



Lone Tree City Council Amended Agenda Tuesday, August 4, 2015

Meeting Location: City Council Meeting Room, Lone Tree Civic Center, 8527 Lone Tree Parkway.
Meeting Procedure: The Lone Tree City Council and staff will meet in a public Study Session at 4:30pm. At 6:00pm and following the meeting, if necessary, the Council Meeting will adjourn and convene in Executive Session. If an Executive Session is not necessary, Council will recess for dinner. The Regular Session will be convened at 7:00pm. Study Sessions and Regular Sessions are open to the public, Executive Sessions are not. Comments from the public are welcome at these occasions: 1. Public Comment (brief comments on items not scheduled for a public hearing) 2. Public Hearings. Contact the City Clerk if special arrangements are needed to attend (at least 24 hours in advance).

4:30pm Study Session Agenda

1. Living and Aging Well in Lone Tree Ad Hoc Committee
 2. Schweiger Ranch Update and Funding Request
 3. **Fairways HOA**
 4. City Email Management Software Application
 5. Ordinance 15-XX, **AMENDING PROVISIONS OF THE SALES TAX AND BUSINESS LICENSING ORDINANCES**
 6. Teen Court Update
 7. Yosemite Library Building Public Input
 8. Report on Text to 911
-

6:00pm Executive Session Agenda

1. Roll Call
 2. Executive Session
-

7:00pm Regular Session Agenda

1. Opening of Regular Meeting/Pledge of Allegiance
2. Amendments to the Agenda and Adoption of the Agenda
3. Conflict of Interest Inquiry
4. Public Comment
5. Announcements
6. Consent Agenda
 - a. Minutes of the July 21, 2015 Regular Meeting
 - b. Claims for the Period of July 13-27, 2015
7. Community Development
 - a. RidgeGate III (Martin Fein) Apartments SIP Project SP15-29R
 - b. **Public Hearing: Resolution 15-09, ADOPTING A REVISED COMPREHENSIVE PLAN** (item continued from July 7)
8. Public Works
 - a. Approval of PLM Asphalt and Concrete, Inc. Contract for the 2015 Asphalt Overlay Program
9. Administrative Matters
 - a. Approval of an Order of the City Council Fixing a Place and Time for a Hearing on a Petition to Dissolve the Existing Lone Tree Entertainment Business Improvement District
 - b. **Resolution 15-10, APPOINTING MEMBERS TO THE YOUTH COMMISSION**

10. Recess City Council Meeting

11. Liquor License Authority Agenda

a. Call to Order

b. Public Hearing: Approval of a Beer & Wine Liquor License for Coffee House Holdings, Inc. d/b/a Starbucks 10262 at 9222 Park Meadows Dr.

c. Public Hearing: Approval of a Beer & Wine Liquor License for PM Pizzeria Holdings, Inc. d/b/a Grimaldi's Pizzeria at 8439 Park Meadows Center Drive, Suite I-550 (formerly Bonanno Brothers)

12. Reconvene City Council Meeting

13. Council Comments

14. Adjournment

City of Lone Tree Upcoming Events

More info available at www.cityoflonetree.com and www.lonetreeartscenter.org

- Commissioners' Choice: Ingrid Shults, August 2 – September 23, 2015. Opening reception, Sunday, August 2nd, 5-7:00 pm, LTAC Lobby
- Rave On! The Buddy Holly Experience, August 7 & 8, 2015, 8:00 pm, LTAC Terrace Theater
- Tribute to Segovia, Arts in the Afternoon, Wednesday, August 12th at 1:30 pm, Event Hall
- Outdoor Kids Movie Night: The Box Trolls, Saturday, August 15th, 7-9:00 pm., Prairie Sky Park

**MINUTES OF A REGULAR MEETING
OF THE COUNCIL OF THE
CITY OF LONE TREE
HELD
July 21, 2015**

A regular meeting of the Council of the City of Lone Tree was held on Tuesday, July 21, 2015, at 7:00 p.m., at the Lone Tree City Council Chambers located at 8527 Lone Tree Parkway, Lone Tree, Colorado 80124.

Attendance

In attendance were:

James D. Gunning, Mayor
Harold Anderson, Council Member
Kim Monson, Council Member
Susan Squyer, Council Member

Jacqueline Millet, Mayor Pro Tem was absent

Also in attendance were:

Seth Hoffman, City Manager
Jennifer Pettinger, City Clerk
Steve Hebert, Deputy City Manager
Jeff Holwell, Economic Development Director
Commander Ron Pinson, Lone Tree Police Department
Kristin Baumgartner, Finance Director
Kelly First, Community Development Director
Neil Rutledge, City Attorney, White, Bear and Ankele, P.C.
John Cotten, Public Works Director, TTG Corp.

Call to Order

Mayor Gunning called the meeting to order at 7:01 p.m., and observed that a quorum was present.

Pledge of Allegiance

Mayor Gunning led those assembled in reciting the Pledge of Allegiance.

Amendments to the Agenda

There were no amendments to the agenda.

Conflict of Interest

There was no conflict of interest.

Public Comment

Helen Raleigh, 7334 Southmoor Circle, Cherry Hills Village, spoke against the light rail project.

Elaine Zur, 5915 N. Ponderosa, Parker, shared her concerns with low income housing being placed near the light rail.

Announcements

Patrick Britti, Youth Commissioner, gave Council an update on the Youth Commission.

Mayor Gunning announced upcoming events.

Presentations

Hearts Across The Miles Presentation

Seth Hoffman, City Manager, introduced Al Gonzales from Hearts Across the Miles. Mr. Hoffman presented Mr. Gonzales and Hearts Across the Miles with a check in the amount of \$9,720.00 from the Independence Day wristband sales. Mr. Gonzales thanked the City for the donation and introduced the Board Members who were present.

Consent Agenda

Mayor Gunning noted the following items on the Consent Agenda, which consisted of:

- *Minutes of the July 7, 2015 Regular Meeting*
- *Claims for the period of June 29 – July 13, 2015*
- *Treasurer's Report for May 2015*

Council Member Squyer moved, Council Member Anderson seconded, to approve the Consent Agenda. The motion passed with a 4 to 0 vote by those members present.

Community Development

Approval of RidgeGate Filing No. 18, Lot 3 Site Improvement Plan (SIP) (Marriott TownePlace Suites) Project #SP15-35R

Hans Friedel, Planner II, introduced the item. Darryl Jones, Coventry Development, spoke about the project and introduced the applicant, Brett Adcock, Propel Development, LLC. Mr. Adcock also spoke about the project.

Council Member Monson moved, Council Member Anderson seconded, to approve the RidgeGate Filing No. 18, Lot 3 Site Improvement Plan (SIP)

(Marriott TownePlace Suites) Project #SP15-35R subject to final approval by the Lone Tree Public Works Department. The motion passed with a 4 to 0 vote by those members present.

Approval of RidgeGate Section 15, Filing 17, Lot 5 Site Improvement Plan (SIP) (Schwab Trainstation Circle Building) Project #SP15-32R

Hans Friedel, Planner II, introduced the item. Darryl Jones, Coventry Development, spoke about the project and introduced Kelly Dunn, the applicant's representative and Project Architect, who also spoke about the project.

Council Member Squyer moved, Council Member Anderson seconded, to approve the RidgeGate Section 15, Filing 17, Lot 5 Site Improvement Plan (SIP) (Schwab Trainstation Circle Building) Project #SP15-32R subject to final approval by the Lone Tree Public Works Department. The motion passed with a 4 to 0 vote by those members present.

Public Works

Approval of Overlay Contract (Concrete)

John Cotten, Public Works Director, introduced the item.

Council Member Anderson moved, Council Member Squyer seconded, to approve the contract with Silva Construction Inc. in the amount of \$620,460.00 for the City of Lone Tree 2015 Concrete Replacement and authorize the Public Works Director to execute the contract documents. The motion passed with a 4 to 0 vote by those members present.

Administrative Matters

Approval of Intergovernmental Agreement (IGA) with Regional Transportation District (RTD) re: Southeast Rail Extension Corridor Contribution

Approval of Intergovernmental Agreement (IGA) with Rampart Range Metro District No 1 re: Cost Sharing to Construct the Southeast Rail Extension Project

Approval of South I-25 Urban Corridor Capital Project Implementation Agreement re: Southeast Light Rail Extension Project

Carolynne White, Special Counsel, introduced the items and introduced Sara Clarke.

Council Member Squyer moved, Council Member Anderson seconded, to approve the IGA with Regional Transportation District (RTD) re: Southeast Rail Extension Corridor Contribution. The motion passed with a 3 to 1 vote by those members present. Council Member Monson voted no.

Council Member Squyer moved, Council Member Anderson seconded, to approve the IGA with Rampart Range Metro District No 1 re: Cost Sharing to

construct the Southeast Rail Extension Project. The motion passed with a 3 to 1 vote by those members present. Council Member Monson voted no.

Council Member Squyer moved, Council Member Anderson seconded, to approve the South I-25 Urban Corridor Capital Project Implementation Agreement re: Southeast Light Rail Extension Project substantially in the form as presented with minor edits. The motion passed with a 3 to 1 vote by those members present. Council Member Monson voted no.

Approval of an Order of the City Council Fixing a Place and Time for a Hearing on a Petition for Organization of the proposed Lone Tree Business Improvement District

Jeff Holwell, Economic Development Director, introduced the item.

Council Member Anderson moved, Council Member Squyer seconded, to approve the Order of the City Council Fixing a Place and Time for a Hearing on a Petition for Organization of the proposed Lone Tree Business Improvement District. The motion passed with a 4 to 0 vote by those members present.

Adjournment

There being no further business, Mayor Gunning adjourned the meeting at 8:34 p.m.

Respectfully submitted,

Jennifer Pettinger, CMC, City Clerk



FINAL STAFF REPORT

To: Mayor Gunning and City Council

From: Kelly First, Director of Community Development
Hans Friedel, Planner II

Date: July 22, 2015

SUBJECT: RidgeGate Filing No. 18, Lot 3
Site Improvement Plan
Marriott TownePlace Suites

Owner
RidgeGate Investments Inc.
10270 Commonwealth St.
Lone Tree, CO 80124

Representative
Park Meadows TPP, LLC
425 Soledad
San Antonio, TX 78205

Planning Commission Hearing Date: June 23, 2015
City Council Hearing Date: July 21, 2015

The City Council unanimously approved the Site Improvement Plan subject to final City of Lone Tree Public Works approval.

END



FINAL STAFF REPORT

To: Mayor Gunning and City Council

From: Kelly First, Director of Community Development
Hans Friedel, Planner II

Date: July 22, 2015

SUBJECT: RidgeGate Section 15, Filing No. 17, Lot 5
Site Improvement Plan
Charles Schwab Trainstation Circle Building

Owner
Charles Schwab Co., Inc.
211 Main Street
San Francisco, CA 94105

Representative
Anthony Nemec
9800 Schwab Circle
Lone Tree, CO 80124

Planning Commission Hearing Date: July 7, 2015
City Council Hearing Date: July 21, 2015

The City Council unanimously approved the Site Improvement Plan subject to final City of Lone Tree Public Works approval.

END



CITY OF LONE TREE

Project Summary

- Date:** August 4, 2015 City Council Meeting
- Project Name:** RidgeGate Sec. 15, Flg. 17, 1st Amdt, Lot 6A
Site Improvement Plan (RidgeGate III)
- Location:** The site is located in RidgeGate, east of Park Meadows Boulevard and south of Chatham Drive.
- Project Type / #:** Site Improvement Plan (SIP), Project # SP15-29R
- Staff Contacts:** Kelly First, Community Development Director
Jennifer Drybread, Senior Planner
- Meeting Type:** Public Meeting

Summary of Request:

Approval of a Site Improvement Plan (SIP) to construct a five-story (including clubhouse), 219-unit multi-family apartment building on 3.18 acres in RidgeGate.

Planning Commission Recommendation:

Approval, with conditions, by a 6-0 vote.

Suggested Action:

Approval, subject to two conditions noted in staff report.



CITY OF LONE TREE
Community Development Department

TO: City of Lone Tree Planning Commission

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

DATE: July 28, 2015

FOR: August 4, 2015 City Council Meeting

SUBJECT: RidgeGate Sec. 15, Fig. 17, 1st Amdt, Lot 6A
Site Improvement Plan (RidgeGate III)
Project SP15-29R

Owner:
Coventry Development Corp.
10270 Commonwealth St. Suite B
Lone Tree, CO 80124

Representative:
Martin Fein Interests, Ltd
Greg Talbert
1400 Post Oak Blvd, #500
Houston, TX, 77056

Planning Commission Meeting Date:
City Council Meeting Date:

July 14, 2015
August 4, 2015

A. REQUEST:

Approval of a Site Improvement Plan (SIP) to construct a five-story (including clubhouse), 219-unit multi-family apartment building on 3.18 acres in RidgeGate.

B. LOCATION:

The site is located in RidgeGate, east of Park Meadows Boulevard and south of Chatham Drive.

Direction	Zoning	Land Use
North	RidgeGate PD	Apartments (Amlis at RidgeGate)
South	RidgeGate PD	Undeveloped, zoned for commercial/mixed use
East	RidgeGate PD	Vacant land (Embassy Suites Hotel - approved but not constructed)
West	RidgeGate PD	Office (Charles Schwab campus)

C. SITE CHARACTERISTICS:

The site has been overlot graded and will slope gently down from south to north (5,986' to 5,979' above sea level) upon final grading. The land presently consists largely of prairie grasses and weeds.

D. SERVICE PROVIDERS:

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

E. BACKGROUND:

The application has been reviewed and approved by the RidgeGate Design Review Committee (DRC), which had considerable input on the building design and materials (minutes from those meetings are attached).

The property is subject to future subdivision (currently in process) to create the lot specific to this use. Approval of the SIP at this stage creates no conflict with that objective.

F. DESCRIPTION:

Zoning. The proposed apartment building is an allowed use in the Commercial Mixed Use Zone #2 (C-MU) of the RidgeGate 4th Amendment Planned Development.

Access. Pedestrian access will be provided on all four sides of the building, with the primary access along Chatham Drive. Auto access into the parking garage is via Trainstation Circle on the east side of the building. Resident access to the units will be from within the building.

Parking. Parking exceeds the minimum City requirement for apartment uses by three spaces. (The applicant has not requested a reduction in parking based on proximity of this site to the future Sky Ridge light rail station or for on-street parking along Chatham Drive, which is an option available for consideration afforded through the City's code.) Parking for this site is provided within a parking structure "wrapped" entirely by the building. This design effectively screens the view of the parking structure from public view.

Building Design. The building design is in conformance with the City's Design Guidelines. The building has undergone several significant changes since it was first proposed at the RidgeGate DRC. Building colors were modified to distinguish this building from the apartments to the north of this site, yet are compatible with surrounding development. The use of varied building forms, rooflines, facades, and entryways, results in a reduction in the overall mass and scale, consistent with the City's Design Guidelines.

The building is designed to wrap around structured parking. The ramp leading to the upper deck of the parking will be painted to be compatible with building colors. Parking should not be visible from surrounding areas, aside from parking lot lighting. The applicant has prepared cross sections to evaluate views from key vantage points.

The roof-top mechanical units will be screened. The electric transformer box is located in a cut out in the east side of the building (the electrical meters are located in the same area).

Landscaping. The landscaped area comprises 19 percent of the project site (the minimum requirement by the City Code is 15 percent), and includes landscaping in the courtyard. This percentage does not include the extensive landscaping in the rights-of-way planted and maintained by the Rampart Range Metro District.

Staff is requesting that a more drought tolerant alternative to Kentucky Blue Grass be used in non-high-traffic areas, with the specific turf type , shown on the landscape plan, as required by the City's landscape regulation Sec. 16-32-90 (c), and have added this as a recommended condition of approval. All other plant materials are hardy and well adapted

to this environment, and the use of evergreens will provide year-round color.

Lighting. Lights are consistent with City standards and fixtures are shielded in keeping with the City's regulations that promote dark skies.

Snow Storage and removal. Very little snow will need to be stored on the site due to the layout (interior structured parking). Three areas are reserved for snow storage on the roof-top level. The Rampart Range Metro District will be responsible for sidewalk snow removal.

Trash Collection. Such facilities will be located inside the parking garage.

Local Park Dedication. This application is required to satisfy local park dedication requirements in accordance with the RidgeGate Residential West Sub-Area Plan formula and policy for cash-in-lieu of land dedication. In this case, the project is providing a considerable amount of private amenities including an outdoor living courtyard with a swimming pool, spa, multiple seating/lounge areas, a fountain, fire pit, and outdoor kitchen. There will also be a 1,410 square-foot fitness center and a 639 square-foot yoga/pilates room. Using guidelines in the Sub-Area Plan, staff recommends that a 75% credit be granted for these amenities resulting in a remaining cash-in-lieu of park land fee of \$36,000, to be paid to the City at the time of building permit issuance.

G. PLANNING COMMISSION REVIEW

The following has been taken directly from the minutes of the Planning Commission meeting held on July 14, 2015:

Ms. Drybread introduced the project consisting of a request for approval of a Site Improvement Plan (SIP) to construct a four-story, 219-unit multi-family apartment building on 3.18 acres in RidgeGate. The property is located in a commercial mixed use zone area that allows residential by right. The building design is in conformance with the City's Design Guidelines. The building has undergone several significant changes since it was first proposed to the RidgeGate Design Review Committee (DRC). Building colors were modified to distinguish this building from the apartments to the north of this site, yet are compatible with surrounding development.

Ms. Drybread introduced Mr. Darryl Jones with Coventry Development on behalf of RidgeGate to introduce the applicant. He reiterated that the

project was consistent with subarea plan and other RidgeGate developments. He introduced Mr. Steinberg, the project architect, to present the development.

Mr. Steinberg stated that the proposed multifamily project was similar in concept to The Vue, now AMLI, in that it is a four-story, courtyard-style multifamily complex wrapping around a five-story structured parking garage. The amenity center is located on top of the building. Compared to the AMLI, this building is more contemporary and features more prominent glazing and a lighter color palette per DRC recommendations.

Commissioner Steele stated that it is an exciting project and he likes the clean look and colors. He inquired about the parking numbers. Mr. Steinberg said the ratio is 1.68 parking spaces per unit, 356 total, not including the street parking. They stated that this was comparable to parking ratios at AMLI and they are not aware of problems at that property. Mr. Steele stated that it used to be that the developers wanted less parking and the government more, and now they both are moving towards less parking.

Mr. Tim Wooten, of Martin Fein, said they have extensive experience with parking and apartments of this kind. He said they are over the minimum parking requirement and, if anything, they probably have more parking than they need.

Commissioner Steele said the concept of wrapping the parking with the units was good to limit visibility. He asked about ventilation in the garage. The applicant stated that the garage would be open on two sides.

Commissioner Steele expressed concern about traffic on Park Meadows Boulevard, northbound, turning left (west) onto Lincoln Avenue.

Commissioner Mikolajczak inquired of staff if there were traffic studies done for this project. Ms. First responded that these studies were conducted for the overall RidgeGate mixed-use development, but not specifically for this project.

Mr. Billy Harris, Civil Engineer, stated that due to signalization changes, a second left-turn lane on Lincoln may need to be activated (currently striped). Other than that, the project is not expected to negatively impact traffic.

Commissioner Mikolajczak inquired as to whether Schwab employees were being asked to take specific routes to work to mitigate traffic, and stated that increased traffic in general is a quality of life issue.

Commissioner Mikolajczak commented that other apartments to the south are in proximity to the recreation center, parks, and trails. He said he would like to see a small park in this area where residents can walk their dogs and socialize. Mr. Jones said they make an effort to locate housing with a mix of experiences (i.e., some are embedded in the community while others are in more urban locations). He said there will be easy pedestrian connections and trail improvements in the area as development builds out. Mr. Steinberg added that there is a small park to the east of the building.

Commissioner Mikolajczak expressed concern that the material sample board looked darker than the colors represented by the building renderings. Mr. Steinberg described the location of each of the proposed materials and added that they were going to use a light mortar. Commissioner Mikolajczak said he really liked the design of the Chatham Drive side of the building and that distinguishing the look of this project from AMLI was good.

Vice-Chair Kirchner stated that it was a nice project for Lone Tree. He inquired about the level of the amenity center relative to the parking. The applicant stated that it was on the sixth level, located on top of the garage. Parking ratios were described as generally 1 space for each bedroom.

