixed use areas.
 7. Reduce 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.

TOD planning principles that 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 other 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. Concentrate a mix of land uses in the City Center, including employment, office, conference center, hotel, civic, entertainment, retail, recreation, and high-density residential.
3. Integrate gathering spaces such as parks and plazas throughout the City Center and within convenient walking distance to all uses within the City Center.
4. Support a variety of multimodal transportation alternatives, including light rail transit, auto, bus circulators, bike lanes and bike share programs, pedestrian trails and wide sidewalks to provide the fundamental framework for travel to, from, and around the City Center.
5. Establish specific design guidelines and development standards 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. Locate prominent government, civic and community facilities within the City Center.
7. Accommodate necessary parking through innovative alternatives to surface parking lots, including 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 without 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 consistency with the Comprehensive Plan.

Policies

1. Ensure that consistency with the land use goal, objectives, policies and the General Land Use Plan map is a fundamental criterion for land use approvals by the Planning Commission and City Council.
2. Maintain zoning, subdivision, and other applicable land development regulations consistent 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 City's Planning and Urban Growth Area and Municipal Influence Area which have been reviewed 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. Require public hearings for amendments to the Comprehensive Plan require public hearings before the Planning Commission and City Council; an exception is that administrative amendments to the General Land Use Plan to reflect approved rezonings may occur in those cases where the Planning and Urban Growth Area boundary is not revised.

Annexation

The City is committed to development within the existing City limits, and recognizes that additional annexations may be important to provide for growth opportunities that could be beneficial to the City and its environs. At the same time, 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 will carefully evaluate all annexation requests to ensure that the City will continue to grow carefully for the benefit of present and future generations.

Objective

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

This plan supports a high level of environmental standards (for air, water, and land) are maintained so residents 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.

The visual environment is also important to Lone Tree residents, and the City takes measures to ensure through development standards, design guidelines, and beautification efforts that this will continue long into the future.

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

II. Goal: Conserve, enhance, and/or protect 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 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 recycles paper and other materials and subsidizes 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 materials 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 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 the Colorado Department of Public Health and Environment. State regulations provide strategies and requirements 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 the quality of 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 climate change. 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 use of 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. Design new development 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, and eroded areas, and provide wildlife habitat.
3. Replace trees that have died, been damaged, or that must be relocated, 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. Prevent disturbance of existing ground cover in undeveloped areas and on slopes exceeding 20 percent, 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. Strongly encourage Xeriscape (low-water intensive landscaping) practices.

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. 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 law 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 Parks and 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 and enforcement to minimize visual clutter
- A program for constructing brick walls along some collector streets in residential areas that improve the public streetscape appearance while providing for sound attenuation
- Landscaping and monumentation in key areas around the City
- Pro-active outreach and enforcement of the City's zoning code, including the maintenance of healthy landscaping

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.
2. Design public open spaces to enhance and protect visual quality, scenic vistas and significant landforms. Significant landforms such as ridges, slopes greater than 20 percent, 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, architecture, and gathering spaces.

5. Ensure both quality design and interesting 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 scarring 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. 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. Design development 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. Ensure that all proposed development on slopes of 12 percent to 20 percent be sensitive to slope stability, visual impact, erosion, drainage, and infrastructure requirements.
5. Avoid development on slopes greater than 20 percent.

6. 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: Provide quality community facilities and services for the Lone Tree community in an efficient and cost-effective manner.*

Collaborative Partnerships

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. Its location across from the Arts Center in a mixed-use, central location creates opportunity for community gathering spaces and public amenities. The City will acquire the old library site in 2016 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 municipal buildings 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 open space, and commercial areas
 - c. Adjacency to a public square to provide a gathering space for the community
 - d. Land area and location for potential expansion
 - e. Building function, design, and funding
 - f. 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 funded 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.
3. Explore additional revenue sources to provide ongoing maintenance of public roads.

Law Enforcement

Established in August of 2004, the Lone Tree Police Department assumed law enforcement responsibility from the Douglas County Sheriff's offices 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 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 nighttime 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.
8. Foster effective police protection and positive relationships between the police and the community, through programs and services like foot patrol and bicycle patrol through neighborhoods

Fire Protection

The South Metro Fire Rescue Authority provides fire protection in the City’s Planning and urban Growth 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 Authority 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 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. Solicit the input of the South Metro Fire Rescue Authority in review of new development proposals as appropriate.
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, the University of Colorado Lone Tree Health Center, and other health providers. Health-related services are also 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 hub 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. The 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, and Lone Tree Elementary.

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 education opportunities exist in the Lone Tree area through the University of Phoenix and CU South Denver. Additional higher education 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. Locate schools to:
 - a. Provide convenient and safe access for pedestrians and cyclists
 - b. Provide convenient vehicular and transit access
 - c. Integrate 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

Great cities have great parks. 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. A 64-acre central community park is planned east of I-25, adjacent to the future City Center. Planning for this park to accommodate a variety of recreational uses, such as special events will be important to ensure this amenity meets the needs of the larger Lone Tree community. The Cook Creek Park and Pool, Prairie Sky Park, Fairways at Lone Tree Park, Carriage Club Park, Centennial Ridge Park, and La Quinta Park are local parks that provide residents places to recreate within or close to their neighborhoods. The provision of local parks east of I-25 will also be needed to ensure residents living in this area have convenient access to such amenities, integral to a high quality of life.

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 exists within the Lone Tree Planning and Urban Growth Area. Additional regional parks and 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. As the community grows, provide additional parks, recreational facilities and trails where and when needed. (See the Parks, Trails, and Open Space Plan).

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 on the Douglas County School District property. 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 in Lone Tree.

Objective

Support healthy lifestyles and meet the evolving recreational needs of the community by ensuring 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 them 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.
6. Consider trail linkages to parks and open space areas, community amenities and services, and employment areas during annexation, rezoning and development approval.

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 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 specific artistic and cultural events within the City. 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 Arts Center Guild, 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. 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 Lone Tree Library is a cherished community amenity. 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 deliver a broad range of services, the Douglas County Library District is establishing a new Lone Tree Library, with a planned opening in 2016. Located just east of the Lone Tree Arts Center, the new library is more than double the size of the old library 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 Douglas County Library District to determine future community library needs as the City grows and evolves.
2. Encourage the Douglas County 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 Douglas County 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 inches 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 (that establishes higher per gallon charges for large volume users). 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 and Urban Growth 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. Ensure that all urban development in the City be served by central water and sewer facilities.
2. Support 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. Support the provision of water supplied to new development from renewable sources sufficient to sustain development in perpetuity.
4. Support measures by consumers and suppliers to conserve water, through xeriscaping, water-efficient fixtures, and institutional measures.
5. Support 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.

The Lone Tree Public Works Department also evaluates the need for stormwater facilities during their review of development applications. They ensure that best management practices are constructed and maintained for the safety of area residents.

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 of 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

Minimize the visual impacts associated with the location and design of wireless communication 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 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 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 that 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 careful planning and the timely development of these facilities 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 education, encouragement, and utilization 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. 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. Require major utility facilities to be 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. The community has achieved important advancements in transportation improvements through the active participation and support of residents and elected officials. For example, the City has made substantial investments to ensure the extension of light rail to the City; funded road construction and enhancements; studied the development of bike lanes and trails; and constructed important linkages.

Nevertheless, traffic congestion is one of the most prominent areas of concern by City residents related to growth and development. Much of the traffic in Lone Tree originates from outside the City due to the City's 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 with transportation in order to minimize the need for, and length of, vehicular travel. Creating a compact live, work, and play environment, and 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, and will help to implement many of the planning principles that this plan embraces.

IV. Goal: Strive for 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 bisected east-west by I-25 and north-south by Lincoln Avenue. Providing meaningful connections (auto, pedestrian, bicycle, and 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

Promote 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, creates 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 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 to signal progression when necessary 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, 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 businesses 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 for bike lanes, detached sidewalks and landscaping in medians and/or along the sides of the road. Continue to provide signal progression and utilize new and effective technologies for such, along major and minor arterials whenever possible. Support compatible efforts with neighboring jurisdictions to improve traffic flow and minimize air quality impacts.
6. 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. Encourage alternative roadway standards where environmental impacts can be reduced and pedestrian-friendly, bicycle-friendly development and transit enhanced.
7. Support the appropriate use of roundabouts for reducing congestion, while ensuring that the design is safe for pedestrians, cyclists, and motorized traffic.
8. 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.