Vice-Chair Kirchner inquired if the only ingress-egress was on Trainstation Circle, and how many lanes were there. Mr. Steinberg stated affirmatively, and that there would be two lanes in and two lanes out to allow for guests to use the call box to access the unit. There was clarification provided about the location of amenities within the project. Vice-Chair Kirchner said the design of the corners of the building is a nice touch and that he really likes the project.

Commissioner Dodgen inquired if the applicant also designed Miramont - the applicant did. He stated that he lived in the Miramont for six months, and observed there was adequate parking in the garage. He said the demand for parking was on-street, because of convenience. He stated that one issue with the apartments was picking up dog waste, and that many of the dog waste dispensers were out of bags, etc. Mr. Wooten said they can add waste stations but pointed out that there was an approximate 20 by 40-foot space internal to the apartment where owners can walk their dogs without leaving the area.

Commissioner Dodgen inquired about sound attenuation for units on the east side where light rail would be located. The applicant responded that there would be proper insulation and sheet rock— the same treatment as at AMLI. He inquired as to the location of metal window awnings, and the

applicant stated that they would be on the lower levels. Applicant responded that the

DRC wanted this project to be more streamlined architecturally than some of the other apartments like AMLI.

Commissioner Dodgen stated that it was a good project and good for Lone Tree.

Commissioner Carlson inquired if the basement-level parking would be where guests would park. Mr. Wooten stated that this had not been fully programmed yet, but will likely be for employees and prospective residents when on-street spaces are full. She commended the project for its well thought-out design, providing residential parking spaces next to each apartment. She said the best feature is the rooftop terrace, which should provide nice views for the residents, and continued that this was a very tasteful project for Lone Tree.

Chair Sippel agreed that the project design was a complement to the area and inquired whether there would be any external doors from the units to the streets. Mr. Steinberg stated that only a small number of the ground-floor units along Trainstation Circle had stoops, but they did not access the street.

Chair Sippel stated that she could not find the Pinyon Pines and Ponderosa Pine on the landscape plan. The landscape architect clarified the location of the pines - most of which are along the south side of the property, and indicated that one Ponderosa Pine had been removed. Chair Sippel encouraged the applicant to add a few Blue Spruce trees for variety, potentially on the west side that is visible to the most people.

Chair Sippel wanted to reiterate what fellow commissioners have said about traffic concerns in the area. She observed that the light at the northbound left-turn lane from Park Meadows to Westbound Lincoln Avenue only allowed six cars through at 3 PM, and stated that traffic patterns need to be reviewed. She stated that a second left-turn lane would help here.

Commissioner Mikolajczak suggested that it might be nice if there was more articulation, through color change, on the beige vertical elements in the lengthwise plane of the building. He asked Mr. Jones if there would be more projects like this. Mr. Jones responded that it was hard to say if there would be more multifamily residential on the west side, but there were no plans at this time.

Commissioner Mikolajczak suggested that applicants bring design alternatives to the Planning Commission first, before the DRC process, as it is often too late to make major changes once they come before the Planning Commission.

Mr. Wooten added that the DRC was very active with this project, and that it had changed quite a bit from the original proposal.

Chair Sippel requested that future applicants show earlier versions of the designs to the Planning Commission so they have the opportunity to see the first and last designs during the DRC process. This would allow them to more easily compare how the building design has changed.

Commissioner Steele inquired as to whether any of the units were furnished. The applicant indicated they are not. Commissioner Steele commented that it was nice that resident parking could be on the same level as the unit, for ease of moving. Commissioner Steele inquired about bicycle parking facilities, as a lot of people tend to store bikes on the balconies. Mr. Wooten stated that there would be bicycle parking in the garage along with repair facility. He stated that they did not allow bicycles on the balconies.

Vice Chair Kirchner moved to recommend approval of the SIP with three conditions stated in the staff report. Commissioner Mikolajczak seconded, and the motion passed unanimously. Commissioner Kline recused himself due to a potential conflict of interest.

H. REFERRALS:

There were few referral concerns expressed with this application.

Homeowner Associations (HOAs) who subscribe to the City's referral service were sent copies of the application. The RidgeGate West Village Community Association was sent a referral and did not respond.

The Lone Tree Terrace HOA responded that they had no concerns with the building design, but expressed concern with the traffic congestion at Lincoln Avenue and Park Meadows Drive/Blvd. This concern was also stated by some members of the Planning Commission. This is a high-traffic intersection with currently one left-turn lane from Park Meadows Boulevard to westbound Lincoln Avenue. City Public Works Department staff has indicated that a 2nd left turn lane from northbound Park Meadows Blvd to westbound Lincoln Avenue will be opening in late August to help address traffic concerns.

The City Building Division's referral response comments have been addressed by the applicant.

The City Public Works Department responded that the plan appears acceptable, and that their specific comments will need to be addressed prior to final approval.

I. STAFF FINDINGS AND RECOMMENDATION:

Staff finds that the application is in conformance with the SIP requirements of the Lone Tree Zoning Code, the Subdivision Code, the Comprehensive Plan, and the RidgeGate Residential West Sub-Area Plan.

Staff recommends the City Council approve the application, subject to the following two conditions:

1. Final approval of the Site Improvement Plan is subject to City of Lone Tree Public Works approval.
2. The applicant shall be required to submit to the City cash-in-lieu of local park land dedication in the amount of \$36,000. This shall be required prior to issuance of a building permit.
3. ~~That a drought tolerant alternative to Kentucky Blue Grass be shown on the Landscape Plan (Sheet 11).~~ *Staff note: this has been accomplished.*

Staff note: based on Planning Commission input, the applicant has also traded out one Ponderosa Pine Tree to a Blue Spruce Tree on the landscape plan, and has also labeled a dog-walking area inside the building in an area that is not covered by a roof (see sheet 9 of the SIP).

J. ATTACHMENTS

- Development Application
- Letter of Authorization
- Narrative
- Statement of Design Intent
- Referral Responses
- DRC Meeting notes and approval letter
- SIP
- Renderings

END

City of Lone Tree

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

DEVELOPMENT APPLICATION FORM

◆ OFFICE USE ONLY ◆

PROJECT NAME: RidgeGate Sec 15, Filing 17, Lot 6A
REQUEST: SIP Approval (Fein III or RidgeGate III)

PROJECT FILE # SP15-29R

SITE LOCATION:

(Nearest Intersections) SW corner Chatham Dr & Trainstation Circle

OWNER:

Name: Coventry Development Corporation
Address: 10270 Commonwealth St, Suite B
Lone Tree, CO 80124
Phone: 720-279-2581 FAX: 720-279-2582

DATE SUBMITTED: 4/3/15

FEES: \$3,200 #24388
(Engineering fees are not included)

AUTHORIZED REPRESENTATIVE:

Name: Martin Fein Interests, att: Mr. Greg Talbert Fax:
Address: 1400 Post Oak Blvd, Suite 500 Email: gtalbert@mfein.com
Houston, TX 77056
Phone: 713-683-4813 Business/Project Name: Ridgegate III

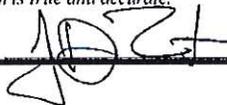
LEGAL DESCRIPTION (site address): Lot 6A, Ridgegate Section 15, Filing 17, 1st Amendment

PROJECT INFORMATION:

Subdivision Name:	Ridgegate Section 15	Filing #:	17	Lot # (if appropriate):	6A	Block #:	
Planning Area # (if PD)	Parcel # 2						
PRESENT ZONING:	Ridgegate 4th Amendment PDD C /MU, Parcel # 2	(When rezoning) -	PROPOSED ZONING				
GROSS ACREAGE:	3.181 acres	# of units (residential)	219 du	Unit type:	MF - rental		
FIRE DISTRICT:	South Metro Fire Rescue	METRO DIST:	Rampart Range Metro District # 1				
WATER:	Southgate Water District	ELEC:	XCEL Energy				
SEWER:	Southgate 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:

4/2/15

Letter of Authorization

Regarding Development Applications for Land Use Entitlements
(Form must be Filled Out if the Applicant is not the Property Owner)

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

RE: Property Address: RIDGEGATE SECTIONS 15, FILING 17 1ST AMENDMENT, LOT 6A
CORNER OF PARK MEADOWS BLVD, CHATHAM DR. & TRAINSTATION CIR.
Assessor's Parcel Number (SPN): _____

To Whom It May Concern:

I/We, the owner(s) of the above described real property, authorize GREG TALBERT
of MARTIN FEIN INTERESTS to act as an agent on my/our behalf for the purpose of
creating, filing and/or managing an application for A SITE IMPROVEMENT PLAN
FOR RESIDENTIAL APARTMENTS (type of development or permit application).

The undersigned hereby certifies to being the fee owner(s) or legally authorized representative of the fee owner(s) of the real property described above.

RidgeGate Investments, Inc.
(Print Name of Owner)

(Signature of Owner or Authorized Representative)

Keith D. Simon, Vice President - RidgeGate Investments, Inc

State of Colorado
County of Douglas

The foregoing instrument was acknowledged before me this 30th day of March, 2015
by Keith D. Simon.

Elizabeth Matthews
(Notary's official signature)

5-12-2016
(Commission expiration date)

NOTARY SEAL

ELIZABETH MATTHEWS
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20004014222
MY COMMISSION EXPIRES 05/12/2016



RidgeGate Section 15, Filing 17, 1st Amendment, Lot 6A
Site Improvement Plan #SP15-29R

Current Owner:

Ridgegate Investments, Inc.
Attn: Keith Simon
10270 Commonwealth Street, Suite B
Lone Tree, CO 80124

Purchaser / Developer:

Martin Fein Interests, Ltd.
Attn: Greg Talbert
1400 Post Oak Blvd., Suite 500
Houston, TX 77056

Subject Property:

Subdivision: Ridgegate
Filing #: 17, 1st Amendment
Lot #: 6A
Planning Area: #2
Address: SW corner of Chatham & Trainstation Circle, Lone Tree, CO 80124
Lot Area: 3.181 acres or +/- 138,564 sq. ft.
Zoning: C/M-U No. 2
Water: Southgate
Sanitary: Southgate
Current Use: Raw Land
Proposed Use: Multi-Family

Adjacent Property (Immediate to the east):

Current Use: Raw Land
Zoning: C/M-U
Proposed Use: Transit Lines

Adjacent Property (Immediate to the south):

Current Use: Raw Land
Zoning: C/M-U
Proposed Use: TBD

Martin Fein Interests, Ltd ("MFI") or its' assign (a single purpose entity controlled by MFI), proposes to develop and construct a 219 unit, Class-A multi-family rental community on the Subject Property within the RidgeGate master planned community. This will be MFI's third community within RidgeGate (the first, Miramont at RidgeGate, was completed in 2010, and the second, The Vue at RidgeGate, was completed in 2013). The project is located in the Sky Ridge Station TOD subarea which is bound by I-25, Lincoln Avenue, Park Meadows Boulevard, and Sky Ridge Avenue. The project is just east of the new Charles Schwab Campus, north of Sky Ridge Medical Center, and west of the future RTD Sky Ridge lines. The project will be a mid-rise, 4-story wood frame building with units wrapping a concrete parking garage (residents will be able to park on the same level as their unit). The unit interior finishes and common area amenities will help set this project apart from any other. With a style similar to custom homes, each unit will contain hard surface flooring, stone countertops, stainless appliances, kitchen backsplashes, and open floor plans with 10 foot ceilings. The bulk of the amenities, including the fitness center, Yoga room, club room, library, conference rooms, and outdoor patio, will be located on top of the parking structure overlooking RidgeGate and offering amazing views of the Front Range. The large courtyard will include a resort style pool with custom water features, cabanas, a large spa, and a covered, fully-equipped outdoor kitchen.

We anticipate beginning construction in the 4th quarter of 2015 and delivering first units in the 1st quarter of 2017. Final completion should be achieved in the 2nd quarter of 2017. The building will have approximately 192,023 net rentable square feet. Approximate total cost of the improvements (without land cost or soft costs) will be between \$25,000,000 and \$30,000,000.



SUSTAINABILITY:

From location to design, the proposed project offers many features that are sustainable from an environmental perspective. Located within RidgeGate and within close walking distance to the future Sky Ridge Station, the project will offer residents easy access to employment, retail shopping, restaurants, medical facilities, public transit, parks, and hike and bike trails. The project is within walking distance to the Park Ridge Office Park, and to major local employers such as Charles Schwab, Sky Ridge Medical Center, and Kaiser Permanente. Other major employers in the Denver Tech Center, Centennial, or in Downtown Denver are easily accessible via rail line. The project will also offer sustainable design features such as low flow showers and sinks, low flush toilets, low flow irrigation, high efficiency water heaters, Low-E Glass, and Energy Star appliances. Onsite recycling will also be available to all residents.

RECREATIONAL AMENITIES:

The proposed project will offer multiple recreational amenities to its residents. The largest is the pool courtyard that is approximately 16,190 square feet. This courtyard is designed to feel like a first class resort and will contain a large pool, water fountains, a large heated spa, multiple private seating areas, lounge areas, fire pits, cabanas, lush landscaping, and a large covered outdoor kitchen with heaters and televisions. The intent of the courtyard is to offer residents the ability to gather with friends in an outdoor environment all year long.

The project will offer residents a 2,700 square foot Club Room that will include multiple seating areas, pool tables, and televisions. The Club Room is connected to a 1,540 square foot Outdoor Patio which will include lounge areas, an outdoor kitchen, and a bar. Separating the Club Room and Outdoor Patio is a glass Nanawall that can be opened to combine the two spaces into one large indoor/outdoor recreational room. Both spaces can be used by residents on a daily basis, or rented out by residents for private parties.

The project also includes a 1,692 square foot Library which will offer residents a comfortable and quiet place to read, study, or work. Connected to the Library are two Conference Rooms that are approximately 468 square feet combined. The Conference Rooms will be fully equipped with televisions, conference phones, conference tables, and chairs, and they can be used by residents for business meetings or study groups.

The project will also offer residents fitness facilities that rival any brand name gyms. The project will offer residents 24 hour access to a 1,410 square foot Fitness Center and a 639 square foot Yoga/Pilates room. The Fitness Center will include the latest cardio machines and free weights.

STATEMENT OF DESIGN INTENT

PROJECT NAME: RIDGEGATE III

LOCATION: RIDGEGATE - SECTION 15 FILING 17, 1st AMENDMENT, LOT 6A

1. Overall Design Concept:

Ridegate III is a 219 unit, 4 story apartment community wrapped around a 5 level Concrete Parking Structure. The community is designed with one large interior amenity courtyard and with 4 sided Fenestration at the Exterior Facades.

2. Context and Site:

Cues were taken from The Vue apartment community that is across the street. Both communities are 4 story in Height. Corner towers were incorporated in Ridgeway III to relate to the corner towers at The Vue. The rhythm of Corner towers and Central Main Entry off the Chatham façade mimics The Vue across the street. The façades of the buildings also compliment the 3 streets that they face. Where Chatham and Trainstation Circle are linear and the building form reflects this, Ridgeway Parkway is curved and the building form steps back in response. Pedestrian access is achieved on all streets, with an emphasis of entry points along Trainstation Circle. The Building form also follows the surrounding topography, stepping with the rise and fall of the site.

3. Public Realm:

Chatham Street is the Communities main entry point. This is where the community is most open to the public realm. The Main entry is empathized utilizing architectural design. This section of the building is taller, creating dominance along Chatham. The main signage is located at the top of this central section. To create the human scale, a large metal awning that spans the width of this central entry section is placed at the First Floor level to denote entry. Below the awing, storefront glass and doors are installed to create a more public feel for the pedestrian. The area between the building and the street along Chatham is all hardscape with planter boxes, trees in tree grates, benches and trash receptacles. Ground floor units along Chatham have extended open air patios that extend beyond the face of the building. There are 2 other entry points along Chatham that are marked by a smaller awning and brick step wall. These are private entries for the residents. The vehicular access to the property is along Trainstation Circle. Since Trainstation Circle will be the main access to the future rail station, the property has 4 pedestrian access points as well as stoop entries for some of the ground floor units. Trainstation Circle also is designed with pocket landscape areas within the hardscape to the building façade, however along the street there is a green belt with trees since this is not the main façade. For

the massing of the building, a single level base was designed with a middle and top. The single level base as well as incorporation of awning entries reinforces the building's placement and relationship with the pedestrian zone. Ground floor units are designed with larger windows and open balconies that will foster "eyes on the Street" natural surveillance. Four Building entry points along Ridgeway Parkway are not as prevalent due to the larger landscaped setback and park-like setting.

4. Architectural Design:

The community is Designed to capture a modern feel utilizing timeless vocabulary. As stated above, the building is designed with a base, middle and top, however to break away from the horizontality this creates, 4 story elements are created. These elements will be built out of an accent color brick. They are designed to read as 3 levels with a single level above and articulate in and out from the main body of the building. They are located at unit balconies and will read as modern brick columnar massing's. The first level will be faced with a larger brick of a second color to create the base. The 2 levels above this base (the middle) will be finished with a third brick color. The top level will be finished with stucco in a complimentary color. Horizontal banding is utilized to accentuate these level breaks. This design concept is utilized on all 4 exterior facades. Our corner towers and main entry are all stucco with an abundance of glass. These elements will have a separate color from the top level of the building to create importance. Some of the building vocabulary was taken from the surrounding buildings in Ridgeway as to make this Community feel part of the overall development.

Jennifer Drybread

From: Jennifer Drybread
Sent: Wednesday, May 27, 2015 11:11 AM
To: 'AT & T-Thomas Jakse (tjakse@clearwaterconsulting.net)'; 'AT & T-Van DeCastro'; 'Centennial Airport - (McLain, Chris)'; 'Comcast-Scott Moore'; 'Douglas County (Boyd, Chris)'; 'DC Assessors - Marianne Woodward'; 'Douglas County School District (Richard Cosgrove)'; 'Qwest- Charles Place (Charles.Place@qwest.com)'; 'Rampart Range Metro District- Denise Denslow (denise.denslow@cliftoncpa.com)'; 'South Metro Fire Protection District- Criss Dickhausen'; 'South Suburban Parks and Rec - Brett Collins'; 'Southeast Public Improvement District- Bob Brooks (Bob.Brooks@CliftonCPA.com)'; 'Southgate Water and San - Dave Irish'; Jeff Streeter; 'U. S. Post Office - Brent Todd (brent.o.todd@usps.gov)'; 'Xcel Energy - Donna George'; Ron Pinson; Julius Zsako; Matt Archer
Subject: Lone Tree eReferral (SP15-29R) Is Ready For Review
Attachments: RidgeGate III referral response form.doc

Greetings,

There is an eReferral for your review. Please click on the link below to review this referral.

<http://www.cityoflonetree.com/DocumentCenter/View/6428>

Project Name:	RidgeGate Section 15, Filing 17, Lot 6A*
Project File #:	SP15-29R
Project Summary:	Site Improvement plan application for 219 units on 3.181 acres. The proposal is located immediately east of Park Meadows Blvd. and south of Chatham Drive, in RidgeGate

Please forward any comments to me by **June 16, 2015** 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.

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

Jennifer Drybread

Lone Tree Community Development Department
9220 Kimmer Drive, #100
Lone Tree, CO 80124
Phone: 303.708.1818
Fax: 303.225.4949
jennifer.drybread@cityoflonetree.com

*Lot 6A refers to a lot as part of a pending Replat application for this property



Jennifer Drybread

From: Harvey - Joan Field <hrvfiel35@hotmail.com>
Sent: Thursday, May 28, 2015 11:47 AM
To: Jennifer Drybread
Subject: Ridge Gate Apt Proposal coment

Jennifer

The complex looks similar to othe one on the corner so no issues with that.

The greater concern I have is the traffic congestion caused by the residences of the apartment building and the other apartment building and townhouses planned in the immediate area. At this time only a few north bound cars can turn west on Lincoln at Park Meadows from the single left lane per traffic light change. That intersection needs to be improved.

Harvey Field
Lone Tree Terrace HOA



9222 Teddy Lane
Lone Tree, Colorado 80124



Ph: 303-662-8112
Fax: 303-792-9489
www.cityoflonetree.com

CITY OF LONE TREE

Department of Public Works

May 29, 2015

City of Lone Tree
Jennifer Drybread, Project Planner
9220 Kimmer, Suite 100
Lone Tree, CO 80124

Re: SP15-29R
RidgeGate Sec. 15, Fil. 17, Lot 6A
MF1 #3 (RidgeGate III)
Project No. 061-413

Dear Jennifer:

I have reviewed the SIP referral dated May 27, 2015, for the above referenced Project.