9. Improve and retrofit existing roadways as necessary to meet current and future needs and design standards for motor vehicles and bicycles.
10. 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 major corporate entities in 2014 to establish the Lone Tree Link shuttle. The 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.

Douglas County Transit Solutions (DCTS): Lone Tree is a member of DCTS, a 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 the increase in our over 60 population.

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 local circulator buses, regularly scheduled bus shuttles, and other forms of on-demand transit.
4. Promote the accelerated construction of LRT extension to serve Lone Tree and the region and 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

1. 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 Walk and Wheel 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 nonprofits, 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. 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, 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 provide 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

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, and with an eye to creating a jobs to housing balance, 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, maintaining and retaining quality businesses, 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 many such assets, including:

- 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

- Proximity to Centennial Airport
- Accessibility to Denver International Airport
- 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, outdoor parks and trails, a public golf course, and several 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
- 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 square-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 in development review (buildings, landscaping and signs) and enforcing the Zoning Code to maintain such standards over time
- Investing in community appearance (public area landscaping, public buildings, entryways, pedestrian street lights, and wall 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's economy is currently comprised of three main sectors: retail, financial, and healthcare. The retail sector may be severely impacted by the continuing shift from brick and mortar stores to online sales. The financial sector is more susceptible to the vagaries of economic cycles. The healthcare sector is seen as stable over the long term, particularly given the aging population.

The City should specifically seek balance and diversity in its retail base. Within this component, the importance of anchor stores, such as those located in the Park Meadows shopping center are 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. Increase employment that will directly or indirectly increase sales and use taxes 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. 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 of commerce organizations, and seek 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 businesses and those that provide a broad range of services to City residents through incentives and support from economic development groups.

6. Promote 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. 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.
9. Support affordable housing programs in the area, consistent with the objectives of this Plan and as part of the City's economic development strategy.
10. Continue programs that enhance community identity and pride.
11. Support cultural amenities that enrich the community and also serve to provide employment opportunities and increase the City's revenue base.
12. 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.
13. Maintain a thorough, yet expeditious, development review process.

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.

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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.*** Most structures proposed within the City, not including single-family residences, are 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...

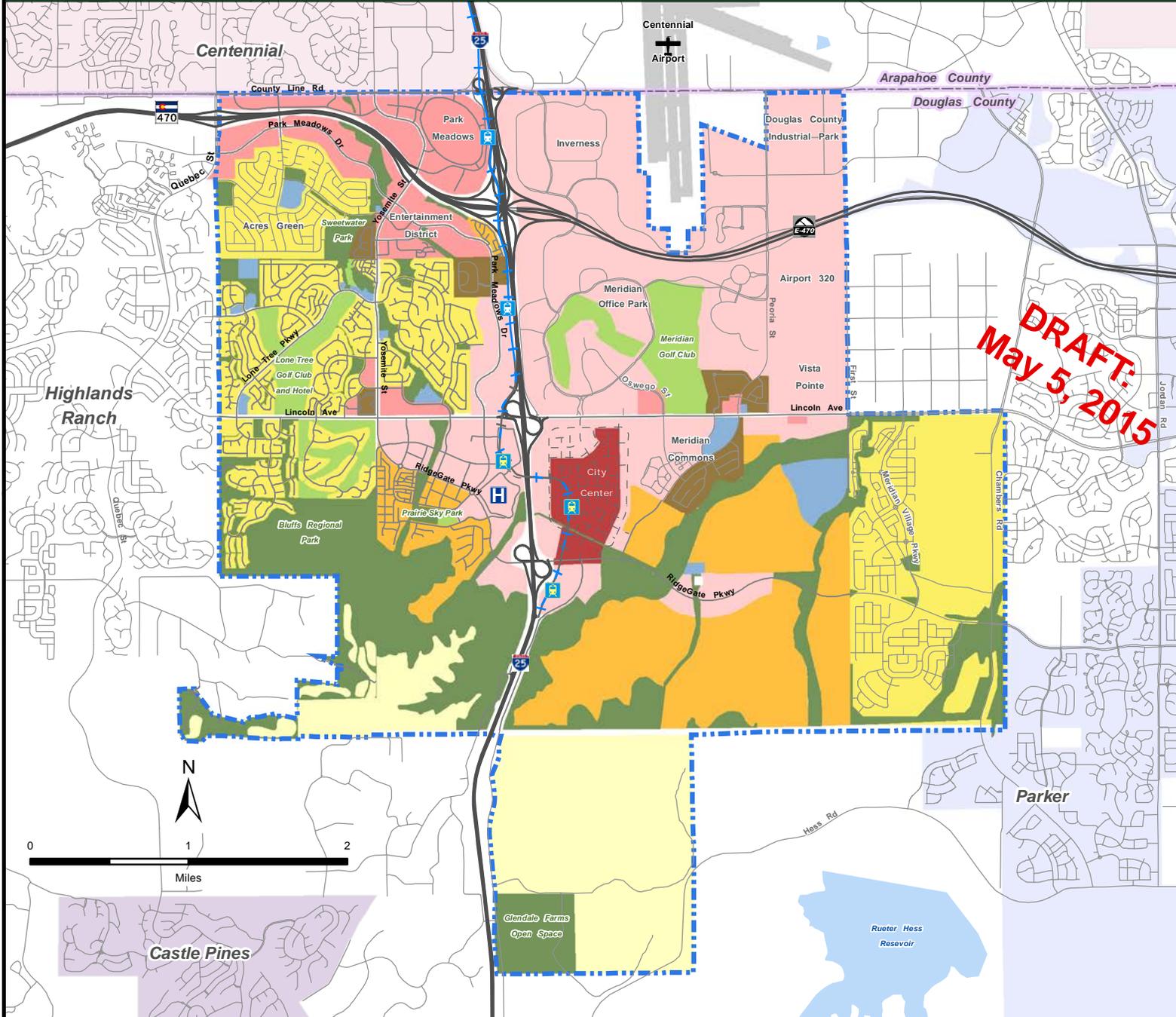
The will and commitment of the Planning Commission and City Council to continue to support and implement the plan's vision, principles, goals, objectives and policies.

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APPENDIX

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City of Lone Tree General Land Use Plan



- Sky Ridge Medical Center
- Light Rail Station
- Proposed Light Rail Station
- City Center Proposed Streets
- Light Rail Line
- Future Light Rail Extension
- Planning & Urban Growth Area
- Residential Low Density Clustered
- Residential Detached & Attached
- Residential Mixed Use
- Multi Family
- Institutional
- Commercial Mixed Use
- Commercial
- City Center
- Recreation Facility/Golf Course
- Parks & Open Space