The package submitted and reviewed consists of the following documents:

- Site Improvement Plan, Sheets 1 – 22, dated 5/15/15, by Harris Kocher Smith.
- Project Narrative, (not dated), by Martin Fein Interests.

Related information for this Project provided directly by the Project Engineer to our office:

- Civil Construction Documents (CD's), Sheets 1 – 9, dated 3/19/15, by Harris Kocher Smith.
- Grading, Erosion & Sediment Control (GESC) Plans, Sheets 1 – 7, dated 3/25/15, by Harris Kocher Smith.
- GESC Report, dated 3/25/15, by Harris Kocher Smith.
- Phase III Drainage Report, dated 3/25/15, by Harris Kocher Smith.

We have the following comments:

General

1. The Public Works/Engineering SIP Review fee for this Project, per the adopted standard review fee schedule (copy attached) is \$3,000.00, and has been paid. Review and comment on the SIP, GESC Plans, GESC Report and Drainage Report are covered under this review SIP base fee. A separate additional fee (\$1,000) will be required for the Civil CD's review. The additional CD's review fee (Check, made out to "The City Of Lone Tree") should be submitted to my attention at Public Works.
2. A Site Improvement Plan Improvements Agreement (SIPIA) will be needed for the proposed Project, with the associated surety addressing Project associated work proposed within the existing road ROW's of Chatham Drive and and Trainstation Circle..
3. A Grading, Erosion and Sedimentation Control (GESC) Permit will be required for this Project. The GESC Permit may not be obtained prior to final approvals of the GESC Plans / GESC Report and at least recommendation of SIP approval by the City Planning Commission. No site work may begin prior to issuance of the GESC Permit.

M:\COLT\061-412 MF1 #3\SP15-29R.DOC

4. Since this site exceeds 1-Acre of disturbed area, a State Stormwater Construction Permit from the Colorado Department of Public Health and Environment (CDPHE) is required. A copy of the Permit Application submitted to CDPHE should be provided to our office prior to issuance of the GESG Permit for the site.
5. Only those sheets within the documents for which we have specifically identified comments are listed below. Comments provided also may apply to other sheets/locations in the Project documents. The applicant's professional(s) should verify that the item(s) are addressed throughout the related Project documents consistently, as applicable.
6. Only comments pertaining to the SIP submittal are included herein. Comments on the other engineering documents (GESG Plans/Report, Drainage Report, Civil CD's) have been (are being) provided separately to the Project Engineer.

Sight Improvement Plan

1. Cover Sheet – Sht. 1:
 - a. The Project is proposing installation of non-standard hardscape (e.g. other than plain sidewalk) within the Chatham Drive ROW. The City of Lone Tree will not maintain this hardscape and tree wells/landscaping. Accordingly, either the Rampart Range Metro District or the proposed development must accept responsibility for maintenance of these improvements. For the similar improvements at the VUE development (MFI II), the RRMD accepted this responsibility. Anticipating the same arrangement for MFI III, the following note should be added to the cover sheet:

“The Rampart Range Metro District is responsible for the installation and maintenance of all hardscape and landscaping behind the curb within the Chatham Drive Right-of-Way.”

Either by letter, or, more preferably by an RRMD signed approval note on the SIP Coversheet, the RRMD should provide documentation this agreement to the City.

- b. The following “Snow Removal Maintenance” Note should be added to the cover sheet:

“The City of Lone Tree snow plowing operations (on those streets plowed by the City) will move snow from the drive lanes to the edge of the outside primary drive lanes. The owner/developer acknowledges that they will be responsible for the sidewalk plowing and for snow removal from the site. On-site snow may not be put into the street.”

2. Site Plan – Sht. 2:
 - a. Along Chatham Drive, the hardscape within the ROW includes tree wells. Accordingly, the primary pedestrian walk area will be the hardscape area south of the tree wells to the building face, part of which falls outside of the Chatham Drive Right-of-Way. Accordingly, a Pedestrian Access Easement should be granted covering the hardscape/walk area between the north face of building and the Chatham Drive ROW.
 - b. Stairs/landings are shown along the west side of the building as encroaching into the existing Landscape, Sidewalk and Utility Easement along Park Meadows Boulevard (Rec. No.2002101107). This easement was granted to RRMD #1. RRMD #1 may be able to grant written and recorded permission for the indicated encroachments. Otherwise, either the easement would need to be modified and re-recorded to eliminate the encroachments or the Project design would need to be modified to eliminate the encroachments. Prior to receipt of a Building Permit

for the proposed project, documentation demonstrating resolution of this issue should be provided to our office and to the City Community Development Department).

- c. Intersection/driveway sight distance lines are shown for the drive entrance off Train Station Circle. Similar sight distance lines also should be shown at the Chatham Drive/Train Station Circle intersection.
- d. The available “clear” walkway width between the tree wells and building (along Chatham Drive) is identified for most of the proposed tree well locations. However, this dimension is not provided for the westerly most tree well, and should be added. Additionally, the similar dimension should be provided from the top (southern) edge of the sidewalk ramps and the building or back of walk (at each of the two intersections).

3. Landscape Plan (Sheet 9):

I do not review and comment on Landscaping related issues, other than in a broad general sense or as pertains to potential conflict between the landscaping and other engineering related issues. As such, my comments on the Landscaping Sheets are limited to only the following item:

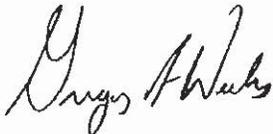
- a. A note is included on this sheet which states “*Street improvements here provided by Rampart Range Metro District*”. What “Street Improvements” are being proposed and provided by RRMD is not apparent. This note should be revised for clarity and the specific referenced “street improvements” should be clearly identified in the appropriate location(s) within the SIP Plans (on the Site Plan Sheet, and, if applicable, on the appropriate Landscape Sheets, etc.). Documentation of RRMD “acceptance” of this/these commitment(s) should be provided (see prior Comment #1a – Cover Sheet).

CONCLUSION

The general concept and details of the proposed MFI #3 development (RidgeGate Sec. 15, Fil. 17, Lot 6A) appears acceptable to Engineering/Public Works. We have no objection to recommendation of SIP approval contingent upon appropriate resolution of the issues noted in the above comments and final Engineering/Public Works approval of the various engineering documents/plans.

Please feel free to call me with any questions or comments at 303-662-8112.

Sincerely,



Gregory A. Weeks, PE, LEED® AP
City Engineer

cc: (via email)

Greg Talbert, Martin Fein Interests

gtalbert@mfein.com

Billy Harris Jr., Harris Kocher Smith

bharris@khseng.com

Jennifer Drybread

From: Greg Weeks
Sent: Monday, June 01, 2015 8:52 AM
To: Billy Harris; Greg Weeks
Cc: Greg Talbert
Subject: RE: Ridge Gate Apt comment

Billy

Since Park Meadows / Chatham intersection is signalized already, and the Park Meadows / Sky Ridge intersection will be signalized in the next few months, I don't believe the new MFI development creates any new traffic problems for those two intersections. With respect to northbound Park Meadows to westbound Lincoln, eventually we may need to activate the 2nd left turn lane (currently stripped out). But, for the present, we do not anticipate the need for a new traffic study by MFI III. However, if, for some reason, we decide one might be necessary, we will let you know. (For now, you can anticipate one will not be required).

Thanks for checking.

Greg

Gregory A. Weeks, P.E. CFM, LEED® AP
City Engineer
City of Lone Tree Public Works Department
9222 Teddy Lane
Lone Tree, CO 80124
(303) 662-8112
Fax: (303) 792-9489
greg.weeks@cityoflonetree.com



Please consider the environment before printing this e-mail.

From: Billy Harris [mailto:8Harris@HKSENG.com]
Sent: Monday, June 01, 2015 8:13 AM
To: Greg Weeks
Cc: Greg Talbert
Subject: FW: Ridge Gate Apt comment

Greg, the City received the following citizen comment re: traffic. Are traffic questions/comments like this something that the City can address, if it comes up at a public hearing, or would we need to do a traffic study? We are developing in accordance with the approved zoning, of course, but I don't know when the last District or City traffic study was performed or if the City knows of any current problems. I think that somebody will have to say something at PC and at CC if this question comes up.

Billy A. Harris, Jr., PE
President



SOUTH METRO FIRE RESCUE AUTHORITY

LIFE SAFETY BUREAU

9195 E Mineral Ave, Centennial, CO 80112

PHONE: 720.989.2230 www.southmetro.org FAX: 720.989.2130

Jennifer Drybread
City of Lone Tree
9220 Kimmer Dr Suite 100
Lone Tree, CO 80124
303-708-1818

File #/Name: Ridgegate III
Project Type: **Site Improvement Plan**

Plan reviewer: Chip Kerkhove
Review date: 7/29/15

Narrative: New 4 story apartment complex with 5 story parking garage.

Code Reference: 2009 International Fire Code, 2009 International Building Code

South Metro Fire Rescue's Life Safety Division has reviewed the above project and has approved the plans.

UNRESOLVED ISSUES:

There are no unresolved issues for this referral.



CITY OF LONE TREE
Community Development Department

REFERRAL REQUEST

Today's date: May 27, 2015



Project Name and File Number: RidgeGate Sec. 15, Fil 17, Lot 6A*

Project Type: Site Improvement Plan, SP15-29R

Comments Due By: June 16, 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: Building Division

Your name: Matt Archer

Your signature: MA Date: 5/29/15

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.

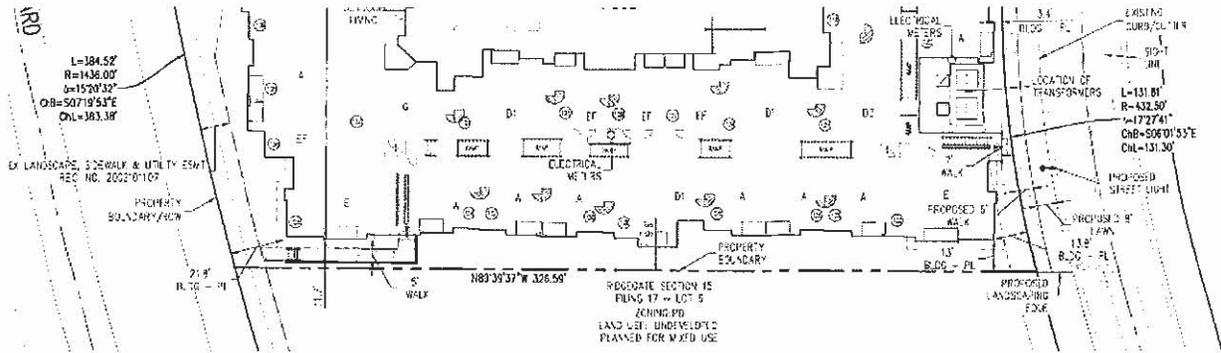
Jennifer Drybread

Senior Planner

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

*Lot 6A refers to a pending Replat application for this property



Please provide a brief code analysis on how you meet the fire separation distance requirements for the South side of the building as shown above.

Please include the following detail:

- Type of construction and fire separation distance to each face of the building to the property line (602 IBC)
- Percentage of openings per face of each elevation to the property line (705.8 IBC)
- Account for the projections of decks, balconies and other building elements (705.2.3 or 1406.3 IBC)
- The exit discharge and access to the public way by means of an egress court or yard (1027.4 and 1027.5 IBC)

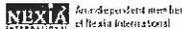
Jennifer Drybread

From: Denslow, Denise <Denise.Denslow@claconnect.com>
Sent: Wednesday, May 27, 2015 11:51 AM
To: Jennifer Drybread
Subject: RE: Lone Tree eReferral (SP15-29R) Is Ready For Review

RRMD supports this project.



Denise D. Denslow, Principal
Outsourcing, CliftonLarsonAllen LLP
Direct 303-265-7910, Mobile 303-903-9760
denise.denslow@CLAconnect.com
Main 303-779-5710, Fax 303-779-0348
8390 E Crescent Parkway, Suite 500, Greenwood Village, CO 80111
CLAconnect.com



The information (including any attachments) contained in this document is confidential and is for the use only of the intended recipient. If you are not the intended recipient, you should delete this message. Any distribution, disclosure, or copying of this message, or the taking of any action based on its contents is strictly prohibited.

CliftonLarsonAllen LLP

From: Jennifer Drybread [mailto:Jennifer.Drybread@cityoflonetree.com]
Sent: Wednesday, May 27, 2015 12:11 PM
To: AT & T-Thomas Jakse (tjakse@clearwaterconsulting.net); AT & T-Van DeCastro; Centennial Airport - (McLain, Chris); Comcast-Scott Moore; Douglas County (Boyd, Chris); DC Assessors - Marianne Woodward; Douglas County School District (Richard Cosgrove); Qwest- Charles Place (Charles.Place@qwest.com); Denslow, Denise; South Metro Fire Protection District- Criss Dickhausen; South Suburban Parks and Rec - Brett Collins; Southeast Public Improvement District- Bob Brooks (Bob.Brooks@CliftonCPA.com); Southgate Water and San - Dave Irish; Jeff Streeter; U. S. Post Office - Brent Todd (brent.o.todd@usps.gov); Xcel Energy - Donna George; Ron Pinson; Julius Zsako; Matt Archer
Subject: Lone Tree eReferral (SP15-29R) Is Ready For Review

Greetings,

There is an eReferral for your review. Please click on the link below to review this referral.



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.571.3306
Facsimile: 303. 571.3284
donna.l.george@xcelenergy.com

June 16, 2015

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

Attn: Jennifer Drybread

Re: RidgeGate Section 15, Filing No. 17, Lot 6A – Case # SP15-29R

Public Service Company of Colorado (PSCo) has reviewed the plans for **RidgeGate Section 15, Filing No. 17, Lot 6A**. Please be aware PSCo owns and operates existing electric distribution facilities within the subject property. The property owner/developer/contractor must continue working with **Mike Martinez** (Designer, 303-716-2033) on approval for design details including relocation and/or removal of facilities, and **Robyn Larm** (Right-of-Way Agent, 303-716-2043) on easement issues including the processing of any quitclaim deeds. 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** to have all utilities located prior to any construction.

Should you have any questions with this referral response, please contact me at 303-571-3306.

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

Project Name: RidgeGate Sec. 15, Fil 17, Lot 6A

Project Number: SP15-29R

Jurisdiction: City of Lone Tree

Date Received: 2015-05-27 00:00:00

Due Date: 2015-06-16 00:00:00

Addressing Comments:

The proposed address for this property is 9980 Trainstation Circle. This address is not to be used for any purpose other than for plan review with the building and fire departments until after this project is approved. This address is subject to change, and the City of Lone Tree and Douglas County will not reimburse any funds spent using this proposed address should the address require a change.

Once unit numbers area assigned by the owner of the building, please notify this office so that the unit numbers can be added to the address for E911 response.

Engineering Comments:

No Comments

Planner Comments:

No Comments

Jennifer Drybread

From: Brett Collins <BrettC@ssprd.org>
Sent: Friday, June 05, 2015 9:22 AM
To: Jennifer Drybread
Subject: RE: Lone Tree eReferral (SP15-29R) Is Ready For Review

Jennifer,
South Suburban Parks and Recreation has no comment on this proposed development.

Regards,

Brett Collins
Director of Planning and Development

South Suburban Parks and Recreation
www.ssprd.org | 303.483.7021 office

From: Jennifer Drybread [mailto:Jennifer.Drybread@cityoflonetree.com]
Sent: Wednesday, May 27, 2015 11:11 AM
To: AT & T-Thomas Jakse (tjakse@clearwaterconsulting.net); AT & T-Van DeCastro; Centennial Airport - (McLain, Chris); Comcast-Scott Moore; Douglas County (Boyd, Chris); DC Assessors - Marianne Woodward; Douglas County School District (Richard Cosgrove); Qwest- Charles Place (Charles.Place@qwest.com); Rampart Range Metro District- Denise Denslow (denise.denslow@cliftoncpa.com); South Metro Fire Protection District- Criss Dickhausen; Brett Collins; Southeast Public Improvement District- Bob Brooks (Bob.Brooks@CliftonCPA.com); Southgate Water and San - Dave Irish; Jeff Streeter; U. S. Post Office - Brent Todd (brent.o.todd@usps.gov); Xcel Energy - Donna George; Ron Pinson; Julius Zsako; Matt Archer
Subject: Lone Tree eReferral (SP15-29R) Is Ready For Review

Greetings,

There is an eReferral for your review. Please click on the link below to review this referral.

<http://www.cityoflonetree.com/DocumentCenter/View/6428>

Project Name:	RidgeGate Section 15, Filing 17, Lot 6A*
Project File #:	SP15-29R
Project Summary:	Site Improvement plan application for 219 units on 3.181 acres. The proposal is located immediately east of Park Meadows Blvd. and south of Chatham Drive, in RidgeGate

Please forward any comments to me by **June 16, 2015** 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.

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

Jennifer Drybread

Lone Tree Community Development Department
9220 Kimmer Drive, #100
Lone Tree, CO 80124
Phone: 303.708.1818



June 5, 2015

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

Re: RidgeGate Section 15, Filing 17, Lot 6A, Site Improvement Plan, Project # SP15-29R

Dear Ms. Drybread;

We are in receipt of your request for comments on the above referenced proposal. Thank you for the opportunity to comment on the proposed residential development. On behalf of DCSD, we have no objections to the proposal. All land dedication and capital mitigation requirements have been met with the Master Plan.

Sincerely,

SCO Consulting, LLC

A handwritten signature in black ink that reads "Steve Ormiston". The signature is written in a cursive style with a prominent initial "S".

Steve Ormiston
Consultant to DCSD

Jennifer Drybread

From: Moore, Scott <Scott_Moore@cable.comcast.com>
Sent: Wednesday, May 27, 2015 11:17 AM
To: Jennifer Drybread
Subject: RE: Lone Tree eReferral (SP15-29R) Is Ready For Review

Hi Jennifer, Comcast has no comments at this time. TY

Scott R. Moore
6850 S Tucson Way
Englewood, CO 80112
T. 303 603 5665
F. 303 603 5609
Scott_Moore @ cable.comcast.com

From: Jennifer Drybread [mailto:Jennifer.Drybread@cityoflonetree.com]
Sent: Wednesday, May 27, 2015 11:11 AM
To: AT & T-Thomas Jakse (tjakse@clearwaterconsulting.net); AT & T-Van DeCastro; Centennial Airport - (McLain, Chris); Moore, Scott; Douglas County (Boyd, Chris); DC Assessors - Marianne Woodward; Douglas County School District (Richard Cosgrove); Qwest- Charles Place (Charles.Place@qwest.com); Rampart Range Metro District- Denise Denslow (denise.denslow@cliftoncpa.com); South Metro Fire Protection District- Criss Dickhausen; South Suburban Parks and Rec - Brett Collins; Southeast Public Improvement District- Bob Brooks (Bob.Brooks@CliftonCPA.com); Southgate Water and San - Dave Irish; Jeff Streeter; U. S. Post Office - Brent Todd (brent.o.todd@usps.gov); Xcel Energy - Donna George; Ron Pinson; Julius Zsako; Matt Archer
Subject: Lone Tree eReferral (SP15-29R) Is Ready For Review

Greetings,

There is an eReferral for your review. Please click on the link below to review this referral.

<http://www.cityoflonetree.com/DocumentCenter/View/6428>

Project Name:	RidgeGate Section 15, Filing 17, Lot 6A*
Project File #:	SP15-29R
Project Summary:	Site Improvement plan application for 219 units on 3.181 acres. The proposal is located immediately east of Park Meadows Blvd. and south of Chatham Drive, in RidgeGate

Please forward any comments to me by **June 16, 2015** 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.

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

Jennifer Drybread

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

Jennifer Drybread

From: Brooke Decker <bdecker@douglas.co.us>
Sent: Tuesday, June 16, 2015 2:38 PM
To: Jennifer Drybread
Subject: RE: Lone Tree eReferral (SP15-29R) Is Ready For Review

Jennifer –

Our office has no comments on this project.

Thanks!

*Brooke Decker
GIS Specialist
Douglas County Assessor's Office
303.660.7450 x4284*

From: Jennifer Drybread [mailto:Jennifer.Drybread@cityoflonetree.com]
Sent: Wednesday, May 27, 2015 11:11 AM
To: AT & T-Thomas Jakse (tjakse@clearwaterconsulting.net); AT & T-Van DeCastro; Centennial Airport - (McLain, Chris); Comcast-Scott Moore; Chris Boyd; Marian Woodward; Douglas County School District (Richard Cosgrove); Qwest- Charles Place (Charles.Place@qwest.com); Rampart Range Metro District- Denise Denslow (denise.denslow@cliftoncpa.com); South Metro Fire Protection District- Criss Dickhausen; South Suburban Parks and Rec - Brett Collins; Southeast Public Improvement District- Bob Brooks (Bob.Brooks@CliftonCPA.com); Southgate Water and San - Dave Irish; Jeff Streeter; U. S. Post Office - Brent Todd (brent.o.todd@usps.gov); Xcel Energy - Donna George; Ron Pinson; Julius Zsako; Matt Archer
Subject: Lone Tree eReferral (SP15-29R) Is Ready For Review

Greetings,

There is an eReferral for your review. Please click on the link below to review this referral.

<http://www.cityoflonetree.com/DocumentCenter/View/6428>

Project Name:	RidgeGate Section 15, Filing 17, Lot 6A*
Project File #:	SP15-29R
Project Summary:	Site Improvement plan application for 219 units on 3.181 acres. The proposal is located immediately east of Park Meadows Blvd. and south of Chatham Drive, in RidgeGate

Please forward any comments to me by **June 16, 2015** 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.

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

Jennifer Drybread

Lone Tree Community Development Department

**RidgeGate
Residential Design Review Committee
Martin Fein Interests, Ltd.
Schematic Design Meeting
August 26, 2014**

In attendance for the Design Review Committee:

Jon Hindlemann, Hindlemann Architects
Craig Karn, Consilium Design
Steve Lane, Kephart Architects
Keith Simon, RidgeGate
Kevin Yoshida, The Abo Group

In attendance for the City of Lone Tree:

Jennifer Drybread

In attendance for Martin Fein Interests, Ltd:

Martin Fein, Martin Fein Interests
Greg Talbert, Martin Fein Interests
Timm Wooten, Martin Fein Interests
Gregg Brown, DHM Design
Rus Meinzer, DHM Design
Trang Tran, Harris Kocher Smith
Sanford Steinberg, Steinberg Design

Applicant Presentation:

The building will be four stories wrapped around a 6 story parking structure. Leasing activities will be placed on the ground floor and amenities on the top floor of the garage structure, to provide views to the Front Range. Amenities details/elevations are still being developed but are conceptualized to include glass walls along west side of the building, to maximize views, an outdoor patio area, business center, and fitness center and yoga studio. Site plan and landscape plan details include, site grading drops 10-15 feet diagonally across site from southwest to northeast, parking ratios are being determined, streetscape similar yet different from The Vue.

The architecture presented is in response to the comments from the previous submittal. The building footprint was moved back and units stepped in order to flow with the curve of Park Meadows with more classic architecture with tower elements. Material uses include a split face brick base with stucco at the top of the building.

DRC Comments:

Architecture

- The DRC prefers contemporary architecture. An example would be the CityPlace project in Springwoods. (Applicant presented classic architecture with modern touches.)

- Consider transparent/glass corner elements, lightening up the top and softening the base.
- Consider modifying cornices – create a hierarchy and add angles. Schwab retail building would be an example.
- Consider more horizontal massing.
- The DRC liked the CMU and metal awning, consider more contemporary expressions.
- Accentuate leasing and entry area.
- Consider recessing door or patio units to create shadow lines and interest.
- Consider direct to street unit access.
- Consider ways to buffer light rail noise into units similar to approach taken for the Vue project.
- Provide a 3D sketch up model to provide project context with surrounding projects at next meeting.

Site Plan/Landscape Plan

- Study the parking ratios. City parking ratio at transit oriented development sites will remain the same as their current residential requirements.
- Coordinate streetscape with Rampart Range Metro District.
- Consider ways to activate the northwest corner streetscape to make the streetscape more urban.
- Identify locations for exterior bicycle parking.
- No formal public art requirement.

The meeting ended at 2:48pm. The applicant was conditionally approved to the Design Development phase of the DRC process.

**RidgeGate
Residential Design Review Committee
Martin Fein Interests, Ltd.
Design Development Meeting
November 12, 2014**

In attendance for the Design Review Committee:

Jon Hindlemann, Hindlemann Architects
Craig Karn, Consilium Design
Steve Lane, Kephart Architects
Dick Marshall, Landscape Architect
Keith Simon, RidgeGate
Kevin Yoshida, The Abo Group

In attendance for Martin Fein Interests, Ltd:

Martin Fein, Martin Fein Interests, via telephone
Greg Talbert, Martin Fein Interests
Timm Wooten, Martin Fein Interests
Rus Meinzer, DHM Design
Trang Tran, Harris Kocher Smith
Sanford Steinberg, Steinberg Design

Applicant Presentation:

The applicant presented the revised architecture and landscape plan. Modifications include:

1. Reducing the height of the parking garage one level. The club house is still visible at the top of the building.
2. Extended unit patios along Chatham to engage the pedestrian level. Patios do not have direct access to the sidewalk. This condition is in response to City comments. Will extend the hardscape to the patio edges due to the narrow setback.
3. Increased the use of glassing around leasing office.
4. Added a hipped roof center tower element. Roof material will be metal and recesses 18" in from the fascia.
5. Simplified the exterior awnings. Awnings and columns will be aluminum.
6. Landscape plans along Park Meadows Drive and south edge of project will mirror The Vue landscape plans. Along Trainstation the standard urban streetscape of sidewalk, tree lawn, and small landscape area is planned. Along Chatham, streetscape will be hardscape with tree grates and raised planters, due to setback condition.
7. Sidewalk along Chatham will be constructed with pavers. A different pattern will be used at the leasing office entry.

DRC Comments:

Architecture

- The DRC recommends a more urban and modern/contemporary architecture.

- Combine two of the sidewalks/staircases along the west elevation.
- Simplify or eliminate cornice details.
- Further develop the architecture of the clubhouse's north elevation.
- Strengthen the verticality at corners. Consider eliminating the second banding and increasing the height. Consider bringing the wall material all the way to the ground and eliminating the continuous base materials at the corner elements (and perhaps in other key spots).
- Consider making the center building element on Chatham Drive similar to the corner elements.
- Consider increasing the height of the ground floor for the entire project and increasing the glassing/transparency and/or activate the interior space along Chatham Drive.
- Eliminate the hipped roof element while increasing the height and simplifying at the center element on Chatham Drive.
- Reconsider column materials and numbers at the center element on Chatham Drive.
- Provide a sketch up model.

Site Plan/Landscape Plan

- Consider opportunities at the northwest corner to lower the planting level so as not to obstruct the views out of the ground level units.
- In conjunction with the central entry/exit along Park Meadows, consider bolder uniform tree plantings around the stairs.
- Consider adding a raised planter or pots between the hardscape and patios along Chatham. Consider pulling planters around the corners where appropriate.
- Consider opportunities for a break in the parallel parking along Chatham Drive in front of the leasing entry (similar to The Vue). Need to coordinate with RRMD regarding execution and cost .
- Consider a more urban plant material palette on Chatham Drive and Trainstation Way.

The meeting ended at 12:00pm. The applicant was asked to resubmit in the Design Development phase of the Design Review process.

**RidgeGate
Residential Design Review Committee
Martin Fein Interests, Ltd.
Design Development Meeting
February 19, 2015**

In attendance for the Design Review Committee:

Jon Hindlemann, Hindlemann Architects
Craig Karn, Consilium Design
Steve Lane, Kephart Architects
Keith Simon, RidgeGate
Kevin Yoshida, The Abo Group

In attendance from the City of Lone Tree:

Jennifer Drybread
Hans Friedel

In attendance for Martin Fein Interests, Ltd:

Martin Fein, Martin Fein Interests, via telephone
Greg Talbert, Martin Fein Interests
Timm Wooten, Martin Fein Interests
Rus Meinzer, DHM Design
V. Claire Bennett, Harris Kocher Smith
Sanford Steinberg, Steinberg Design

Applicant Presentation:

The applicant presented the revised architecture and landscape plan. Modifications include:

1. Simplified elevation per comments made at previous November 2014 meeting including corner elements, balcony railings (due to code issue) and windows.
2. Increased glazing on the ground floor.
3. Added masonry.
4. Metal rod on awnings.

The applicant discussed issues related to the center element on Park Meadows and corner awning. The center element created visual conflicts with the club house and the suggested awning wrap around the corner did not fit with the building rhythm.

DRC Comments:

Architecture

- Architecture is an improvement.
- Consider alternative material color choices. Current color scheme is too similar to The Vue/AMLI. Consider increasing use of brick to further develop the richness while using the same material palette. Consider a break out building.

- Create a more urban edge along Park Meadows. Consider adding an entry portal at mid-building, at the stairs, to engage the street, including vertical extensions at the stairs landing.
- There was discussion regarding the accuracy of the windows as rendered. The DRC prefers more recessed windows and shadow lines as presented on the rendering. Chatham elevation feels flat as windows are not set back.
- Consider bringing brick up to the top band of the building on the east and west elevations to break up the stucco.
- Consider alternative material for the window trim due to high maintenance costs.
- Consider adding a few more awnings or porches to the east and west elevations.
- The City will require 4 sided perspective renderings be submitted with the SIP package.
- Consider using a larger brick at the base of the building.
- Consider increasing the width of lower fascia trim to add dimension.
- Consider making the windows at the corners one large window.

Site Plan/Landscape Plan

- Screen Xcel transformers as allowed by Xcel, subject to discussion with Xcel regarding encroachment into the right of way.
- Consider adding streetscape details to the rendering to give a better illustration of the site.

The meeting ended at 2:20pm. The applicant was asked to resubmit, administratively, in the Design Development phase of the Design Review process. Revisions can be forwarded electronically and upon DRC support, the DRC will issue the official approval letter to the applicant.



May 12, 2015

Mr. Timm Wooten
Martin Fein Investments
1400 Post Oak Boulevard, Suite 500
Houston, TX 77056-3008

RE: Fein III Building Colors – Filing 17, Lot 7

Dear Timm:

The RidgeGate Design Review Committee (DRC) has reviewed your Design Development (DD) submittal package, color proposal and the DRC approves the final building material and color selections for the exterior elevations. Per our conversations you will continue to explore the use of smooth face or smooth finish bricks, consistent with the approved color scheme, for all brick materials used on the project. Further, if the brick manufacturer does not offer a smooth faced brick in all of the approved colors, at a minimum the Boral Brick – St. Lorain color and finish is required as shown in the rendered elevations and email providing the materials samples.

This approval allows your final colors and materials to be submitted to the City of Lone Tree for review of the SIP. The DRC will confirm incorporation of any remaining design elements in the Construction Document (CD) stage of the DRC approval process. Please advise the RidgeGate DRC should you have any questions or need to request additional modifications to this application.

Regards,


Darryl Jones
RidgeGate DRC Administrator

cc: Greg Talbert, MFI
project file



February 27, 2015

Mr. Greg Talbert
Martin Fein Interests, Inc.
1400 Post Oak Blvd, Suite 500
Houston, TX 77056

RE: Fein III Project – Tract J

Dear Mr. Talbert:

The RidgeGate DRC reviewed the Design Development (DD) submittal package on February 19th. The DRC approves the project based on your design submittal; an application to the City of Lone Tree for a Site Improvement Plan (SIP) review can now be submitted. Noted below are items discussed at the DRC meeting that should be evaluated and a response provided as part of your submittal package to the City.

Architecture

- Evaluate the use of alternative material color choices (i.e. brick color and upper stucco color)
- Create a more urban edge along Park Meadows by considering adding an entry portal at mid-building, at the stairs
- The DRC prefers more deeply recessed windows on Chatham Drive to increase shadow lines as presented on the rendering
- Consider extending the brick treatment up to the top band of the building on the east and west elevations at locations of impact to add relief in the horizontal stucco treatment and enhance the buildings' character and detailing
- Evaluate the use of an alternative material for the window trim detail
- Consider adding awnings or porch details to the east and west elevations
- Consider use of a larger brick at the base of the building
- Evaluate increasing the width of the lower fascia trim to add dimension
- Analyze the corner windows and consider making the windows at the corners one large window

The DRC would appreciate a response to these items being presented concurrently with the SIP submittal to the City, however the applicant does not need to convene any additional meetings with the DRC. Please advise the RidgeGate DRC should you have any questions.

Regards,


Darryl Jones
RidgeGate DRC Administrator



Chatham Elevation



Park Meadows Elevation

PROJECT #:
14-016

Ridgegate III Elevations



South Elevation



Trainstation Circle Elevation

PROJECT #:
14-016

Ridgegate III Elevations



PROJECT #:
14-016

Ridgegate III

Chatham Perspective



PROJECT #:
14-016

Ridgegate III
Park Meadows at Chatham Perspective



PROJECT #:
14-016

Ridgegate III

Park Meadows South Perspective



PROJECT #:
14-016

Ridgegate III

Trainstation Circle South Perspective



PROJECT #:
14-016

Ridgegate III

Trainstation Circle at Chatham Perspective



CITY OF LONE TREE

Project Summary

Date: August 4, 2015 City Council Hearing

Project Name: **City of Lone Tree Comprehensive Plan Update**

Project Type / #: Comprehensive Plan Update, Project# MI14-07

Staff Contacts: Kelly First, Community Development Director
Jennifer Drybread, Senior Planner

Meeting Type: Public Hearing

Summary of Request:

Approval an overall update to the City's Comprehensive Plan.

Planning Commission Recommendation:

Approval, with no conditions, by a vote of 7 to 0.

Suggested Action:

Approval, with the provision that non-substantive edits and formatting may be made administratively following Council action.



CITY OF LONE TREE STAFF REPORT

TO: Mayor Gunning and City Council

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

DATE: July 27, 2015

FOR: August 4, 2015, City Council Hearing

SUBJECT: City of Lone Tree Comprehensive Plan Update
Project File #MI14-07

Applicant:

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

Planning Commission Meeting Date:	July 14, 2015
City Council Meeting Date:	August 4, 2015

A. REQUEST:

Approval of an overall update the City's Comprehensive Plan.

B. BACKGROUND:

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

The Planning Commission and Staff stated in the report to Council that overall, the Comprehensive Plan continues to provide an appropriate framework for guiding the future growth and development of the City and that a major overhaul of the document is not warranted at this time. There was, however, sufficient reason to update the plan to account for changes to the City since the last plan update was adopted in 2007. Council directed staff to undertake the update process.

Following subsequent discussions with the Planning Commission in 2015 and a referral process, staff and the Planning Commission are proposing amendments to the plan that range from minor updates to more substantive changes to address certain areas of focus. The attached draft plan is provided to show the comparison between the existing plan and the proposed plan.

C. COMPREHENSIVE PLAN UPDATE SUMMARY OF SUBSTANTIVE REVISIONS:

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

- Revised Vision Statement previously endorsed by the City Council (based on input from members of citizen commissions, boards and committees (including the Planning Commission), and City staff
- Added section on redevelopment
- Stronger emphasis on a balanced growth (residential, commercial, recreation, etc.)
- Reference to the need and support for bicycle lanes (the bike lanes and paths from the City's Walk and Wheel study conducted in 2014 is included on the transportation plan map)
- Stronger emphasis on the support for gathering spaces
- Stronger emphasis on neighborhoods and housing choice

Also proposed is an expansion of the City's Planning and Urban Growth Area to the south of the City's current boundary. The property recommended for inclusion, commonly referred to as the "Freshfields Property," consists of approximately 1,300 acres of undeveloped land along the east side of I-25 currently zoned for agricultural uses in unincorporated Douglas County. The property consists of varied topography and a portion of the property is highly visible from I-25. Although there are no imminent plans by the City or the property owner to pursue annexation or rezoning, it is possible that the property owners may entertain a development option in the future. How development would occur could have an impact on the City.

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

Existing language:

In the Land Use section, under "Community Identity," the existing plan states the following policy:

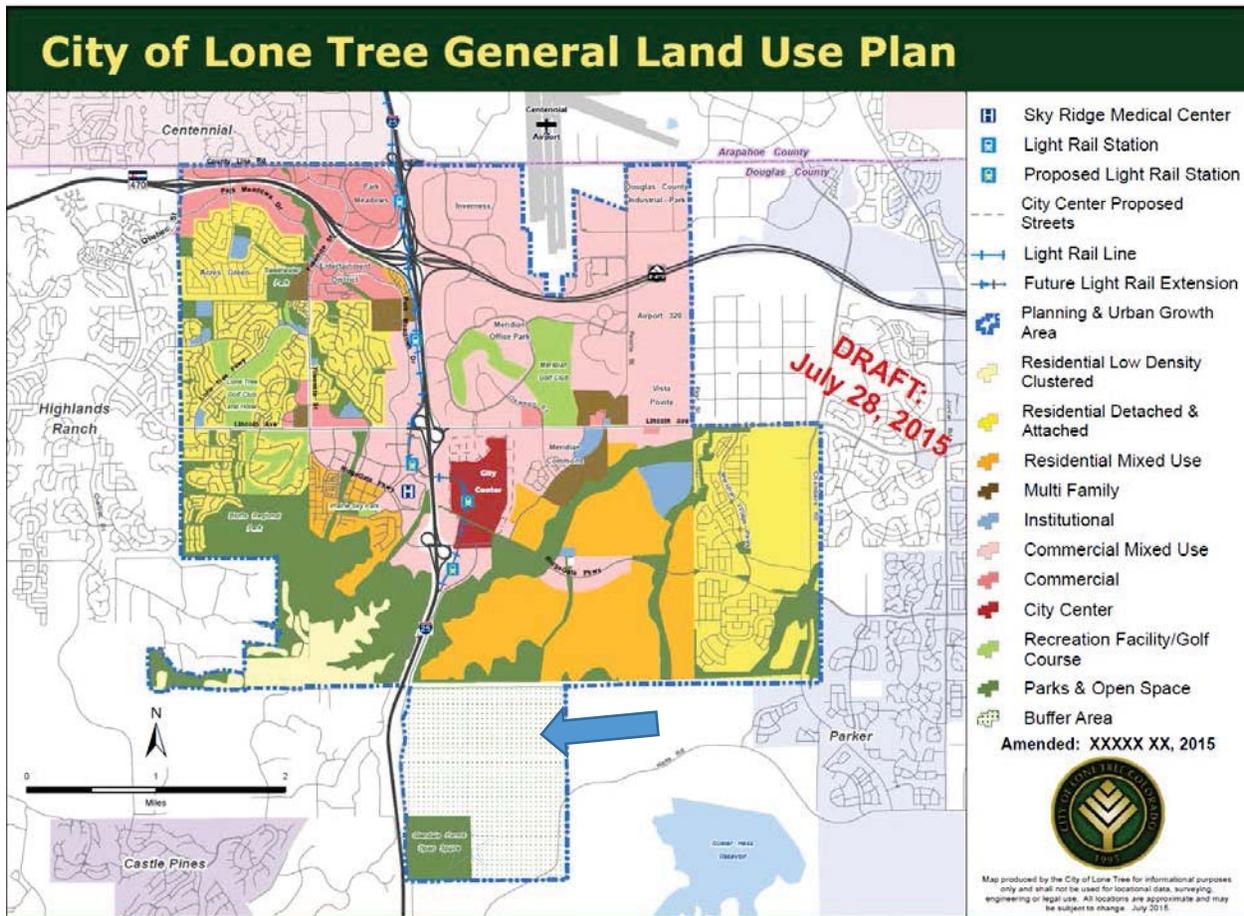
Existing Policy: "Maintain open space community separation between the Lone Tree Planning Area and developed lands to the south. Beyond the southern boundary, land should be preserved as open space, or developed at a clustered, non-urban level outside the I-25 corridor viewshed, in keeping with the Douglas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

Proposed language:

Based on the referral comments from the Town of Parker, the proposed policy has been modified to address potential development impacts **in what is now called a "Buffer Area" on the General Land Use Map. The changes are intended to acknowledge development impacts as seen from the Rueter- Hess Reservoir area, in addition to as seen from I-25.**

Proposed Policy: "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 **buffer** area as open space or developing at a clustered, non-urban level outside the I-25 corridor viewshed. **The City should also consider potential impacts on the Rueter-Hess Reservoir from any development in the buffer area.**"

Land Proposed for Inclusion in the City's Urban Growth Area is designated as a "Buffer Area":



D. PLANNING COMMISSION REVIEW:

The following has been taken directly from the minutes of the Planning Commission meeting held on July 14, 2015:

Ms. Drybread introduced the Comprehensive Plan update, indicated that staff made the changes previously requested by the Commission, and stated that this update was before the Commission for a recommendation of approval to City Council. She invited discussion and comments.