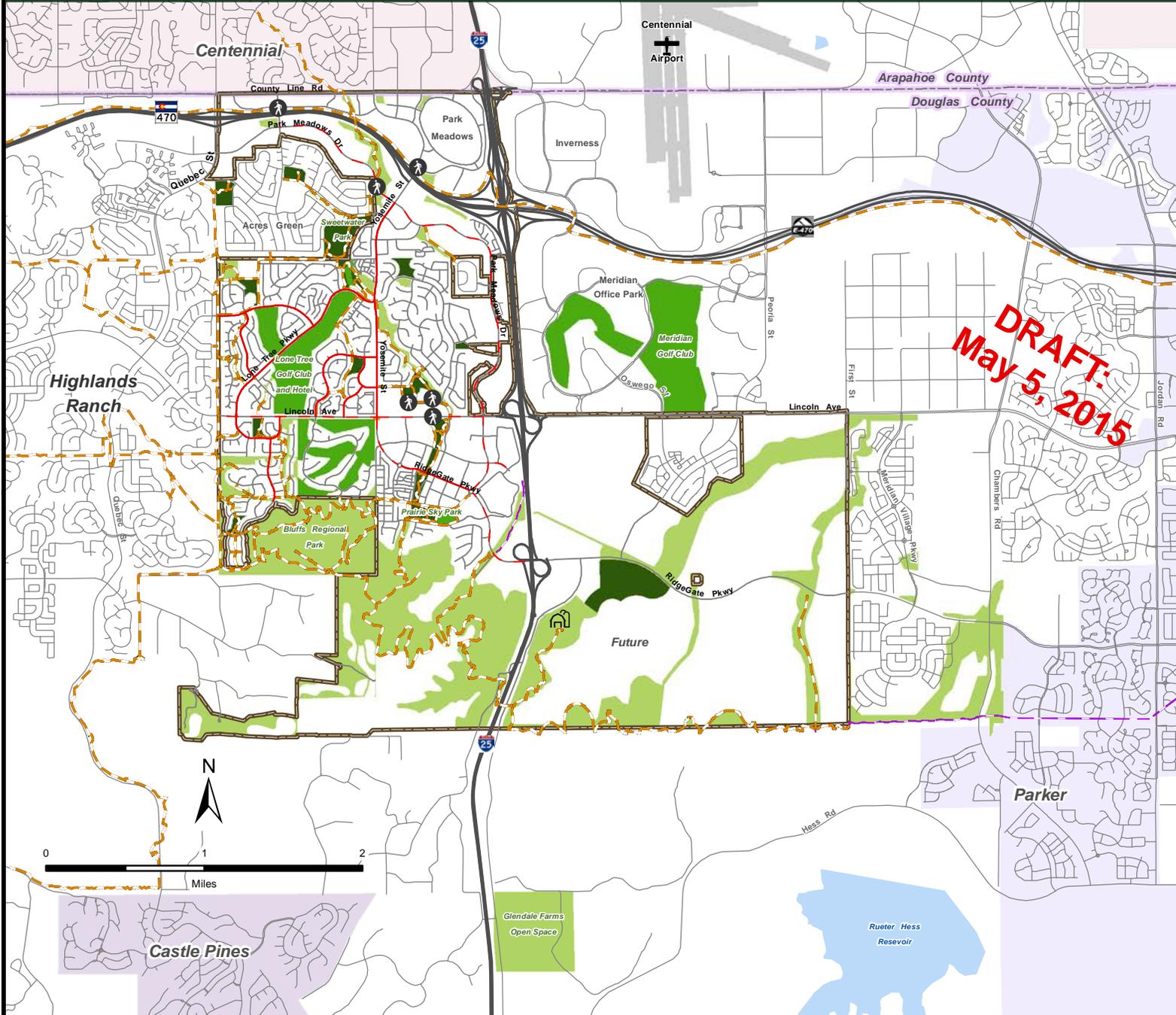
DRAFT:
May 5, 2015

Amended: XXXXX XX, 2015



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City of Lone Tree Parks, Trails & Open Space Plan



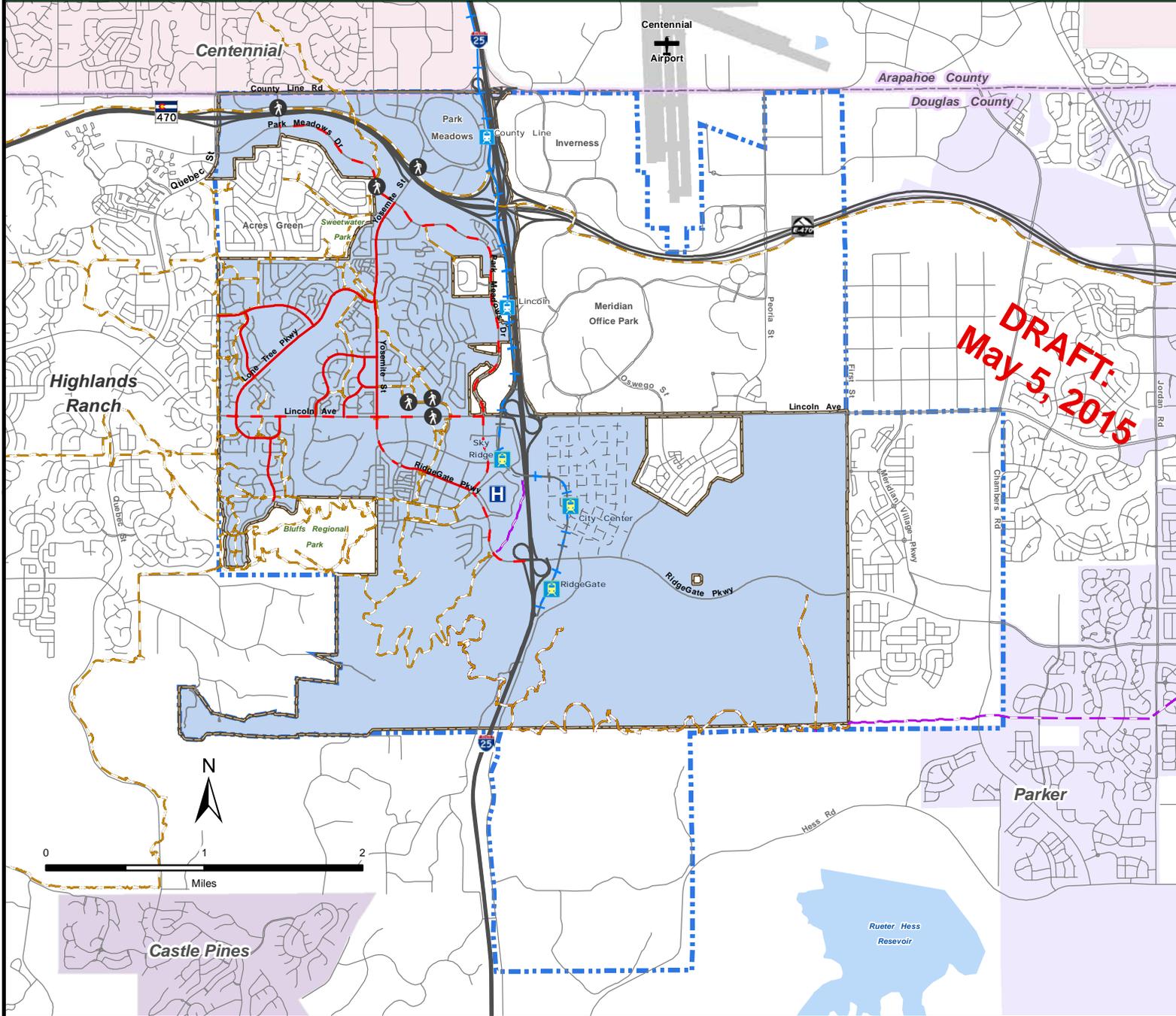
-  Proposed Pedestrian Improvements
-  Schweiger Ranch
-  Existing Trails
-  Proposed Trails
-  Existing Bike Lanes
-  Proposed Bike Lane
-  Recreation Facility/ Golf Course
-  Parks
-  Open Space
-  Lone Tree City Limits

Amended: XXXX XX, 2015



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City of Lone Tree Transportation Plan



-  Sky Ridge Medical Center
-  Existing Light Rail Station
-  Proposed Light Rail Station
-  Proposed Pedestrian Improvements
-  Trails
-  Proposed Trails
-  City Center Proposed Streets
-  Existing Light Rail
-  Future Light Rail Extension
-  Existing Bike Lanes
-  Proposed Bike Lane
-  Planning & Urban Growth Area
-  Lone Tree City Limits

Amended: XXXXX XX, 2015



Map produced by the City of Lone Tree for informational purposes only and shall not be used for locational data, surveying, engineering or legal use. All locations are approximate. May 2015.



CITY OF LONE TREE
COMPREHENSIVE PLAN
DRAFT – JUNE 9, 2015



Hans Friedel

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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 residents' 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. In 2015, Lone Tree's incorporated boundaries encompassed 6,162 acres or 9.6 miles.

The City is home to many shopping, dining and entertainment opportunities, significant corporate employers, major medical facilities, quality residential neighborhoods, and a range of recreational, arts, and cultural amenities. Regional transportation investments, including the extension of light rail transit, help to achieve a more efficient multimodal network. Strategic plans are being developed to evaluate growth in government services 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~~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 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.