The commissioners shared a number of additional grammatical and format-related edits that were recorded by staff that they will make prior to City Council review.

Regarding the section on Plan Consistency (page 29), commissioners want to add “developers” to the list of those who benefit when development occurs according to plan.

In the section about Wildlife Habitat, it was suggested to clarify the meaning of “wildlife compatible fencing.”

Also within that section, Commissioner Dodgen said that we are really not preserving wildlife habitat through implementation of this plan, as is stated on page 40, noting that there will be development on the top of the bluffs. Ms. Drybread responded that the plan supports compact, mixed-use development patterns that preserve larger areas of wildlife habitat. The clustered development planned on the bluffs will limit the area of development and preserve open space.

In the section about Community Facilities and Services, it was suggested to characterize emergency response times as being shortened *or maintained* as a result of the growth patterns described in that section.

It was suggested that Sweetwater Park be added to the list of parks included within the larger Lone Tree community (Parks and Recreational Facilities section).

In the Transit Section, commissioners felt that we should list light rail stations by their formal names.

Commissioner Steele stated that this has been a very educational process; however, in the future, rather than try to update the entire plan, consider working on updating one section in detail – such as spending a year on land use.

Ms. Drybread stated that several of the sections are intertwined and it would be difficult to work on sections independently rather than as a whole. Commissioners Dodgen, Kirchner, and Sippel agreed that it was better to review the entire plan.

All the commissioners thanked staff for their efforts and agreed that it was helpful to have the different entity updates throughout last year to provide a good foundation of information on which to solidify the update.

Ms. Drybread stated that taken by the Lone Tree Photo Club would be added to the document, and that the document would be published to be viewed online. Commissioner Sippel stated that it would be useful to create hyperlinks to the different sections when they are referred to in the text.

Vice Chair Kirchner moved to recommend approval of the Comprehensive Plan to the City Council, Commissioner Steele seconded, and the motion passed unanimously.

E. REFERRALS:

The draft Plan was sent to:

- All standard City referral agencies, such as Public Works, public utilities, South Metro Fire Rescue, etc.
- Other referral agencies, such as Centennial Airport, Douglas County School District, Colorado Parks and Wildlife, Douglas County Open Space, Park Meadows and Rampart Range Metro Districts, Tri County Health Department, RTD
- Homeowner Associations that subscribe to the City's e-referral notification system
- Adjacent jurisdictions, including Douglas County, City of Centennial, Town of Parker, City of Castle Pines
- Coventry Development Corporation
- City Department Heads

The Terra Ridge Association expressed the need for the City to address traffic impacts on City residents.

Staff response: The Lone Tree Comprehensive Plan provides direction for mitigating traffic impacts through goals, objectives, policies, and plans that support multi-modal transportation (including car, light rail, regional and local bus service, pedestrian – and bicycle-friendly systems). The plan also advocates for compact, mixed use, pedestrian friendly development, so people can walk or bike to work, shopping, entertainment and services, thereby reducing impacts on the roadway network. The plan also supports a grid roadway network to provide residents alternate means to get to their destination, the use of state-of-the art systems that manage the transportation system, and policies that support phasing transportation improvements to meet the needs commensurate with growth.

Douglas County Open Space and Natural Resources requested that, should the City annex the Freshfields property, important trail linkages should extend from Glendale Farms to the East-West Regional Trail and to properties on the west side of the Rueter-Hess Reservoir.

Staff response: If and when the City would annex the property, trail linkages can be evaluated and depicted in more detail at that time.

The Town of Parker

The Town requested more direction in the Plan and on the maps regarding how clustering would occur in the expanded Urban Growth Area, including depicting areas of preservation to also include “steep slopes, drainages and ridgelines.”

Staff Response:

The map has been modified to label the area as a “buffer.” That, combined with the proposed policy should be sufficient at this point to indicate the City’s intent for the property. Staff suggests that it is premature at this time to delineate areas of preservation; such analysis can be done in a special study or if and when development is proposed in this area.

The Town of Parker requested additional connections on the Transportation Plan and Parks, Trails, and Open Space Plan.

Staff Response:

Staff worked with Public Works GIS team to revise the Plans to reflect the Town’s recommendations, with the exception that a Bus Rapid Transit (BRT) is not on the current City’s Transportation Plan and is not added to this proposed Plan. BRTs typically have dedicated or shared high-occupancy vehicle lanes to run buses quickly and efficiently through a road corridor, however the City has no plans at this point to dedicate such lanes in RidgeGate to the light rail station.

Of the remaining referral responses received, there were no major concerns expressed (see attached).

F. STAFF FINDINGS AND RECOMMENDATION:

Staff finds that the application is in conformance with the City Charter and the Colorado State Statutes regarding Comprehensive Plans.

Staff recommends the City Council approve the Comprehensive Plan update.

END



Community Development Department Memorandum

To: Jennifer Drybread, Senior Planner

From: Bryce Matthews, AICP, Comprehensive Planning Manager

Date: July 27, 2015

Regarding: Lone Tree Master Plan Amendment

The Town of Parker's Comprehensive Planning Division has had the opportunity to review the proposed changes to the Lone Tree Master Plan and have the following comments:

Plan Area

Expansion - The Town understands from a conversation with staff that the intent of the expansion of the Plan area to the south is to maintain the community separation buffer between Castle Pines and Lone Tree as viewed from the I-25 corridor. The Plan describes the area as 'Residential Low Density Cluster', but provides no specificity or direction regarding the intent and how the clustering should occur. The Town recommends that the Lone Tree Master Plan text include more clarity regarding the intent of the Plan area and creating a community separation buffer. Also, has the City contemplated and analyzed potential impacts of the development of this site on the Rueter Hess Reservoir?

Intergovernmental Agreement (IGA) – The Town and City currently have a land planning IGA approved in 2000 that created a mile wide community separation buffer between our communities that is set to expire on September 30, 2015. The Lone Tree Master Plan area includes a large portion of the original IGA area located south of Lincoln Avenue and west of Chambers (Meridian and Sierra Ridge). As our urban areas grow closer together it is important that we continue to work together to coordinate infrastructure, services, planning and future annexations. This may entail a future coordinated effort for this unincorporated area to further refine future municipal boundaries, urban design and land uses for this transition between our communities.

Parks, Trails and Open Space Plan

The Parks, Trails and Open Space Plan does not include the proposed expansion to the south. Since the expansion is proposed to be low density cluster, showing areas of preservation is important to provide direction to future developers. Areas that should be protected include the I-25 corridor, steep slopes, drainages and ridgelines. The Town also recommends that Lone Tree add the following trail connections to the map:

1. Ridgeway Parkway – The Town and Douglas County are proposing bicycle facilities along Mainstreet/Ridgeway Parkway. It is our understanding that with the expansion of Ridgeway that

Lone Tree will be building a multiuse trail on the south side of the road from the easterly boundary of Lone Tree to Havana, this should be shown in this Plan.

2. Connection to Ridgeway Light Rail Station – The Ridgeway light rail station should be connected to the Ridgeway Parkway multiuse trail to allow users to access the station by bike.
3. Glendale Farms - A trail connection should be added south from Ridgeway Parkway connecting to the Glendale Farms Open Space.
4. Lincoln Avenue – The Town of Parker has long term plans to develop bike lanes along Lincoln Avenue and would like to see the facilities continue west through Lone Tree.
5. Rueter Hess Reservoir – The Plan should show trail connectivity to Hess Road and contemplate how future trail connections will go to the reservoir.
6. East West Trail – The Town supports the East West Trail connection and is actively developing the trail through Parker to connect it to the Cherry Creek Trail.

The colors that depict the trails do not match the legend. Also, the trails east of I-25 are depicted as existing and open to the public, is this true?

Transportation Plan

Please see the trail and bike facility comments noted above in the Parks Trails and Open Space Plan comments.

Future roadway connections should be shown through the expansion area rather than showing the existing dirt roads.

The Town has future plans for Bus Rapid Transit along Ridgeway Parkway connecting to the Ridgeway light rail station. The 2014 Parker Transportation Plan also recommends a transit connection along the E-470 corridor. The Town recommends showing these important transit connections between the Town of Parker and Lone Tree on the Transportation 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 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: 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

<p>Project Name and File Number: Lone Tree Comprehensive Plan Update, Project M114-07</p> <p>Project Type: Comprehensive Plan Update</p> <p>Comments Due By: June 3, 2015</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: Park Meadows Metro District

Your name: John Herblich, President

Your signature: *John Herblich* 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

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
WARRANTING*

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.

*JOB/ 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.

Jennifer Drybread

From: Olson - DNR, Justin <justin.olson@state.co.us>
Sent: Tuesday, May 19, 2015 11:43 AM
To: Jennifer Drybread
Cc: Eliza Hunholz - DNR; Suzie Cooper - DNR; Matt Martinez - DNR
Subject: Land Use: City of Lone Tree Comprehensive Plan Review (Project No: MI14-07)

Ms. Drybread-

Thank you for the opportunity to comment on the City of Lone Tree Comprehensive Plan Review under Project No. #MI14-07. Our goal in responding to land use proposals such as this is to provide complete, consistent, and timely information to all entities who request comment on matters within our statutory authority.

Upon review of the proposed amendments, Colorado Parks and Wildlife (CPW) has one minor suggestion for the Plan. Upon review of the document, there were references made to the Colorado Division of Wildlife. Examples of this can be seen on pages 32 and 57 in the comparison version of the document. As of 2011, the Colorado Division of Wildlife became Colorado Parks and Wildlife after the merge with Colorado State Parks. In order to reflect the current agency name, CPW would ask to change Colorado Division of Wildlife to Colorado Parks and Wildlife within the document. No other objections were seen.

Please do not hesitate to contact us about ways to continue developing and managing your properties in order to maximize wildlife value while minimizing potential conflicts. If you have any further questions, please contact me at [\(303\) 291-7131](tel:3032917131).

Justin Olson
District Wildlife Manager
Littleton District - Area 5



P 303.291.7131 | F 303.291.7114
6060 Broadway, Denver, CO 80216
justin.olson@state.co.us | www.cpw.state.co.us

**CITY OF LONE TREE
RESOLUTION NO. 15-09**

**A RESOLUTION ADOPTING A REVISED COMPREHENSIVE PLAN
FOR THE CITY OF LONE TREE**

WHEREAS, the City Council for the City of Lone Tree (the "City"), acting as a Planning Commission pursuant to the authority of Section 31-23-227(1), C.R.S. and Ordinance No. 96-2, adopted a Comprehensive Plan (also known as a Master Plan under section 31-23-206, C.R.S.) for the City on December 17, 1996; and

WHEREAS, the City Council established a Planning Commission on June 3, 1997, but retained the power to adopt and amend its Comprehensive Plan, pursuant to Ordinance No. 97-5 and Section 31-23-227(1), C.R.S.; and

WHEREAS, the City Council, amended the Comprehensive Plan in 2000, 2003 and 2005; and

WHEREAS, in 2007, the City Council reviewed and updated the Comprehensive Plan by adopting Resolution No. 07-11, establishing specific developmental goals, objectives and policies for land uses within the City; and

WHEREAS, two minor amendments to the General Land Use Maps contained in the Comprehensive Plan were adopted in 2008 to reflect zoning changes; and

WHEREAS, a three-year review was conducted by planning staff in 2010 and presented to the City Council, which determined that no amendments to the plan were deemed warranted at that time; and

WHEREAS, discussion with the City Council on the plan in 2013 resulted in the Council directing staff to undertake a more thorough review of the Comprehensive Plan with the Planning Commission in 2014; and

WHEREAS, following investigation and numerous meetings, the Planning Commission determined that an update to the Comprehensive Plan was warranted to ensure that it continues to accurately reflect current and anticipated conditions in and around the City; and

WHEREAS, the Comprehensive Plan was revised and sent out on referral in May of 2015 to area entities, homeowners associations and the City's commissions, boards, committees and department heads. Notice of the time, place and nature of a public hearing before the Planning Commission was posted on line and published in the Douglas County News Press; and

WHEREAS, after review of the referrals, a public hearing and deliberation, the Planning Commission adopted the Comprehensive Plan with revisions, attached as Exhibit A, and recommended approval and adoption of the Comprehensive Plan by the City Council; and

WHEREAS, the City Council conducted a public hearing on the Comprehensive Plan, as revised, after publishing sufficient notice of the time, place and nature of the public hearing in a newspaper of general circulation within the municipality and in the official newspaper of Douglas County; and

WHEREAS, the City Council now desires to approve and adopt the revised Comprehensive Plan, as proposed by the Planning Commission.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LONE TREE, COLORADO, EXERCISING THE POWERS OF THE PLANNING COMMISSION, THAT:

1. The Comprehensive Plan, as revised, consists of the text, maps and descriptive matter included in the document entitled "City of Lone Tree Comprehensive Plan," attached as Exhibit A and incorporated herein by reference.
2. The City of Lone Tree Comprehensive Plan, revised and attached as Exhibit A, is hereby approved and adopted.
3. The Comprehensive Plan adopted herein shall become effective immediately upon the adoption of this Resolution.

APPROVED AND ADOPTED THIS 4th DAY OF AUGUST, 2015.

CITY OF LONE TREE

By: _____
James D. Gunning., Mayor

ATTEST:

Jennifer Pettinger, CMC, City Clerk

(S E A L)

EXHIBIT A

CITY OF LONE TREE COMPREHENSIVE PLAN



**CITY OF LONE TREE
COMPREHENSIVE PLAN
DRAFT – AUGUST 4, 2015**



DRAFT

Table of Contents

Introduction		4
	<ul style="list-style-type: none"> • Growing According to Plan • Purpose and Use of the Comprehensive Plan • Plan Goals 	4 5 6
I. Land Use		7
	<ul style="list-style-type: none"> • Basis for the City’s Planning and Urban Growth Area <ul style="list-style-type: none"> - Physical Setting - Access to Urban Level Facilities and Services - Development Potential - Commitment to Collaborative Planning Efforts - Commitment to Planning Principles • Land Use Goal, Objectives and Policies <ul style="list-style-type: none"> - Mixed-Use, Compact, and Pedestrian-Friendly Development - Neighborhood Development and Housing Choice - Redevelopment - Open Space Preservation and Protection - Sense of Community - Transit-Oriented Development - Lone Tree City Center - Plan Consistency - Annexation - Description of the General Land Use Plan Map Areas 	7 7 10 10 12 12 14 15 16 19 21 23 26 27 29 30 31
II. Environmental Quality		33
	<ul style="list-style-type: none"> - Energy Conservation - Water Quality - Air Quality - Vegetation - Wildlife Habitat - Visual Quality - Environmental Hazards 	34 35 36 37 38 39 42

III. Community Facilities and Services	44
- Collaborative Partnerships	45
- General City Facilities and Services	45
- Road Maintenance	47
- Law Enforcement	48
- Fire Protection	49
- Health Care	50
- Education	51
- Parks and Recreation Facilities	53
- Arts and Cultural Amenities	54
- Library	56
- Historic Resources	57
- Water Supply and Wastewater Treatment	58
- Stormwater Management	60
- Communication Facilities	61
- Other Utilities	62
IV. Transportation	64
- Multimodal System	64
- Roadways	67
- Transit	70
- Bicycle and Pedestrian Ways	73
- Airport	74
- Travel Demand Management	75
V. Economic Development	77
- Identifying Community Assets	77
- Working with Economic Development Organizations	78
- Fostering Tourism	79
- Employing land use and Community Development Measures	80
Implementation	84
Appendix	87
- General Land Use Plan	A-1
- Parks, Trails and Open Space Plan	A-2
- Transportation Plan	A-3

Introduction

The City of Lone Tree is Growing According to Plan

The City of Lone Tree (the “City”) 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 square 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 meet 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 ensure the safety of residents when integrating development into the natural landscape.
- III. Community Facilities and Services – Provide quality 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 – Foster a vibrant and financially sustainable economy for the Lone Tree community.

I. Land Use

Basis for the City's Planning & Urban Growth Area

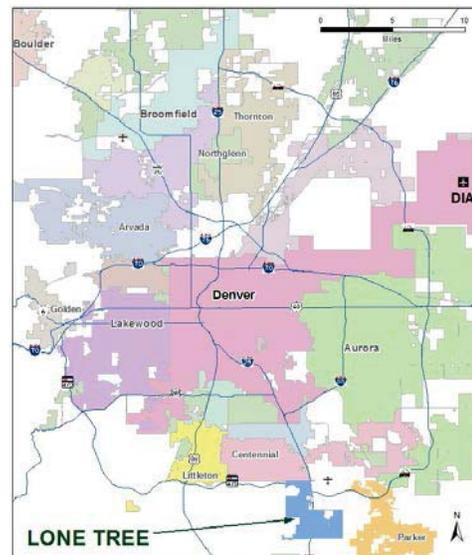
The City's Planning and Urban Growth Area is where future growth is directed (see the General Land Use Plan at the end of this chapter) and includes both incorporated lands and those generally desired for annexation. This area, and the land use goals, objectives, and policies were conceived in light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

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.

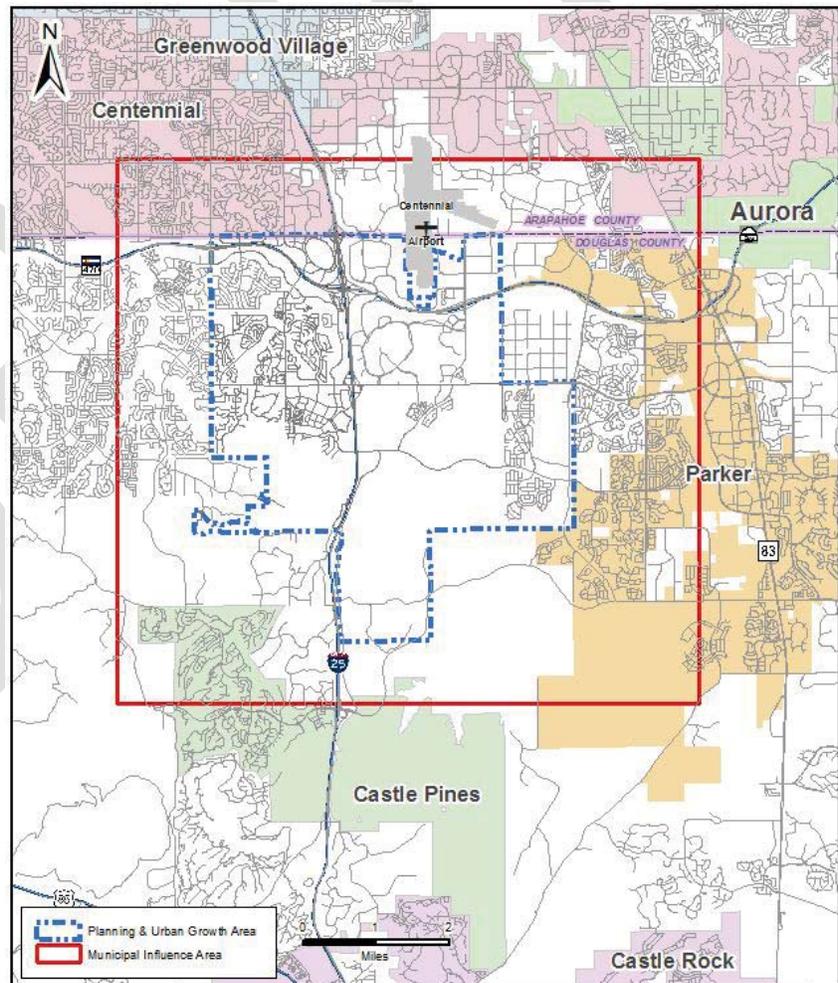


The Natural Environment:

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 wants to be part of the decision-making process.