~~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.~~

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

~~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.~~

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~~ continues 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~~ City Councils and their appointed ~~planning commissions~~ Planning Commissions with the duty to make and adopt a master plan or comprehensive plan for the physical development of their municipality, including areas outside its boundaries. There are three essential characteristics of a comprehensive plan:

1. ~~There are three essential characteristics of a comprehensive plan: it~~ is comprehensive ~~(meaning it— It encompasses all geographic parts of a city and all functional elements that bear on physical development); it~~
2. It is general in nature ~~(meaning it— 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— 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.~~

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;~~ ordinances; serves as the basis upon which land development and annexation decisions are

evaluated; it acts as the guiding land-use framework for working with neighboring community^{local} and regional governments; and it 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 vision 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 provide a quality living environment, developed in a fiscally, environmentally, and sustainable manner. These principles include:

- Integrating a mix of land uses into neighborhoods and supporting activity centers and community focal points as gathering spaces and places for people to walk to.
- 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 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 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.

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.

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.

Plan Goals

~~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-~~ Achieve 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–~~ Provide quality community facilities and services for the Lone Tree community ~~provided~~ in an efficient and cost-effective manner.

- IV. Transportation ~~–Optimal–~~ Strive for 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~~

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 ~~that area~~ where future growth is directed (~~see the area in white boundary on General Land Use Plan at the aerial photo below~~). ~~This end of this chapter) 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:

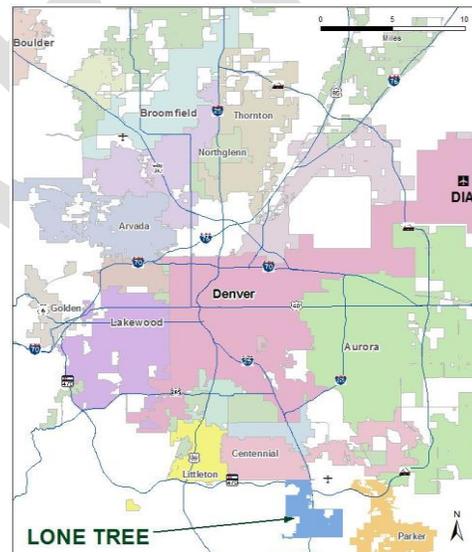
- Physical setting (including its natural and built environment)
- Access to urban ~~level~~ facilities and services
- Development potential
- Commitment to ~~regional~~collaborative planning efforts
- Commitment to sound ~~land-use~~ planning principles

~~Physical Setting~~

Physical Setting

The City of Lone Tree is located at the southern edge of the Denver metropolitan area, with convenient access to three major highways (I-25, C-470 and E-470), light rail, and general aviation and international airports. It is located in proximity to major employment centers and many urban amenities, both within and adjacent to the City.

Closer in, Lone Tree's physical setting, including its natural, surrounding, and built environmentenvironments, 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;~~ 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 ~~nestles~~nestle the City and ~~help~~help to shape and define its boundaries. Gently rolling terrain describes the landscape north of the bluffs, with native grasses predominating on undeveloped lands.

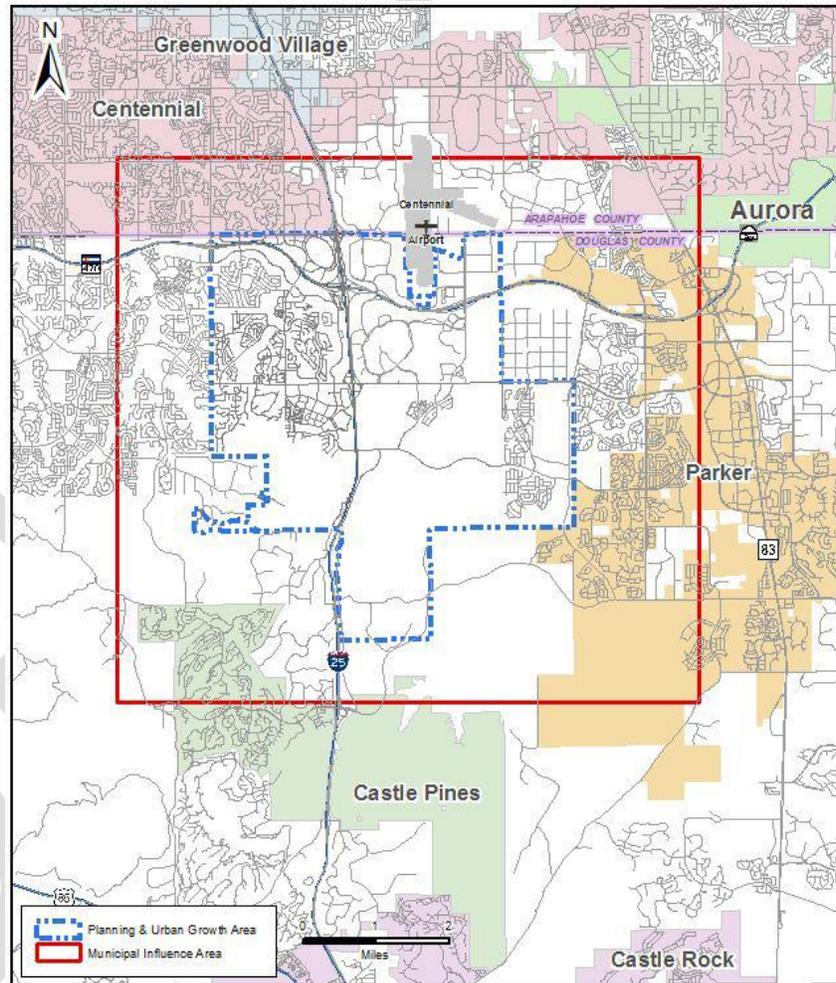
Cottonwood and willow trees are scattered along the drainages, and Gambel Oakoak (large native shrubs) dot the bluff hillsides. With the exception of a few intermittent drainages, the

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 (smaller area outside the blue boundary on area in the map below) are compatible with the existing and future uses planned inside this area. To the Highlands Ranch, immediately west of Lone Tree, is Highlands Ranch, a large, master-planned community located in Douglas County’s designated Primary Urban Area,

with. 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 Centennial, and designated Urban Growth Area for this purpose in their Comprehensive Plan. 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, nonurban area, as well as, 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 top of the mesa tops, bluffs.

The Municipal Influence Area on the map (the larger area inside the red boundary area and outside the blue 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 blue 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:

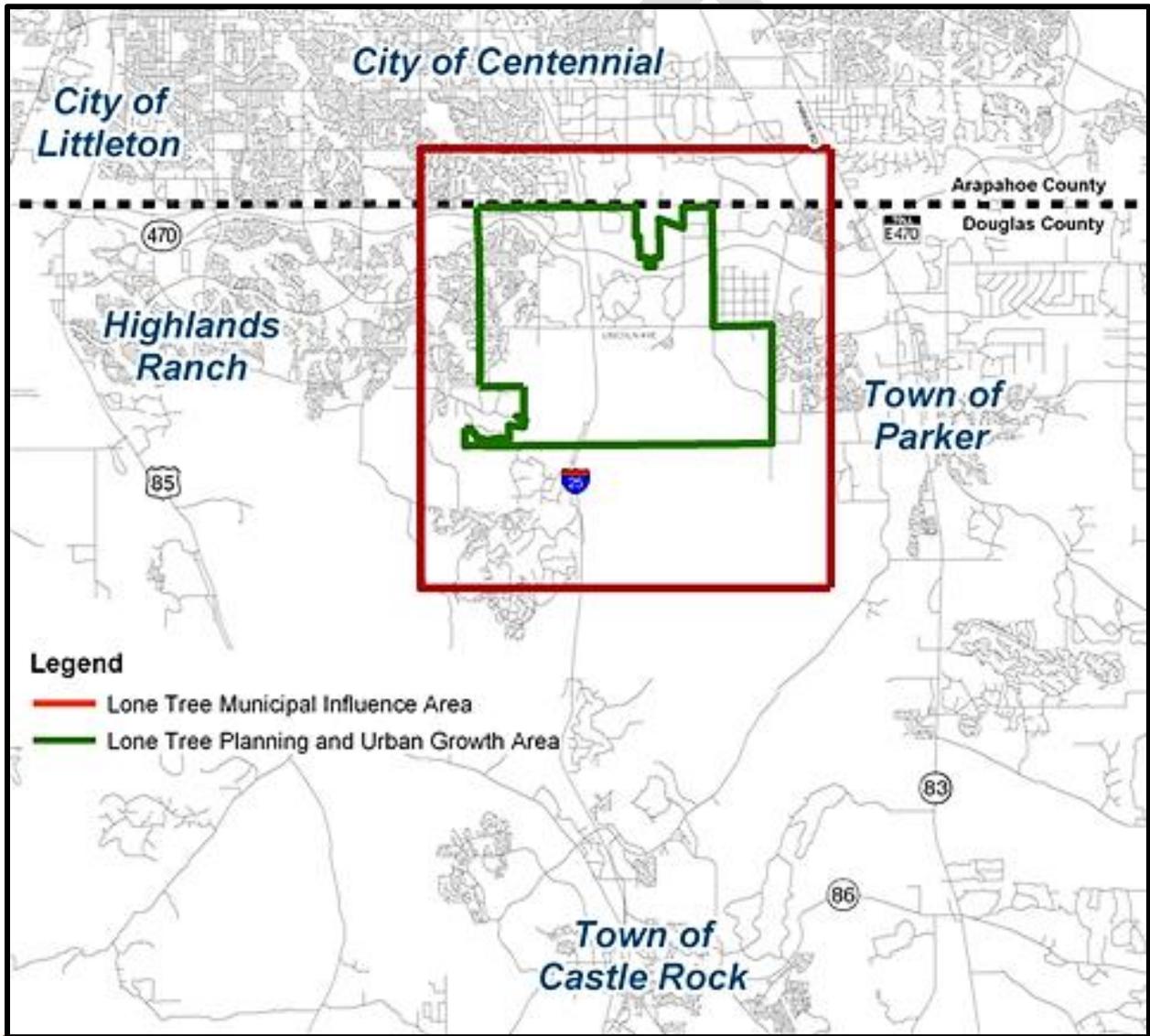
Northwest. Many commercial, retail, and office developments are located in this region, including the Park Meadows Shopping Center. Multifamily is concentrated near the RTD Light Rail station along Park Meadows Drive, with single family in the central/west portion of this region. Public schools, churches and government buildings are also located here.

Northeast. This region is primarily large scale, high-end office development, including the Inverness and Meridian International Business Centers, providing many employment opportunities in this area. Centennial Airport is located north of this area. At the east end of this area is land zoned for commercial, office, and industrial development.

Southwest. Land use in the western portion of this region is predominantly single-family detached. The Bluff Regional Park is located here, and low density clustered development is planned on the bluff tops.

South central and Southeast. In this region is RidgeGate (nearly six full sections), land developed by Meridian, and a mix of residential densities. RidgeGate zoning ranges from compact, mixed-use, transit-oriented development to more suburban, single-family detached development. The Sky Ridge Medical Center and Lone Tree Arts Center are located here. It is also the site of the future City Center.

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

~~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. ~~A Centennial Airport, one of the nation's busiest~~ general aviation ~~airport~~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 for the remaining area.~~ ~~existing development and are 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 ~~new~~ state-of-the-art ~~hospital facility~~medical facilities 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.

Development Potential

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

~~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~~ the City will be under development within the ~~next 30 years~~ coming decades, the ~~future~~ 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~~ central park, providing many opportunities for quality growth within the City's incorporated boundaries for decades to come.

Within the City's Planning ~~&and~~ Urban Growth Area there remains considerable annexation potential. ~~The City's Planning &and 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~~ zoning map found at: ~~www.cityoflonetree~~ 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. 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.~~

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.

~~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.~~

~~Commitment to Interjurisdictional~~ and ~~Regional Planning Efforts~~ 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 the Denver South Transportation Management Association (TMA), Regional Transportation District (RTD), 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. ~~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~~

The City also annually adopts a Three-Mile Plan in compliance with other jurisdictions that address the nature and location of development are similarly supported 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. ~~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.

Commitment to Planning Principles

~~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 the mesas west of I-25. These lands are planned to be served by central water and sewer, and development areas are carefully cited 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

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 planning 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 – this includes physical connections such as linked neighborhoods and pedestrian-friendly streets, as well as social connections strengthened through community events and programs
- An attractive, high-quality community, guided by the City's Design Guidelines
- 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 options for employment, transportation, housing, services, culture and amenities 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 residents through adequate infrastructure, 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 Planning and Urban Growth Area and abiding by the vision, planning 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~~The objectives and policies of the Land Use element embody many planning principles described in the~~ (goals are found in chapters 1-5).

Introduction (p. 1-3). This includes support for:

- ~~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

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

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~~ 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.~~

L. Goal: Achieve 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 ~~such~~ 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 ~~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, and play environment.
2. Encourage the use of innovative land planning and urban design techniques that support mixed-use, compact, pedestrian-friendly development.
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.
- 4.5. Establish plazas, ~~pocket~~ parks, focal points, spaces for special events and festivals and other community gathering spaces in mixed-convenient walking proximity to residential development, and provide amenities such as benches, fountains, shade, and public art, with attention given to year-round use developments.
- 5.6. Support home occupations that do not generate excessive noise, traffic, or other impacts.
- 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.

Respecting existing neighborhoods and creating new 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 by establishing gathering spaces within 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 balancediversity of single to multi-family housing (both owned and rental),types, most housing is relatively high-priced. Efforts to provide affordable housing above the median house price for the metro area and is therefore inaccessible to many important segments of the community. Affordable housing opportunities for should be available for first-time home buyers; entry-level professionals and; special needs populations; seniors, and workers in the public service, hospitality, and retail industry serves industries, so that people who work in the community can also afford to live here. Living in proximity to decrease commuting, employment reduces the need for long commutes, thereby reducing regional traffic congestion, and impacts on air quality impacts and will continue to be a strong need in the Lone Tree community. Affordable housing can be considered an investment in the City's infrastructure – as basic as investing in other urban infrastructure.

AnotherAn 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 at that time were born between 1946 and 1965, and 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 be (want to age in place in their homes, while others may choose to downsize or already 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 group has 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) 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 generations of families 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” and distinct areas within the City that have their own unique identity, interwoven within the larger City.
2. Integrate community gathering spaces, amenities and services 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, as well as assist them in maintaining overall community standards
- 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:
- ~~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
- ~~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, accessory dwelling units, cohousing, and locate~~ 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. ~~Encourage designs that minimize steps, avoid abrupt elevation changes, provide adequate lighting, and incorporate easily identifiable signs.~~

~~Open Space Preservation and Protection~~

- ~~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 takes place in 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 government 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

DRAFT

Policies

Support

1. 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, ~~and~~ 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).

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% percent 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 bluffs are~~ the natural visual backdrop for Lone Tree ~~are preserved from and are not negatively impacted by~~ development ~~(green ->)~~. While some residential development will occur on the ~~mesabluff~~ 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 a manner sensitive to the natural environment. In all cases, the City will work with various agencies including South Suburban Park and Recreation District, Douglas County, and the Colorado ~~Division of Parks and 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.~~

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.

DRAFT

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~~ Use creative land-planning approaches 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).
5. Evaluate the use of drones in open space areas to ensure that any impacts on wildlife or humans are mitigated.

Sense of Community Identity

~~As a new city with remarkable growth potential~~ As a 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 contributes 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. metro area, framed by the bluffs, is important in visually separating Lone Tree from urban development to the south. By upholding the City’s design guidelines, quality development also sends a message that Lone Tree is a distinctive place with high standards for development.~~

~~Other landmarks and amenities 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 foster 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 Citycity 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 BusinessDenver 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.~~

A sense of placecommunity is also strengthened by the more intangible, social aspects ~~of the community, such as~~ when people have the opportunity to come together and build relationships. ~~This can be encouraged and facilitated in a number of several ways. Through thoughtful land use planning and design, new~~ For example, 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 gatheringsevents, 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 ~~Citycity~~-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 areas in Lone Tree Planning Area and developed lands to the south. ~~Beyond and the southern boundary, City of Castle Pines east of I-25 by preserving land should be preserved 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.~~
2. Ensure consistency with City-approved Design Guidelines ~~and Streetscape Standards~~ that ~~support~~ support 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, public art, landscaping, ~~public art,~~ 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.