The Built Environment:

The land uses inside the City’s Planning and Urban Growth Area (see the area inside the blue boundary on the above map) include 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 Bluffs Regional Park is located here, and low density clustered development outside the City’s viewshed 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

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 three 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 state-of-the-art medical facilities that provide 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 Lone Tree 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 might 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 makes sense, as opposed to annexing in a leap frog manner beyond these boundaries into the Nonurban Area of unincorporated Douglas County. 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 firefighters. 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 (that 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 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 13 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- and bicycle-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, and 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, and Pedestrian-Friendly Development

Mixed-use, compact, and 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 and 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, and 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, giving attention 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. Unique neighborhood identities can be fostered through a variety of housing types. 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, restaurant, 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 both 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 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 present new challenges for 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 many still want 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 diverse housing types and styles, neighborhoods that offer a mix of uses, walkable communities, and access to transit. Both the Millennials and Baby Boomers seek 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 range of affordable housing through measures such as:
 - 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 multijurisdictional Douglas County Housing Partnership and the Community Development Block Grant (CDBG) Program
 - c. Implementing the commitment for primary housing 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. Evaluate housing trends and innovations over time as well as potential impacts on the community.
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.
13. Evaluate the use of short-term overnight house rentals that may have an adverse impact on parking, traffic, and trash buildup within neighborhoods.

Redevelopment

Although Lone Tree is a relatively young City by most standards, redevelopment opportunities should be anticipated and evaluated to ensure the 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 this area that 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 continuing reinvestments are critical to maintaining 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 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 bicycle- 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 the 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 protected from, and 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 benefits from 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, 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. Provide open space suitable for the intended use (passive or active) 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 provisions 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 Section 3, Environmental Quality, for more policies).

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 is 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. 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.

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, particularly as viewed from the I-25 corridor viewshed.

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. In addition, these amenities 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 that 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 supported 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, and 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, there is a greater opportunity for chance gatherings, where neighbor can greet neighbor while walking down the street.

Community identity is also fostered through city-supported programs and facilities, such as the Lone Tree Arts Center, that help expand and enrich the social fabric of the community. The City works to enhance civic pride and sense of place through its annual Independence Day Celebration and summer concerts, and through the many ways the City supports recreation, arts, and culture (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 buffer area as open space or developing at a clustered, non-urban level outside the I-25 corridor viewshed. The City should also consider potential impacts on the Rueter-Hess Reservoir from any development in the buffer area.
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. Where appropriate, encourage local businesses and neighborhoods to identify their location as Lone Tree, such as through advertising and marketing materials.
5. Support naming the future City Center as the "Lone Tree City Center" or "Downtown Lone Tree."
6. Integrate diverse gathering spaces into the community, linked by trails and wide walkways, with amenities geared to all ages and interests.
7. 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, the Lone Tree City Center Station, and the RidgeGate Parkway Station (end-of-line) 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 TODs, 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, 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, and affordable housing), with the highest level of development density located closest to the transit 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 and recycling receptacles, street lamps, planters, public art, and gathering spaces such as plazas and pocket parks.
6. Provide adequate access by automobiles, shuttles, buses, 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 point, and identifiable location 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 are 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, developers, and residents benefit when development occurs according to plan, as it results in a more predictable and fair process. Measures are therefore supported that 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 goals, objectives, policies and the General Land Use Plan map is a fundamental criteria 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 that have been reviewed by the City and 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 before the Planning Commission and City Council for amendments to the Comprehensive Plan. One exception to this requirement 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 growth opportunities that could be beneficial to the City and its environs. At the same time, annexation decisions made by city councils might have far-reaching and long-lasting impacts. Such decisions can impact relationships with neighboring jurisdictions and affect the reputation of a city within a metropolitan area. The ability to provide quality and cost effective community facilities and services might also 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, where a strip of land or right-of-way are used for the purpose of achieving contiguity, are discouraged.
 - b. The annexation will contribute positively to the City's identity.

- c. The annexation and proposed development will demonstrate a 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. The City might require an urban service and development phasing plan as part of the annexation agreement to address the timing and location of development, needed utility connections, and initial and subsequent levels of required City services.
- 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 buildout 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 on a number of delineated geographic areas that form the

foundation 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 significantly impact the City, including affecting the area's fiscal viability, air and water quality, and scenic qualities. Therefore, the City of Lone Tree is particularly interested in providing and receiving 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 limits impacts on the environment (see Land Use, Chapter 2, for more information and policies about this subject).

By reducing energy consumption, increasing recycling, promoting better air and water quality, preserving natural vegetation, and implementing 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 attract 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 protecting 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 defined and distinguished by this significant geographic feature.

This Plan supports and maintains a high level of air, water, and land environmental standards so residents have a safe and healthy place to live and raise their families. For this reason, areas that may present environmental hazards are identified and addressed in the development review process, including lands with expansive soils, floodplains, and steep slopes. Moreover, improved water quality and good erosion measures and practices apply to all development.

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

Using many approaches, the environmental quality in the City and beyond may be preserved and enhanced. In turn, this 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 ensure 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 its 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 because 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 solar- and green-building practices. 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 recycling services free of charge to residences. As a result, the City has one of the highest community recycling rates in the Denver Metro area. The City recycles paper and other materials and subsidizes the professional, contracted pickup and disposal of hazardous waste that 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, reducing materials use, reuse, and public and private 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 surface and subsurface water quality 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.
6. Evaluate transportation trends and, where appropriate, reduce the use of surface parking lots and structures, to minimize the potential for adverse water quality impacts and downstream flooding problems.

Air Quality

Air quality is an ongoing concern in the Denver metro area. The issue requires special attention due to the combination of increasing development, the region's natural topography (a bowl shape), and climate conditions that trap pollutants, forming an environment where pollution can linger. Air pollution contributes to significant health problems, including lung related diseases. It may harm trees, lakes, and streams, impede visibility and scenic views, and may contribute to climate change. With ongoing and ever-increasing rates of construction, motor vehicle traffic, and power demands, all communities, including the City of Lone Tree, 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 alternative modes of transportation.
2. Encourage clean, non-polluting industries to locate in the City.

3. Support efforts to attain maximum signal light progression to minimize energy consumption, air quality degradation, and 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 that produce oxygen and provide shade and wildlife habitat.
6. Encourage the use of alternative fuel and vehicle technologies.
7. Evaluate the use and impact of unmanned aerial vehicles (such as drones and remote controlled aircraft) in the community, to minimize the effects on humans and wildlife.

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).

By collaborating 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; supporting tree lawns along sidewalks to give people a sheltered and aesthetically beautiful place to walk; planting canopy trees in parking lots; and encouraging rooftop gardens.
2. Design new development to conserve and enhance existing vegetation ecosystems, including woody vegetation species and grasslands (e.g., 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. Carefully protect any existing vegetation to be retained 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 that 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 by preserving 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 restoring wetland and riparian areas, controlling noxious weeds, maintaining water quality, and using 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-friendly fencing (e.g., smooth wire or fencing low in height), clustering lots, limiting buildable areas, and establishing 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 plantings 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, maintain species health, and 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
- Proactive 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 within the City, where appropriate, 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 landscape element height limits at mesa ridges
 - g. Practicing careful study and analysis of each proposed building site (including photo simulations from important viewpoints)
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 spaces in Lone Tree 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 protect the safety of the community.

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 (the location of such floodplains is found on Federal Emergency Management Authority maps available at the Lone Tree Public Works Department). 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 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 are 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).

DRAFT

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 and 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 with these providers 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. Communities that develop responsibly with sound planning principles, including compact and pedestrian-friendly development patterns and logical transportation and utility line extensions, can minimize costs and shorten or maintain emergency response times (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 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 service providers. Moreover, the City encourages partnerships to jointly fund, manage, and maintain facilities and often works 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 extensions, 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, the City consolidated administrative, community development, and building department functions 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 City established the Lone Tree Police Department, and hired the City's first

employees. In 2007, the City purchased its first office building, relocating City staff to a central location and providing needed space and room to expand. In 2011, the Lone Tree Arts Center opened, offering a range of performing arts and cultural offerings 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 Douglas County Library District determined that the library located at Yosemite Street and Lone Tree Parkway was 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 community meeting rooms. 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 remains a resource for the community. Public input and careful planning will help determine the building's feasibility and how it can best 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 to establish a focal point for the City and 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, considering 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 completed by special districts including the Park Meadows and Rampart Range Metropolitan Districts, once the warranty period for such improvements has expired, road maintenance is largely funded and managed by the City. In 2005, Lone Tree constructed a City Maintenance Facility 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 (see the Transportation Section of this report for information on road design and construction).

Objective

Ensure public roads are adequately maintained.

Policies

1. Coordinate and collaborate with districts, neighboring jurisdictions, and the county, as appropriate, to ensure City roads are adequately maintained.
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, when possible, the department works with homeowners associations and local businesses to solve issues before they arise. Police administration staff worked with regional agencies to develop an emergency preparedness plan and actively reviews 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 design methods that ensure safe day- and night-time use in the commercial centers in the City.
4. Encourage developers to provide a reasonable level of security within their construction sites to reduce theft and decrease the number of patrol calls during this phase of development.
5. Encourage neighborhood groups and new developments to participate 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 optimal 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 (South Metro) provides fire protection in the City’s Planning and Urban Growth Area. The station in Lone Tree is located at Maximus Drive and Yosemite Street, with immediate backup 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 South Metro 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 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 help provide 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 in review of new development proposals as appropriate.
2. Ensure new development in the City is served by central water facilities and fire hydrants. Require adequate flows and pressures for firefighting purposes.
3. Encourage fire district to acquire equipment and employ practices that will enable 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. Health-care services are provided by the following entities:

- Sky Ridge Medical Center, Kaiser Permanente Lone Tree Medical Offices, the University of Colorado Lone Tree Health Center, and other private health providers
- Tri-County Health Department (including services for low income residents)
- 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 (DCSD) provides public K-12 education that serves the City of Lone Tree. The DCSD is the third largest school district in Colorado and the 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. DCSD 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 that inspire a sense of civic pride.

Objective

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

Policies

1. Work closely with the DCSD in planning and developing new school facilities.
2. Encourage a broad range of educational programs of interest to the overall community. School facilities are integral portions of the community and should respond to the needs and interests of area residents. The City encourages that schools be used for multiple purposes to benefit the community, such as for 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 DCSD 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. It is important that plans for this park will accommodate a variety of recreational uses, such as special events to ensure that this amenity meets the needs of the larger Lone Tree community. The Cook Creek Park and Pool, Sweetwater Park, Prairie Sky Park, Fairways at Lone Tree Park, Carriage Club Park, Centennial Ridge Park, and La Quinta Park are all 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 that are 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 that 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 and additional regional parks and trails are planned. These are owned and managed by the three principal entities described above. The regional trails connect to trails linking Lone Tree to a network of trails in Douglas County and the Denver Metro area. As the community grows, the City will encourage and collaborate with these entities to 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 a community asset and may become 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 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 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. The center includes 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 become active 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 and Fiber Arts 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 is home to the City-sponsored Summer Concert series and Independence Day celebration. Because this venue is constrained by access and parking limitations, the City is exploring other outdoor sites. 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 developing 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, walking and bicycling, and, ideally, by transit
 - 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.

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 establish 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 implemented 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 buildout 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 on 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 ensure 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 statewide 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 legislative measures that allow for the capture and reuse of rain and snow melt.
6. 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 manmade drainage ways.

With new development, the natural ground surface that initially 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 complies with 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 (such as porous landscape detention areas), while also addressing aesthetic 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 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 onsite or offsite 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.

This increased demand requires 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 and its residents. 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, flagpoles, 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 RidgeGate 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. Where possible and appropriate, encourage 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 to minimize the need for, and length of, vehicular travel. It is important to create a compact live, work, and play environment, and offer 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 on this integrated transportation system.

Objective

Enhance the City's multimodal transportation network by expanding opportunities for transport and connections and also 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 that link residential, schools, recreation facilities, commercial, 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.
6. Encourage the installation and use of bicycle-share and rental stations throughout the City.
7. Evaluate the potential impact of changing transportation trends on parking requirements.

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

Construct and maintain 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 bumpouts, 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 that 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, the City supports 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 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 decreasing 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 of eastbound and westbound 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 that will benefit from the express toll lanes. It is forecast that tolls will 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 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 that are designed to direct traffic from local streets to arterials and to link communities, followed by local streets designed to serve individual properties. Based on this road hierarchy, the City defines appropriate design principles and standards to ensure safety and to maintain an adequate level of service for the existing and forecasted traffic demands.

The City improves transportation system efficiencies in Lone Tree in a variety of ways, such as using detection cameras at intersections that automatically increase turn lane times when traffic volumes warrant, or through steps taken at the Traffic Management Center, where traffic volume counts are tracked at major intersections in the City 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. The City supports providing bike lanes, detached sidewalks, lighting, medians, landscaping, benches, public art, and other amenities to enhance the pedestrian and cyclist experience and, in some cases, to also enhance safety. If properly designed, minimizing the paved width on local roads is another way to reduce traffic speed and increase 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 remain 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 modified grid system of streets with a hierarchy of through streets to distribute traffic and to offer alternative routes. Circulation elements should be designed to safely accommodate capacity and provide character that is attractive and suitable to the context of the area. Curvilinear streets may be appropriate in areas where topography warrants.
3. Vehicular and pedestrian connections between neighborhoods are encouraged with local and collector roads, bike lanes, and trails whenever possible.
4. Incorporate streetscape elements that reinforce community character and quality, such as lighting, landscaping, public art, medians, benches, shelters, etc.
5. Design local streets and collectors to minimize surface width to serve the purpose and scale of the community, 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.
6. 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 and detached sidewalks and landscaping in medians and/or along the sides of the road. Whenever possible along major and minor arterials, continue to provide signal progression and utilize new and effective technologies. Support compatible efforts with neighboring jurisdictions to improve traffic flow and minimize air quality impacts.

7. Control the design of and access to the City's street network by the provisions of the City's Roadway Design and Construction Criteria Manual or as otherwise approved by the City. Encourage alternative roadway standards where possible to reduce environmental impacts and enhance pedestrian-friendly, bicycle-friendly development and transit.
8. Support the appropriate use of roundabouts for reducing congestion, while ensuring that the design is safe for pedestrians, cyclists, and motorized traffic.
9. Minimize the visual and environmental impacts of road construction in geographically sensitive/steep slope areas by aligning roads to conform to topography, to be in harmony with geographical features and views, and to reduce roadway cuts and fills and impacts on drainage channels. Such consideration shall take precedence over efficient connection of the roadway endpoints.
10. Improve and retrofit existing roadways as necessary to meet current and future needs and design standards for motor vehicles and bicycles.
11. Find the right balance between the need for traffic flow along arterials and collectors and the need to add intersections to afford adequate access.

Transit

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

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

1. County Line Road Station
2. Lincoln Avenue Station

3. Sky Ridge Avenue Station
4. Lone Tree City Center Station
5. RidgeGate Parkway Station (which will include a future park-and-ride facility)

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 complete 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 numerous 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 and 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-share facilities, and adequate parking for cars and bicycles.
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 that 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 provides 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 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. Explore, and implement where appropriate, construction practices that mitigate airport noise for future homes in the airport's flight path.
3. 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 providing secure areas for bicycles.
2. Encourage the creation of vanpools or similar ride-sharing programs.
3. Support home occupations that are incidental and secondary to the use of the land for residential purposes and does not change the character of the neighborhood.

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.

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. That said, 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).

Identifying Community Assets

In establishing an economic development program, a municipality identifies its assets for purposes of targeting and attracting the type of development that 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 on 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 that 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 that 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 (that are generally lower-wage industries) are major 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 tenet 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 might severely impact the local economy. The City's economy is currently comprised of three main sectors: retail, financial, and healthcare. The retail sector could 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 attracts 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 generates 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 resulting synergism.

V. Goal: Foster a vibrant and financially 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 that:
 - 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 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.

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 and 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 City addresses providing trails connecting neighborhoods, proper street alignments, community facilities, and other issues.
- ***Design Guidelines.*** The City's Design Guidelines are a vital implementation component of the Comprehensive Plan that 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 other sites 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 that call for additional studies or Comprehensive Plan elements. These studies or elements are beyond the generalized nature and scope of this Comprehensive Plan, but are all 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 continual. Additional elements or studies may be identified as the need or particular issues arise. The Comprehensive Plan should be updated periodically to reflect changes in economic conditions, development trends, and citizen attitudes. Updates ensure that the Comprehensive Plan reflects the goals, desires, and vision of the community.

The Success of the Comprehensive Plan depends upon...

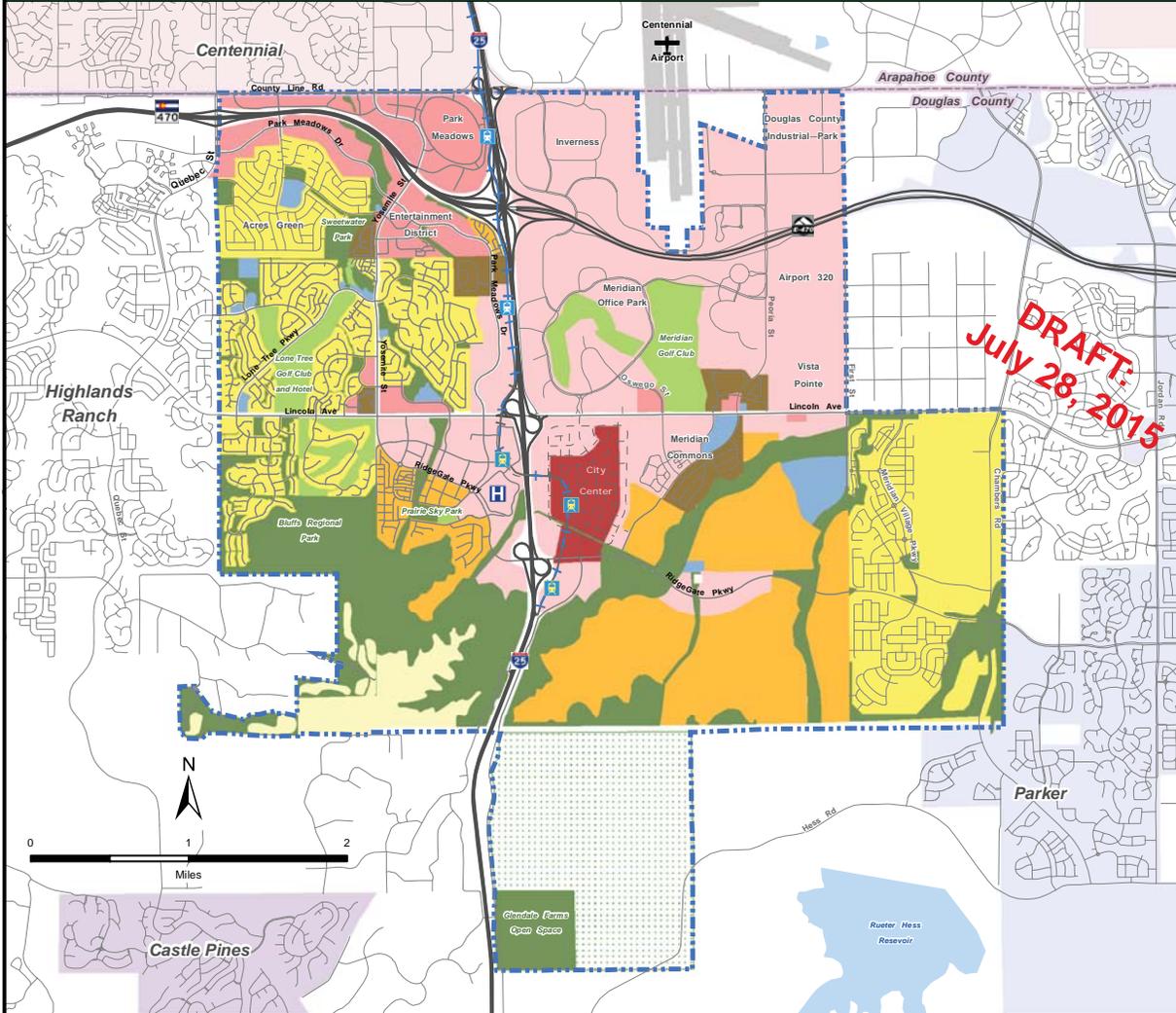
The will and commitment of the Planning Commission and City Council to continue to support and implement the Plan’s vision, principles, goals, objectives and policies.