~~Transit-Oriented Development~~

Transit-Oriented Development

~~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 stations. 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 County Line Station and the Lincoln Station and will also be served by 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 both 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 vertical mixed-use development within one-quarter of a 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 in 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, bike racks, and bike 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 automobiles, shuttles, busses, bicycles and pedestrians, encouraging an interconnected street network around blocks 200-400 feet long, and design streets to accommodate multimodal traffic. Encourage traffic-calming measures around TODs and other residential and mixed use areas.
 7. Reduce 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.

TOD planning principles that ~~apply to **Transit-Oriented Development (TOD)**~~ also apply to the future City Center (~~i.e., such as compact development, mix of uses, pedestrian orientation, connection to bicycle and walking trails, and public gathering spaces, etc.~~). 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 other transit stops.

~~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:~~

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Objective

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 adequate and safe multi-modal access, and by ensuring quality design.~~

Policies:

- ~~1. Support vertical and horizontal mixed-use development within a ¼ mile of transit stops, which focus on the pedestrian (particularly ground-floor level shops, services and offices), and discourage auto-dependent uses, such as car washes, car sales, and drive-through windows.~~
- ~~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.~~
- ~~3. 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, adequate signage, lighting, wayfinding, and bike racks and storage lockers.~~
- ~~4.1. 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.~~
- ~~5. 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.~~
- ~~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.~~

7. ~~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.~~

City Center

~~The City Center, to be located east of I-25 and south of Lincoln in RidgeGate, will serve as the focal point of the Lone Tree community. The City Center 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.~~

Objective: ~~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.

Policies~~Policies:~~

~~Refine and implement established plans for the City Center, characterized by compact, synergistic uses~~

1. ~~Promote high density and compact development patterns that foster a “downtown” atmosphere. Higher density uses should be developed in order to support transit servicesridership 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.~~
2. ~~A wide range~~Concentrate a mix of land uses ~~shall be concentrated~~ in the City Center, including ~~mixed use~~ employment, office, conference center, hotel, civic, entertainment, retail, recreation, higher and high-density residential, ~~and common open space elements.~~
3. Integrate gathering spaces such as parks and plazas throughout the City Center and within convenient walking distance to all uses within the City Center.

- ~~3.4.~~ Support a variety of multimodal transportation alternatives, including light rail transit, auto, bus circulators, ~~and~~ bike lanes and bike share programs, pedestrian trails and wide sidewalks ~~should be planned~~ to provide the fundamental framework for travel to, from, and around the City Center.
- ~~4.5.~~ Specific Establish 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.
- ~~5.6.~~ Prominent governmental Locate prominent government, civic and community facilities ~~should be concentrated~~ within the City Center.
- ~~6.~~ ~~Development proposals are required to incorporate attractive Xeriscape landscape elements that complement the surrounding area and enhance the pedestrian experience.~~
- ~~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 Accommodate necessary parking ~~should be accommodated~~ through innovative alternatives to ~~the standard~~ surface parking lots, ~~and should include~~ including 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~~ without 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~~ 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.

Objective:

Ensure orderly growth through ~~plan~~ consistency with the Comprehensive Plan.

Policies:

1. ~~Consistency~~ Ensure that consistency with the land use goal, objectives, ~~and~~ policies ~~of this~~ and the General Land Use Plan map 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 consistent 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 City's 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~~ Require public hearings for amendments to the Comprehensive Plan require public hearings before the Planning Commission and City Council; an exception is that administrative ~~amendments~~ to the General Land Use Map Plan to reflect approved rezonings may occur in those cases where the Planning and Urban Growth Area boundary is not revised.

~~Annexation~~

Annexation

~~The City is committed to development within the existing City limits, and recognizes that additional annexations may be important to provide for growth opportunities that could be beneficial to the City and its environs. At the same time, 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~~ city's Planning and Urban Growth Area. ~~For those reasons, Lone Tree will carefully evaluate~~ evaluate all annexation requests to ensure that the City will continue to grow carefully for the benefit of present and future generations.

Objective: ~~Future~~

~~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~~ **Policies:** ~~to the long term economic success of the City and sense of community.~~

~~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~~ Policies

1. Consider 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.
- ~~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.~~
- 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 ~~identified~~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 ~~(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~~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.

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 that may be 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.

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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 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

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

This plan supports a high level of environmental standards (for air, water, and land) are maintained so that they residents 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 are also applied apply to all development.

The visual environment is also important to Lone Tree residents, and the City takes measures to ensure through development standards, design guidelines, and beautification efforts that this will continue long into the future.

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

II. Goal: Conserve, enhance, and/or protect 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.~~

~~Energy Conservation~~

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 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~~recycles paper and other materials and ~~the City's park benches and litter bins are made from recycled plastics. The City also~~ subsidizes the ~~pick up~~professional, contracted pickup and disposal of hazardous waste, which may pose a threat to public health and safety, ~~via contract by a professional service.~~

~~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.

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 materials 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 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 Public Health and Environment. State regulations provide strategies and requirements 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).~~

Objective:

Protect ~~our~~ the quality of 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 ~~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.

Air Quality

Air quality is an ongoing concern in the Denver ~~Metrometro~~ 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-climate change. 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 use of 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.

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Policies:

1. ~~New~~ 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.
- 1.2. ~~Design 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, and eroded areas, and ~~for~~ provide wildlife habitat.
2. ~~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.~~
3. Replace trees that have died, been damaged, or that must be relocated, 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. Prevent disturbance of existing ground cover in undeveloped areas and on slopes exceeding 20% ~~shall remain undisturbed~~ percent, 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.
5. ~~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.~~
- 6.5. Strongly encourage Xeriscape (low-water intensive landscaping) practices ~~are strongly encouraged.~~
7. ~~Landscape plans are subject to the requirements of the Lone Tree Zoning Code and Public Landscape Design and Maintenance Guidelines.~~

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~~

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, ~~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 ~~law~~ 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~~ Parks and 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 ~~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

- 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 and enforcement to minimize visual clutter
- A program for constructing brick walls along some collector streets in residential areas that ~~improves~~ improve the public streetscape appearance while providing for sound attenuation
- Landscaping and monumentation in key areas around the City
- Pro-active outreach and enforcement of the City's zoning code, including the maintenance of healthy landscaping

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~~ Design 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%,~~ percent, 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, architecture, and gathering spaces.

4.5. _____ Ensure ~~the proper~~both quality design and ~~compatibility of interesting~~ 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.

5.6. _____ 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 ~~scarings~~scarring 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)}).

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.

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

- ~~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.
9. Continue to implement the City's "Dark Sky program" 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 those being shipped 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:

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~~ Design development 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~~ Ensure that all proposed development on slopes of 12% percent to 20% ~~must~~ percent be sensitive to slope stability, visual impact, erosion, drainage, and infrastructure requirements.
- 2.5. ~~Development~~ Avoid development on slopes greater than 20% ~~should be avoided.~~ percent.
3. ~~The City should closely monitor activities which may pose a risk to the community, such as the transport of hazardous waste along I-25 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.~~
- 4.6. 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.~~

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 ~~polices~~ policies rooted in sound planning principles.

III. Goal: Provide quality community facilities and services for the Lone Tree community 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

Collaborative Partnerships

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~~ 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 ~~area~~ residents of all ages.
2. Ensure, where appropriate, that the costs, both capital and maintenance, of new or expanded facilities are borne/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. Its location across from the Arts Center in a mixed-use, central location creates opportunity for community gathering spaces and public amenities. The City will acquire the old library site in 2016 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~~City government, making decisions as to its function and size and the appropriate location for housing City services. -Ultimately, a ~~City Hall~~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.

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.
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/municipal buildings within the future City Center, in consideration of the following factors:
 - a. Adequate vehicular, transit, pedestrian, and ~~trail~~bicycle access
 - b. Integration and proximity to complementary uses including ~~a library, parks,~~ open space, and commercial areas
 - c. Adjacency to a public square to provide a gathering space for the community
 - d. Land area and location for potential expansion
 - e. Building function, design, and funding
 - f. 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 ~~Built Green and LEED~~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 ~~public~~special 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~~funded 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 (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~~districts, neighboring jurisdictions, and the ~~County~~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.
3. Explore additional revenue sources to provide ongoing maintenance of public roads.

Law Enforcement

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~~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~~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 nighttime 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~~

8. Foster effective police protection and positive relationships between the police and the community, through programs and services like foot patrol and bicycle patrol through neighborhoods

Fire Protection

The South Metro Fire ~~District and the Parker Fire Protection District provide~~Rescue Authority provides fire protection in the City's Planning and urban Growth 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~~Authority 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 Districts~~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: ~~Provide for~~

Ensure fire protection and prevention for the Lone Tree community.

Policies:

1. ~~Actively solicit~~Solicit the input of the ~~appropriate~~South Metro Fire ~~District~~Rescue Authority in review of ~~all~~-new development proposals as appropriate.
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.

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, the University of Colorado Lone Tree Health Center, and other health providers. Health-related services are also 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~~center provides a full array of hospital, emergency and related medical care ~~and is planned to grow to 335 inpatient 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.~~

~~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 centerhub in the ~~South Metro~~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.

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 ~~needs in that serves~~ the City of Lone Tree. The 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).~~

Additional schools are planned in Ridge Gate 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~~ education opportunities exist in the Lone Tree area through the University of Phoenix, and CU South Denver. Additional higher education 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~~Locate schools to:
 - *a. Provide convenient and safe access ~~by pedestrian~~for pedestrians and ~~bike trails~~cyclists
 - *b. Provide convenient vehicular and transit access
 - *c. ~~Be integrated~~Integrate 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 ~~of RidgeGate~~ and ~~the City's~~ Design Guidelines.

-Parks and Recreational Facilities

Great cities have great parks. 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.~~ A 64-acre central community park is planned east of I-25, adjacent to the future City Center. Planning for this park to accommodate a variety of recreational uses, such as special events will be important to ensure this amenity meets the needs of the larger Lone Tree community. The Cook Creek Park and Pool, Prairie Sky Park, Fairways at Lone Tree Park, Carriage Club Park, Centennial Ridge Park, and La Quinta Park are local parks that provide residents places to recreate within or close to their neighborhoods. The provision of local parks east of I-25 will also be needed to ensure residents living in this area have convenient access to such amenities, integral to a high quality of life.

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 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~~ within the Lone Tree Planning and Urban Growth Area. Additional regional parks and 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~~ As the community grows, provide additional recreation parks, recreational facilities and trails should be explored as the community's population grows, and as need is determined, where and when needed. (See the Parks, Trails, and Open Space Map). Plan).

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 on the Douglas County School District property. 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 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.

Policies:

1. Integrate passive and active parks and recreation facilities into the community, and link them 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.~~

~~Arts and Cultural Amenities~~

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.

6. Consider trail linkages to parks and open space areas, community amenities and services, and employment areas during annexation, rezoning and development approval.

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 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 ~~within the City~~. 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 Arts Center Guild, the Lone Tree Symphony, 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 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.

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~~ 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 ~~in~~ of benefit to the Lone Tree community.
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.
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~~ 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/~~bicycle trails~~ and bicycling
- ~~c. Where~~ there is sufficient parking (~~preferably~~ preferable shared-use parking).

Library

The Lone Tree 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 deliver a broad range of the most utilized of all of the libraries in services,~~ the Douglas County Library District. ~~Building is establishing a new Lone Tree Library, with a planned opening in 2016. Located just east of the Lone Tree Arts Center, the new library is more than double the size of the old library 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 learning expanded services and enrichment, while at the same time benefiting from shared capital and maintenance costs. meeting rooms.~~

Objective:

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

Policies:

1. Continue to work with the Douglas County Library District ~~Board~~ to determine future community library needs as the City grows and evolves.
2. Encourage the Douglas County 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.

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

- ~~▪ 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 Douglas County 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~~ one 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 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~~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 property and begin a concerted efforttitle 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 varietyState 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.

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" inches 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 – (that establishes higher per gallon charges for large volume users). The City also is a strong advocate of Xeriscaping (i.e., xeriscaping (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 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 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 and Urban Growth 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 State exceed state water quality standards.

Objective:

Ensure safe and adequate water supply and wastewater treatment services.

Policies:

1. ~~Development~~ Ensure that all urban development in the City ~~must~~ be served by central water and sewer facilities.
2. ~~The City supports~~ Support cooperative efforts on a ~~County, Regional~~ county, regional, and ~~State~~ state-wide level to ensure a permanent, renewable, and reliable potable water supply and adequate sanitation systems.
3. ~~Water~~ Support the provision of water supplied to new development ~~in the City should be obtained~~ from renewable sources sufficient to sustain development in perpetuity.
4. ~~The City supports~~ Support measures by consumers and suppliers to conserve water, through ~~Xeriscaping~~ xeriscaping, water-efficient fixtures, and institutional measures.
5. ~~The City supports~~ Support 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.

The Lone Tree Public Works Department also evaluates the need for stormwater facilities during their review of development applications. They ensure that best management practices are constructed and maintained for the safety of area residents.

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 ~~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 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 of 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~~ and design of these facilities.

Objective: ~~Address the growing and changing wireless communication demands of the community in such a way as to minimize~~

Minimize the visual impacts associated with the location and design of ~~such wireless~~ communication 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 that 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 careful planning and 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 education, encouragement, and utilization 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.~~

Objective:

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

Policies:

1. ~~Properly site~~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~~Require major utility facilities ~~are to be~~ 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~~south Denver ~~Metropolitan Region~~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. ~~————~~The community has achieved important advancements in transportation improvements through the active participation and support of residents and elected officials. For example, the City has made substantial investments to ensure the extension of light rail to the City; funded road construction and enhancements; studied the development of bike lanes and trails; and constructed important linkages.

~~Traffic~~Nevertheless, traffic congestion ~~has and will continue as is~~ one of the most prominent areas of concern by City residents related to growth and development. ~~Most~~Much of the ~~congestion impact on the~~traffic in Lone Tree ~~community is generated~~originates from outside the City due to ~~its~~the City's 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~~with transportation in order to minimize the need for, and length of, vehicular travel ~~by creating.~~ Creating a compact live, work, and ~~shop~~play 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-~~ and ~~region-wide efforts must be systematically implemented as well, employing over time~~will help to implement many of the planning principles that ~~Lone Tree has embraced.~~this plan embraces.

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

~~—~~Multimodal System

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

Multimodal System

This ~~Plan~~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 bisected east-west by I-25 and north-south by Lincoln Avenue. Providing meaningful connections (auto, pedestrian, bicycle, and 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 ~~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.

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~~

Promote adequate funding of the transportation system.

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.

Objective:—~~Design and maintain safe~~

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

Plan, design, implement, and maintain **Policies:**

1. ~~Continue to focus upon safety in all aspects of 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.

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. ~~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~~ creates 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 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 to signal progression when necessary 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.

Objective:

Secure and implement a roadway network that meets the travel needs of residents and businesses 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 for bike lanes, detached sidewalks and landscaping in medians and/or along the sides of the road. ~~Developments should~~ Continue to provide landscaping of public rights-of-way, signal progression and utilize new and effective technologies for such, along major and minor arterials whenever possible. Support compatible efforts with neighboring jurisdictions to improve traffic flow and minimize air quality impacts.
- ~~6. — Continue to provide signal progression along major and minor arterials whenever possible, and support compatible efforts with neighboring jurisdictions to increase traffic flow and minimize air quality impacts.~~
- ~~7.6. —~~ 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 Encourage alternative roadway standards where environmental impacts can be reduced and pedestrian-friendly, bicycle-friendly development and transit enhanced, ~~encourage alternative roadway standards.~~
7. Support the appropriate use of roundabouts for reducing congestion, while ensuring that the design is safe for pedestrians, cyclists, and motorized traffic.
8. 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.
9. Improve and retrofit existing roadways as necessary to meet current and future needs and design standards for motor vehicles and bicycles.