DRAFT

APPENDIX

DRAFT

City of Lone Tree General Land Use Plan



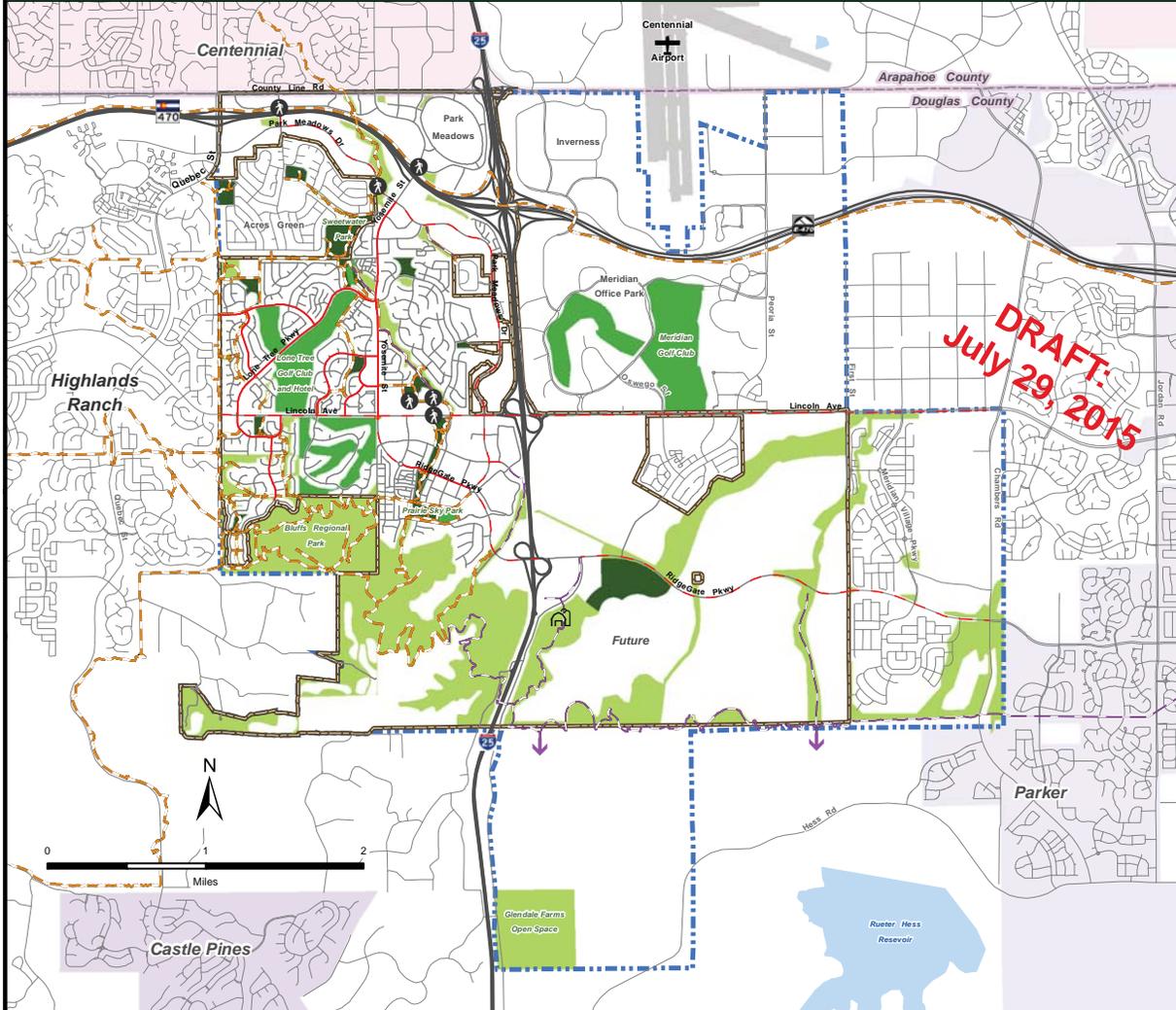
DRAFT
July 28, 2015

- 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
 - Buffer Area
- 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 and may be subject to change. July 2015.

City of Lone Tree Parks, Trails & Open Space Plan



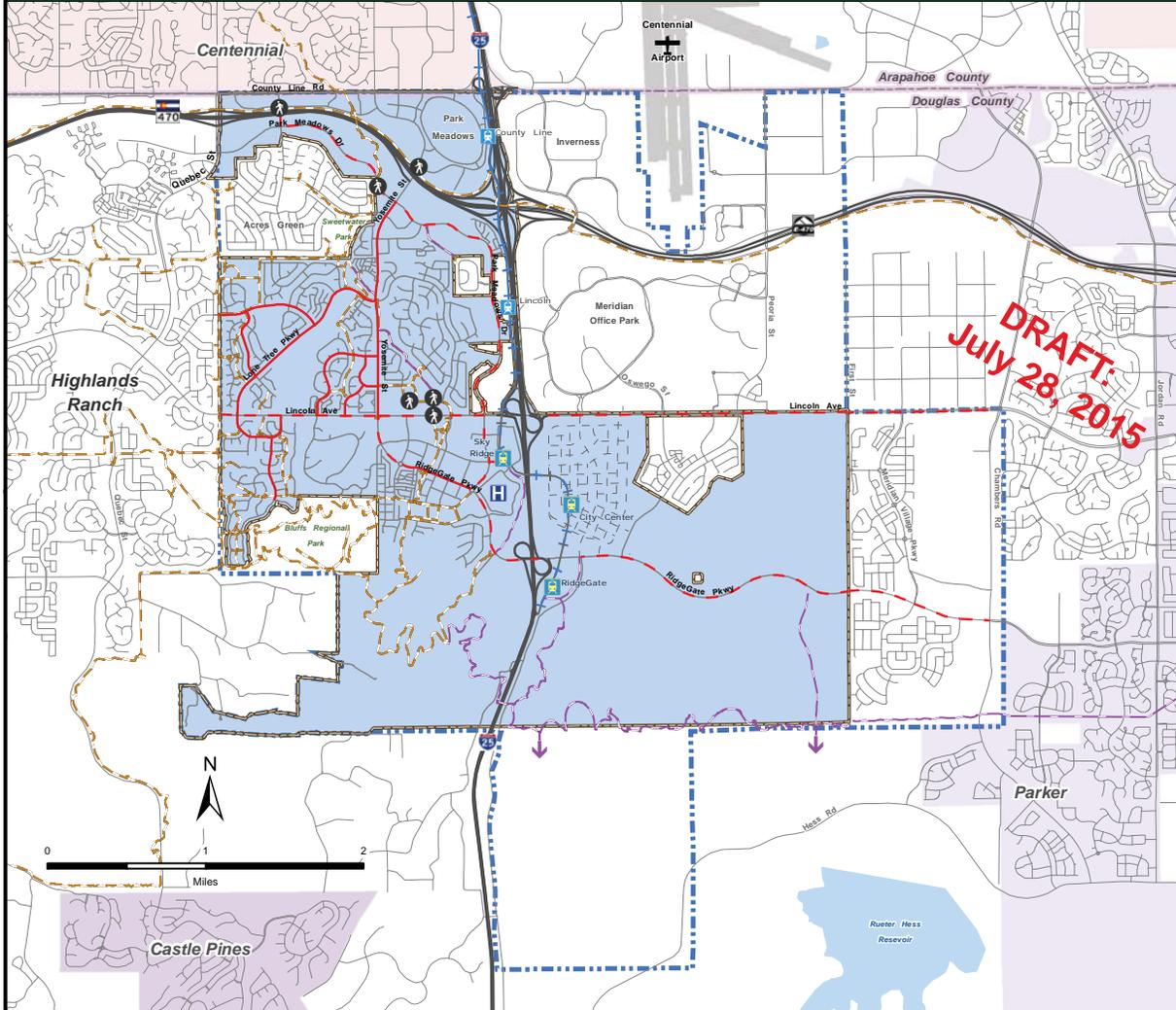
- Proposed Pedestrian Improvements
- Schweiger Ranch
- Existing Trails
- Proposed Trails
- Existing Bike Lanes
- Proposed Bike Lane
- Recreation Facility/ Golf Course
- Parks
- Open Space
- Lone Tree City Limits
- Planning & Urban Growth Area

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 and may be subject to change. July 2015.

City of Lone Tree Transportation Plan



-  Sky Ridge Medical Center
 -  Existing Light Rail Station
 -  Proposed Light Rail Station
 -  Proposed Pedestrian Improvements
 -  Existing Trails
 -  Proposed Trails
 -  City Center Proposed Streets
 -  Existing Light Rail
 -  Future Light Rail Extension
 -  Existing Bike Facilities
 -  Proposed Bike Facilities
 -  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 and may be subject to change. July 2015.

INTRODUCTION

CITY OF LONE TREE
COMPREHENSIVE PLAN
DRAFT – AUGUST 4, 2015

DRAFT

Table of Contents

Introduction 4

- **Growing According to Plan** 4
- **Purpose and Use of the Comprehensive Plan** 5
- **Plan Goals** 6

I. Land Use 7

- **Basis for the City’s Planning and Urban Growth Area** 7
 - **Physical Setting** 7
 - **Access to Urban Level Facilities and Services** 10
 - **Development Potential** 10
 - **Commitment to Collaborative Planning Efforts** 12
 - **Commitment to Planning Principles** 12
- **Land Use Goal, Objectives and Policies** 14
 - **Mixed-Use, Compact, and Pedestrian-Friendly Development** 15
 - **Neighborhood Development and Housing Choice** 16
 - **Redevelopment** 19
 - **Open Space Preservation and Protection** 21
 - **Sense of Community** 23
 - **Transit-Oriented Development** 26
 - **Lone Tree City Center** 27
 - **Plan Consistency** 29
 - **Annexation** 30
 - **Description of the General Land Use Plan Map Areas** 31

II. Environmental Quality 33

- **Energy Conservation** 34
- **Water Quality** 35
- **Air Quality** 36
- **Vegetation** 37
- **Wildlife Habitat** 38
- **Visual Quality** 39
- **Environmental Hazards** 42

III. Community Facilities and Services	44
- Collaborative Partnerships	45
- General City Facilities and Services	45
- Road Maintenance	47
- Law Enforcement	48
- Fire Protection	49
- Health Care	50
- Education	51
- Parks and Recreation Facilities	53
- Arts and Cultural Amenities	54
- Library	56
- Historic Resources	57
- Water Supply and Wastewater Treatment	58
- Stormwater Management	60
- Communication Facilities	61
- Other Utilities	62
IV. Transportation	64
- Multimodal System	64
- Roadways	67
- Transit	70
- Bicycle and Pedestrian Ways	73
- Airport	74
- Travel Demand Management	75
V. Economic Development	77
- Identifying Community Assets	77
- Working with Economic Development Organizations	78
- Fostering Tourism	79
- Employing land use and Community Development Measures	80
Implementation	84
Appendix	87
- General Land Use Plan	A-1
- Parks, Trails and Open Space Plan	A-2
- Transportation Plan	A-3

Introduction

The City of Lone Tree is Growing According to Plan

The City of Lone Tree (the “City”) 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 square miles.

The City an eye to the future 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 meet 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. ~~It~~ ~~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.~~

~~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 ensure the safety of residents when integrating development into the natural landscape.
- III. Community Facilities and Services ~~Quality community-~~ Provide quality 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-~~ Foster a vibrant and financially sustainable economy for the Lone Tree community.

DRAFT

I. Land Use

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

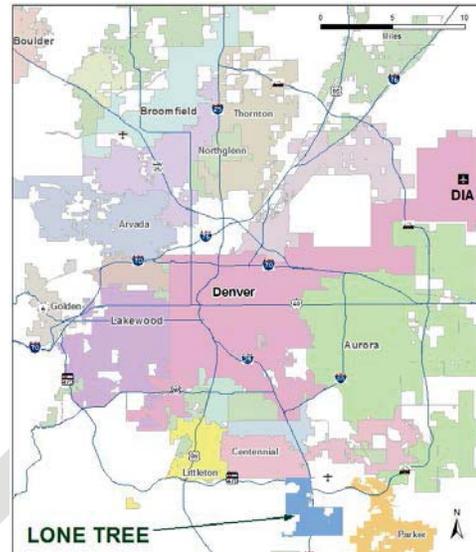
The City's Planning and Urban Growth Area is ~~that area~~ where future growth is directed (~~see the area in white boundary on General Land Use Plan at the aerial photo below~~). ~~This end of this chapter) and~~ includes ~~both~~ incorporated lands and those generally desired for annexation. This area, 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

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.

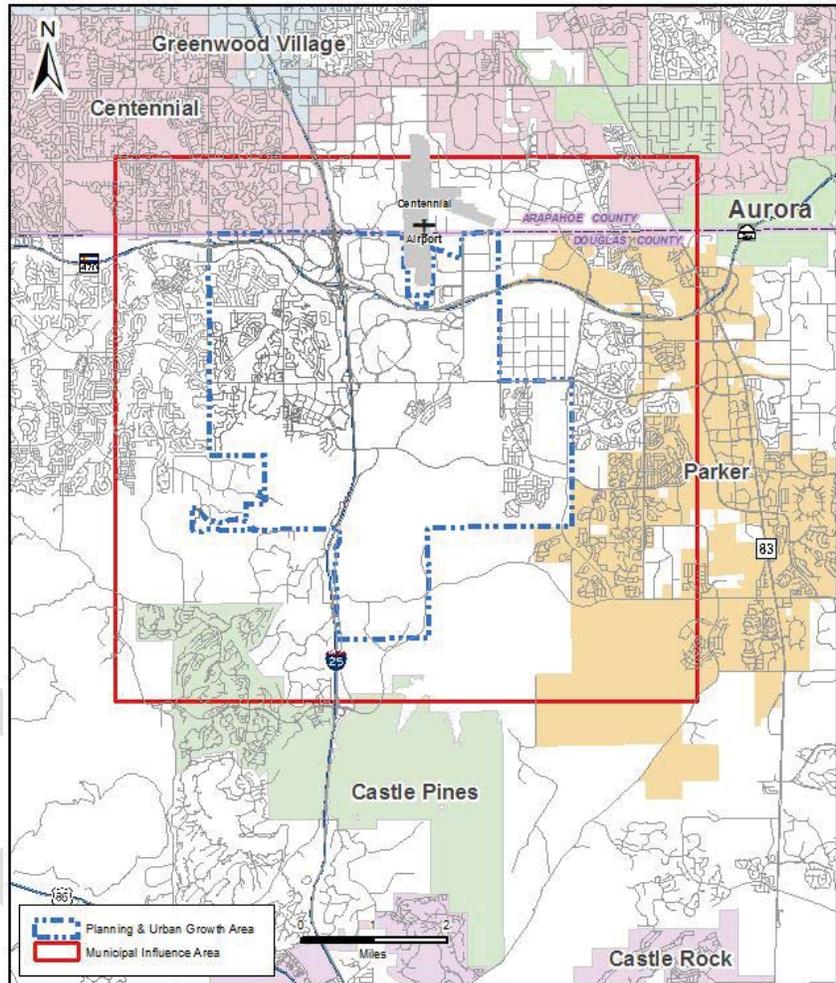
Closer in, Lone Tree's physical setting, including its natural, surrounding, and built environmentenvironments, are major contributing factors in establishing the City's Planning and Urban Growth Area.



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 ~~oak~~oak (large native shrubs) dot the bluff hillsides. With the exception of a few intermittent drainages, the land slated for urban development (north of the bluffs) has few environmental constraints, making it well-suited for urban use.

The Built Surrounding Environment—: The land uses outside the City’s Planning and Urban Growth Area (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 wants to be part of the decision-making process.

The Built Environment—:

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

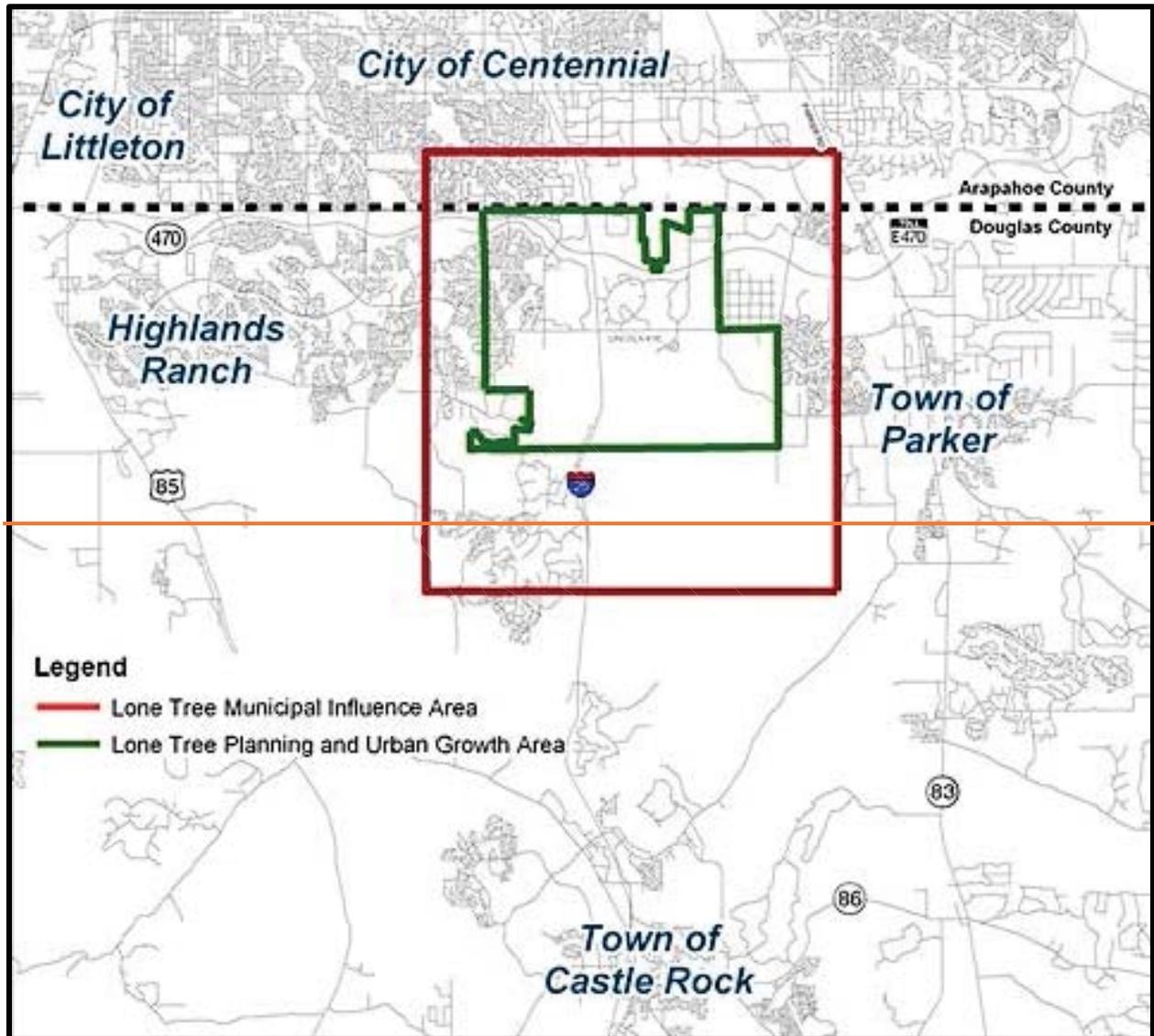
Northwest. Many commercial, retail, and office developments are located in this region, including the Park Meadows Shopping Center. Multifamily is concentrated near the RTD Light Rail station along Park Meadows Drive, with single family in the central/west portion of this region. Public schools, churches 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 Bluffs Regional Park is located here, and low density clustered development outside the City’s viewshed 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

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~~three 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 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 facilitymedical facilities that ~~provides~~provide 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~~Lone Tree 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~~might 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~~for a look at the City's current incorporated boundaries, view the City's ~~Zoning Map~~zoning map found at: ~~www.cityoflonetree.com/zoningmap~~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,~~inclusionInclusion 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 ~~makes~~ sense, 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.~~ firefighters. 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 that also increases commuting and air quality impacts), but may result in many unintended consequences, including taking on the maintenance and repair costs of older infrastructure, and conflicting with the established plans of neighboring jurisdictions. (See also population forecasts in the Appendix which estimate a four to five fold increase in population in the City's Planning and Urban Growth Area by 2030).~~

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

Commitment to Interjurisdictional and Regional Collaborative Planning Efforts

Interjurisdictional **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 ~~and to establish Intergovernmental Land Use Agreements as a way of addressing to address~~ present and potential future land-use issues and opportunities. ~~The City has entered into such an agreement with the Town of Parker, and agreements with other jurisdictions that address the nature and location of development are similarly supported.~~

~~The City also annually adopts a Three-Mile Plan in compliance with state law. The three-mile planning area boundary extends three miles 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~~¹³ stipulations for regional planning.- That agreement incorporates by reference DRCOG’s Metro Vision Plan, a long-range regional growth strategy for the Denver Metropolitan Area ~~that includes an Urban Growth Boundary. This boundary identifies the preferred extent of urban development in the metropolitan area through the year 2030.~~ The area slated for urban development on the City’s General Land Use Plan map is ~~recognized by and~~ consistent with the DRCOG’s Metro Vision ~~2030~~ Plan.