10. 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, ~~as RTD forecasts a 33-minute shorter commute time during peak rush hour periods from RidgeGate to Downtown Denver (transit vs auto) by 2025.~~

Five transit stations ~~are planned within~~ will serve the City's Planning and Urban Growth Area, ~~(at~~ :

1. County Line Road,
2. Lincoln Avenue,
3. Sky Ridge ~~Medical Center, the~~ Avenue
4. The future City ~~Center~~ 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~~

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 major corporate entities in 2014 to establish the Lone Tree Link shuttle. The 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.

Douglas County Transit Solutions (DCTS): Lone Tree is a member of DCTS, a 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 the increase in our over 60 population.

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 and~~ local circulator buses, ~~and encourage the establishment of~~ regularly scheduled bus shuttles, and other forms of on-demand transit.
4. Promote the accelerated construction of LRT ~~extension~~extension to serve ~~the~~ Lone Tree ~~Planning Area and the region and~~ which ~~complement~~complements the compact development pattern of the City Center.
5. Evaluate the establishment of a Bus Rapid Support DCTS in its efforts to accommodate the transit needs of low and moderate income residents, people with disabilities, and seniors.
5. ~~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.~~

Objective:

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

Policy:

1. 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 Walk and Wheel 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.~~ 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 nonprofits~~, 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 provide 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

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, and with an eye to creating a jobs to housing balance, 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, maintaining and retaining quality businesses, 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~~ Visible and strategic location in the ~~South~~ south Denver ~~Metropolitan Area~~ metropolitan area

- Major regional road access to/from Highways C-470/E-470 and I-25
- Regional light rail transit service

~~Its proximity~~

- Proximity to Centennial Airport
- Accessibility to Denver International Airport

~~Its proximity~~

- 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 ~~manyseveral~~ 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~~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 ~~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~~-square-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.
 - ~~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.
- **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.~~

~~Employing Land Use and Community Development Measures~~

- **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~~Plan, the City continues to take many proactive community development measures which directly and indirectly encourage economic development, including:

- Maintaining quality design standards in development review (buildings, landscaping & signs) and enforcing the Zoning Code to maintain such standards over time
- Investing in community appearance (public area landscaping, public buildings, entryways, pedestrian street lights, and ~~fence~~wall program)

- ~~▪ 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~~
- 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 ~~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 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 a large sector based upon healthcare, but this sector is seen as stable over the long term and not susceptible to the vagaries of economic cycles. Additionally, the City 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, and sustainability. The City's economy is currently comprised of three main sectors: retail, financial, and healthcare. The retail sector may be severely impacted by the continuing shift from brick and mortar stores to online sales. The financial sector is more susceptible to the vagaries of economic cycles. The healthcare sector is seen as stable over the long term, particularly given the aging population.

The City should specifically seek balance and diversity in its retail base. Within this component, the importance of anchor stores, such as those located in the Park Meadows shopping center are 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 ~~is by far the preferred path.~~

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.

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

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~~Increase~~ employment and that will directly or indirectly increase sales and use ~~tax revenue~~taxes 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~~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 of commerce 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 businesses and those that provide a broad range of services to City residents through incentives and support from economic development groups.
6. Promote businesses that contribute to Lone Tree as a destination, to be enjoyed day and night.
- ~~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.

- ~~6.~~ 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.
- ~~7.8.~~ 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.
- ~~8.9.~~ Support affordable housing programs in the area, consistent with the objectives of this Plan and as part of the City's economic development strategy.
- ~~9.10.~~ Continue programs ~~which~~that enhance community identity and pride.
- ~~10.11.~~ Support cultural amenities ~~which~~that enrich the community and also serve to provide employment opportunities and increase the City's ~~sales tax~~revenue base.
- ~~12.~~ 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.
- ~~11.13.~~ Maintain a thorough, yet expeditious, development review process.

~~Policies:~~

~~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~~state and ~~Regional~~regional entities to market and promote tourist related facilities and activities in the City.

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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 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 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~~Most structures proposed within the City, ~~except for a not including~~ single-family ~~residence, is~~residences, are subject to the City's ~~site improvement plan~~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 ~~recommended are~~include:

1. Area and regional transportation planning
- ~~2. Economic development (ongoing)~~
- ~~3. Community public facility improvement program~~
- ~~4.2. 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

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.

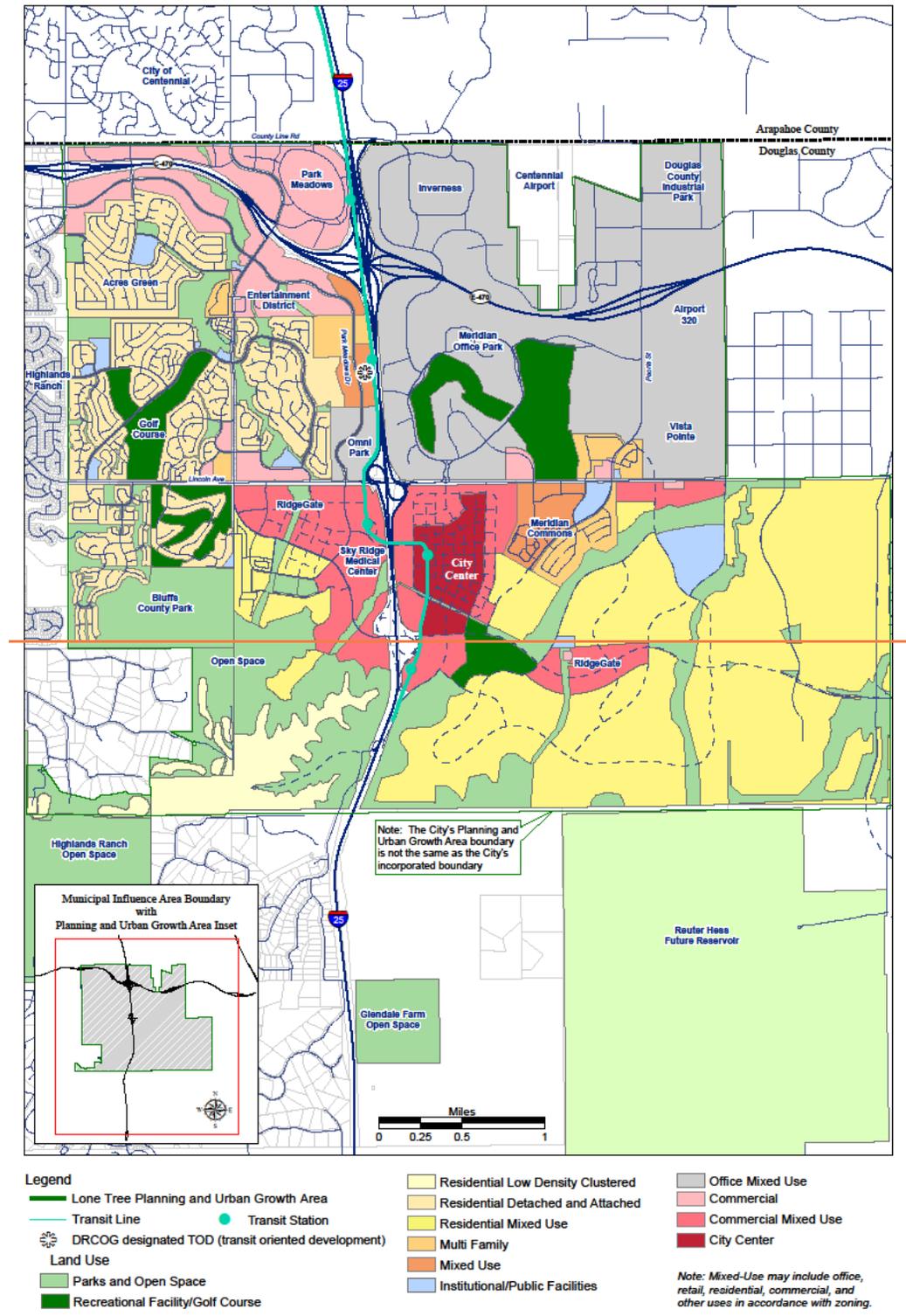
- **The Success of the Comprehensive Plan depends upon...**

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

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Lone Tree General Land Use Plan



APPENDIX

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