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

(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 ~~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-~~

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

~~quality design.~~

Mixed-Use, Compact, and Pedestrian-Friendly Development

Mixed-use, compact, and 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, and 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, giving attention 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. Unique neighborhood identities can be fostered through a variety of housing types. 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 balanced diversity 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 should be available for first-time home buyers, entry-level professionals and, special needs populations, seniors, and workers in the public service, restaurant, hospitality, and retail industry serves to decrease commuting, 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 both 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 Lone Tree residents will be (want to age in place in their homes, while others may choose to downsize or already are) considered “seniors.” A major senior project is planned in RidgeGate, and the senior friendly policies move to a retirement community. This will present new challenges for 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 many still want 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 diverse housing types and styles, neighborhoods that offer a mix of uses, walkable communities, and access to transit. Both the Millennials and Baby Boomers seek 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 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 range of affordable housing ~~types and affordability ranges~~ by through measures such as:

- ~~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~~ multijurisdictional Douglas County Housing ~~Authority~~ 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. 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. Evaluate housing trends and innovations over time as well as potential impacts on the community.

~~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.~~

~~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.
13. Evaluate the use of short-term overnight house rentals that may have an adverse impact on parking, traffic, and trash buildup within neighborhoods.

Redevelopment

Although Lone Tree is a relatively young City by most standards, redevelopment opportunities should be anticipated and evaluated to ensure the 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 this area that 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 continuing reinvestments are critical to maintaining 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 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 bicycle- 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 the 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 and are ~~preserved~~protected from, and 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~~benefits from 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.~~

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~~ Provide 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~~ provisions 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~~Section 3, Environmental Quality, Section 3, for more policies).

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 is 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. 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.

~~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, particularly as viewed from the I-25 corridor viewed.

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. In addition, these amenities 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 city that is easy for patrons to locate. Lone Tree residential neighborhoods have a tradition of identifying themselves through homeowners associations, signage, and events. Naming is also strengthened with Lone Tree’s active participation in business, county, regional, and state issues and organizations including the Lone Tree Chamber of Commerce, Southeast Business Denver South Economic Development Partnership, and DRCOG.

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

A sense of place community is also strengthened supported 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, and community gatherings events, and places for quiet conversation. Streets in mixed-use centers can be designed to serve as spaces for open air markets, festivals, and parades. Wide walkways can be designed to accommodate outdoor cafe seating. When these areas are designed for the pedestrian, and a synergy of uses is provided, there is a greater opportunity ~~is generated~~ for chance gatherings, where neighbor can greet neighbor while walking down the street.

Community identity is also fostered through ~~City~~city-supported programs and facilities ~~helping to, such as the Lone Tree Arts Center, that help~~ expand and enrich the social fabric of the community. ~~Through~~The City works to enhance civic pride and sense of place 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~~

Objective

~~Foster a distinctive Lone Tree identity and enhance public gathering spaces~~ a strong sense of place, where residents and ~~other opportunities~~businesses feel a connection and pride for bringing the community together and building upon the Lone Tree identity. ~~and where visitors feel welcome.~~

~~Objective: Foster a separate and distinct Lone Tree identity.~~

Policies:

1. Maintain ~~open space~~ community separation between the urban areas in Lone Tree Planning Area and ~~developed lands to the south. Beyond the southern boundary, City of Castle Pines east of I-25 by preserving land should be preserved in this~~ buffer 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.~~ The City should also consider potential impacts on the Rueter-Hess Reservoir from any development in the buffer area.
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~~ Where appropriate, encourage local businesses and neighborhoods to ~~identify~~ identity their location as Lone Tree. ~~Including encouraging those businesses that use the name Park Meadows to also use the name, such as through advertising and marketing materials.~~
- 4.5. Support naming the future City Center as the "Lone Tree along with the City logo, so that in time the two are interchangeable. Gateway identification of the City of Center" or "Downtown Lone Tree should also be continued, including at County Line Road and along I-25."
- 5.6. Integrate diverse gathering spaces into the community, linked by trails and wide walkways, with amenities geared to all ages and interests.
- 6.7. Establish and promote recreational, civic, and cultural venues and activities that bring the community together.

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 around transit have materialized. Many 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 the same planning I-25, the Lone Tree City Center Station, and the

RidgeGate Parkway Station (end-of-line) 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 apply to Transit-Oriented Development (TOD) also apply to the future City Center (i.e., compact development, mix of help influence successful TODs, including an integration of vertical mixed-uses, pedestrian orientation, connection; buildings oriented to both the street and public spaces; strong access and connections to bicycle and walking trails, from, and around the station area; comfortable, safe and inviting 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 transit stops. places; and a balance of parking, where applicable.

~~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.~~

Objective:

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

Policies:

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

- ~~2-3.~~ Support multi-family development and a mix of housing types ~~around~~ in TODs (for sale, for rent, market rate, senior housing, and affordable housing), with the highest level of development density located closest to the transit stop.
- ~~3-4.~~ Encourage efficient and safe access to and around TODs by pedestrians and cyclists by providing connections from outlying areas to transit stations, providing wide sidewalks (on both sides of the street) with differing materials at crosswalks, bike lanes, adequate signage, lighting, wayfinding, bike racks, and ~~bike racks and~~ storage lockers.
- ~~4-5.~~ Enhance the pedestrian experience by providing sheltered seating, public restrooms, trash and recycling receptacles, street lamps, planters, public art, and gathering spaces such as plazas and pocket parks.
- ~~5-6.~~ Provide adequate access by ~~automobile~~ automobiles, shuttles, ~~busses~~ buses, bicycles, and pedestrians, encouraging an interconnected street network around blocks 200-400 feet long, and design streets to accommodate multimodal traffic. Traffic ~~Encourage 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. 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.
- ~~7-8.~~ Require design standards that ensure quality and unify development, while at the same time affording ~~some~~ variety in architectural styles, detail, and materials to add interest.

Lone Tree City Center

The Lone Tree City Center, ~~to~~ will be located east of I-25 and south of Lincoln ~~in RidgeGate~~, will serve as the Avenue, and represents a destination, focal point, and identifiable location 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 the Lone Tree uses including retail, commercial, office, residential, civic, cultural, entertainment, and public spaces, adjacent to a large community park.

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

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:

1. ~~Refine and implement established plans for the City Center, characterized by compact, synergistic uses that foster a “downtown” atmosphere. Higher~~ Promote high density uses ~~should be developed in order to~~ and compact development patterns that support transit 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, 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, developers, and residents benefit when development occurs according to plan, as it results in a more predictable and fair process. Measures are therefore supported ~~which~~that ensure consistency with the Planning and Urban Growth Area on the General Land Use Plan Map, and the supporting land use goal, objectives and policies. -Historically, the City's Plan has been consistent with the plans of neighboring jurisdictions, including Douglas County, the Town of Parker, the City of Centennial, and ~~the MetroVision 2030~~DRCOG's Metro Vision Plan, and ~~seek~~efforts should be made to maintain that consistency.

Objective:

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

Policies:

1. ~~Consistency~~Ensure that consistency with the land use ~~goal~~goals, objectives, ~~and~~ policies ~~of this~~and the General Land Use Plan ~~map~~ is a fundamental ~~criterion~~criteria 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~~that have been reviewed ~~and approved~~ by the City and ~~that~~ are consistent with this Comprehensive Plan, including open space preservation.
4. Pursue intergovernmental agreements establishing municipal and county growth and influence areas to protect the integrity of the Lone Tree Comprehensive Plan and the Lone Tree Planning and Urban Growth Area.
5. Support regional plans and planning efforts that are in keeping with the principles of this Plan.

6. ~~Amendments to the Comprehensive Plan require~~Require public hearings before the Planning Commission and City Council;~~an~~ for amendments to the Comprehensive Plan. One exception to this requirement 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 decisions~~The City is committed to development within the existing City limits, and recognizes that additional annexations may be important to provide growth opportunities that could be beneficial to the City and its environs. At the same time, annexation decisions made by city councils ~~may~~might have far-reaching and long-lasting ~~consequences.~~ Relationships~~impacts.~~ Such decisions can impact relationships with neighboring jurisdictions and affect 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~~might also 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 to the long-term economic success of the City and sense of community.

Policies: _____

~~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 _____~~

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, where a strip of land or right-of-way are used for the purpose of achieving contiguity, are discouraged.

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

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

- ~~▪~~ c. The annexation and proposed development will ~~have~~ demonstrate 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~~ The City might require 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 required 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~~ buildout 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~~foundation 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 significantly impact the City, including affecting the area's fiscal viability, air and water quality, and scenic qualities, ~~and have potentially significant impacts upon the City. The. Therefore, the~~ City of Lone Tree is ~~thus~~ particularly interested in providing and receiving referral review for land development applications in the Municipal Influence Area.

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~~about 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~~By reducing energy consumption ~~to,~~ increasing recycling, ~~to~~ promoting better air and water quality, ~~to preservation of~~preserving natural vegetation ~~along with, and~~ implementing tree ~~planting~~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~~attract 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 protecting 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 defined and distinguished by this significant geographic feature.

This Plan supports and maintains a high level of air, water, and land 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 are identified and are addressed in the development review process, including lands with expansive soils, floodplains, and steep slopes. Moreover, improved water quality and good erosion measures are also applied and practices apply to all development.

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

Using many approaches, the environmental quality in the City and beyond may be conserved/preserved and enhanced, ~~which in.~~ In turn, this 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 ensure 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 its 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 because 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 solar- and green-building practices. 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 its services~~ free of charge to residences. ~~As a result, the City has one of the highest community 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 that~~ 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~~ reducing materials use, reuse, and public and private recycling.

Policies:

- ~~1. Encourage Built Green and Leadership in Energy and Environmental Design (LEED) practices in new development.~~
- ~~2.1.~~ 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, water quality~~ 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 Colorado Department 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 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.
6. Evaluate transportation trends and, where appropriate, reduce the use of surface parking lots and structures, to minimize the potential for adverse water quality impacts and downstream flooding problems.

Air Quality

Air quality is an ongoing concern in the Denver ~~Metrometro~~ area. ~~Increasing~~The issue requires special attention due to the combination of increasing development, ~~combined with the~~ region's natural topography (a bowl shape), and climate conditions that trap pollutants, ~~requires special attention be made to this issue. forming an environment where pollution can linger.~~ Air pollution contributes to significant health problems, including lung related diseases. It may harm trees, lakes, and streams, ~~impedes~~impede visibility and scenic views, and ~~contributes~~may contribute to ~~global warming. climate change.~~ With ongoing and ever-increasing rates of construction, motor vehicle traffic, and power demands, all communities, including the City of Lone Tree, 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~~industries 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 that produce oxygen and provide shade and wildlife habitat.
6. Encourage the ~~City and the broader community to be a leader in~~ use of alternative fuel and vehicle technologies.
7. Evaluate the use and impact of unmanned aerial vehicles (such as drones and remote controlled aircraft) in the community, to minimize the effects on humans and wildlife.

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~~ By collaborating 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. ~~New~~ Encourage a “canopy of green” throughout the City, including planting of trees in landscaping and public places; supporting tree lawns along sidewalks to give people a sheltered and aesthetically beautiful place to walk; planting canopy trees in parking lots; and encouraging 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. ~~Existing~~ 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~~ Carefully protect any 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~~that 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~~by preserving 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~~restoring wetland and riparian areas, ~~the control of~~controlling noxious weeds, ~~measures to maintain~~maintaining water quality, and ~~the use of~~using 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~~friendly fencing, ~~through~~ (e.g., smooth

~~wire or fencing low in height~~), clustering, ~~limits on lots~~, limiting buildable areas, and ~~the establishment of~~ establishing building envelopes.

2. Preserve, restore, and enhance riparian corridors and wetlands.
3. Support measures to control domestic animals from impacting wildlife, including enforcement of the City's leash ~~laws~~ 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 plantings 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
- Proactive 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.~~ 4.5. Ensure ~~the proper~~ both quality design and ~~compatibility of interesting~~ architectural form within the City, where appropriate, through application of the City's Site Improvement Plan ~~Review~~ requirements and Design Guidelines for non-residential and multi-family projects.

~~5-6.~~ 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 landscape element 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 ~~viewpoints~~)

~~6-7.~~ 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.~~ 7. ~~Encourage small kiosks for the posting of fliers, public notices and advertising.~~

~~8.~~ 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~~spaces 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~~protect 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. (the location of such floodplains is found on Federal Emergency Management Authority maps available at the Lone Tree Public Works Department). 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 be percent are~~ sensitive to slope stability, visual impact, erosion, drainage, and infrastructure requirements.

~~2.~~ ~~Development~~ Avoid development on slopes greater than 20% ~~should be avoided.~~

~~3.5.~~ ~~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 percent.~~

~~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~~— and 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 facilitating a well-rounded and balanced community, and the importance of coordinating and collaborating with these providers to ensure efficient service delivery.

~~The City recognizes the role these outside entities play~~
Community facilities should be located, designed, and operated in the creation of a well rounded and balanced community, manner consistent with this Plan 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)City's operating budget. The nature of the facility and investment should meet the needs of the City for the foreseeable future and the Denver Metro region by 60% (from 2.5 to 4 million) by 2030.

~~The development of community facilities are among~~contribute to a positive image for the more important decisions that a City makes. The placement of facilities affects adjacent land uses, traffic patterns, and the overall pattern of growth. 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~~Communities that develop ~~in~~in ~~in~~responsibly with sound planning principles, including compact and pedestrian-friendly development patterns and logical transportation and utility line extensions, can minimize costs ~~can be minimized~~ and shorten or maintain emergency response times ~~maximized~~ (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.

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

General Provisions

III. Goal: Provide quality 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~~service providers. Moreover, the City encourages partnerships to jointly fund, manage, and maintain facilities ~~are encouraged~~ and often workworks 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~~extensions, 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, the City consolidated 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 City established the Lone Tree Police Department ~~was established~~, and with #hired the City's first employees ~~were hired~~. In 2007, the City purchased its first office building, relocating City staff to a central location, and providing needed space and room to expand. In 2011, the Lone Tree Arts Center opened, offering a range of performing arts and cultural offerings 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 Douglas County Library District determined that the library located at Yosemite Street and Lone Tree Parkway was 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 community meeting rooms. 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 remains a resource for the

community. Public input and careful planning will help determine the building's feasibility and how it can best 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~~considering the following factors:
 - *a. Adequate vehicular, transit, pedestrian, and ~~tra~~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 LEEDgreen~~ 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~~completed by ~~public~~special districts including the Park Meadows and the Rampart Range Metropolitan Districts, once the warranty period for such improvements ~~have~~has expired, road maintenance is largely ~~financed~~funded and managed by the City. -In 2005, ~~a new Lone Tree constructed 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.)~~ for information on road design and construction).

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. are adequately maintained.

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 ~~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, when possible, the ~~Department~~department works with homeowners associations and local businesses to ~~problem~~ solve issues ~~when possible~~ before they arise. -Police ~~Administration~~administration staff ~~has~~ worked with regional agencies ~~in developing~~to develop an emergency preparedness plan and ~~is engaged in the review of~~actively reviews 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 design methods that ensure safe day- and night-time use in the commercial centers in the City.

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

~~4-5.~~ Encourage ~~participation by~~ neighborhood groups and new developments to participate 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~~optimal 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.

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 (South Metro) provides fire protection in the City's Planning and Urban Growth Area. The ~~South Metro Fire District has a~~ station in Lone Tree is located at Maximus Drive and Yosemite Street, with immediate ~~back up~~backup 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~~South Metro and the developer of RidgeGate to ensure that the site is properly located to minimize emergency response times. ~~The City also works with Fire Protection Districts~~South Metro 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 help~~ provide 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 Fire District~~South Metro 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~~Require adequate flows and pressures ~~will be required for fire fighting~~for firefighting purposes.
3. Encourage fire ~~districts~~district to acquire equipment and employ practices that will affordable 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~~ Health-care services are provided by the following entities:

- Sky Ridge Medical Center, Kaiser Permanente Lone Tree Medical Offices, the University of Colorado Lone Tree Health Center, and other private health-related services are provided by providers

- 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 services, including a Level III Emergency and is planned to grow to 335 inpatient 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 (DCSD) provides public K-12 education ~~needs in that serves~~ the City of Lone Tree. ~~The DCSD is the third largest school district in Colorado and the 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 DCSD~~ 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 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 Ridge Gate the City, and which also invoke that inspire~~ 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 DCSD~~ in ~~the~~ planning and ~~development of~~ ~~developing~~ 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~~ ~~are~~ integral portions of the community ~~by responding and should respond~~ to ~~the~~ needs and interests of area residents. The City encourages ~~the that schools be used for~~ multiple ~~use of school~~

~~facilities, for example, with~~ purposes to benefit the community, such as for 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 DCSD~~ 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, A 64-acre central community park is planned east of I-25, adjacent to the future City Center. It is important that plans for this park will accommodate a variety of recreational uses, such as special events to ensure that this amenity meets the Douglas County School District's needs of the larger Lone Tree community. The Cook Creek Park and Pool, Sweetwater Park, Prairie Sky Park, Fairways at Lone Tree Park, Carriage Club Park, Centennial Ridge Park, and La Quinta Park are all local elementary schools also parks that provide recreational 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 for Lone Tree area residents that are 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 that~~ hosts golf, tennis, and many community and special events. These facilities are largely owned by, and entirely managed by, South Suburban Parks and Recreation ~~Another~~ District. Additional recreational ~~center is~~ facilities are planned in the future for the east side of I-25 ~~in RidgeGate.~~

A network of local and regional trails ~~also exists or is planned~~ within the Lone Tree Planning and Urban Growth Area ~~and additional regional parks and trails are planned~~. These are owned and managed by the three principal entities described above. The regional trails afford connection ~~connect~~ to trails linking Lone Tree to a network of trails in Douglas County and the Denver Metro area. ~~The Lone Tree Parks, Trails and Open Space Improvements Plan was established in 2005 to identify and prioritize public improvements in all areas (excepting RidgeGate who has established a Master Plan specific to their development). The provision of additional recreation facilities~~ As the community grows, the City will encourage and collaborate with these entities to provide additional 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 a community asset and may become 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 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.~~
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 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. The center includes 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~~ become active 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 and Fiber Arts 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~~ is home to the City- sponsored Summer Concert series and Independence Day celebration. -Because this venue is constrained by access and parking limitations, the City is exploring 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 ofdeveloping 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~~where accessible by car, walking and bicycling, and, ideally, by transit ~~and~~ by walking/bicycle trails.
 - ~~c. Where~~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.~~ access.

~~When evaluated on a square-foot basis for circulation~~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 space and parking is limited, and services are being overwhelmed as the Library reaches capacity. For this reason, the Library is planning~~ is establishing a regional facility to serve the new Lone Tree Library, with a planned opening in 2016. Located just east of 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 Arts Center, the new library facility needs. The intent is to develop a vibrant center for the purpose of life-long learning and enrichment, while at the same time benefiting from shared capital and maintenance costs. 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 ~~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~~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~~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 effort~~title to the 38-acre ranch complex, held under a conservation easement. Thereafter, work began in earnest to stabilize and restore the fragile and weathered buildings and land.

~~Envisioned is a~~Substantial investment in restoration efforts has taken place ~~where people can one day come learn about ranching in the Old West, to picnic or walk on trails meandering along~~restore the ranch and plan for future use. This has been a multi-phased process, funded

~~largely through a partnership between the creek, to enjoy a variety of activities and~~ 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, 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 through institutional measures such as block-rate structures ~~– (that establish 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~~ implemented 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~~buildout 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~~on 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~~ensure 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-wide~~statewide 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 legislative measures that allow for the capture and reuse of rain and snow melt.
- 5-6. 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~~manmade drainage ways.

With new development, the natural ground surface, ~~which that initially~~ 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 complies with 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, (such as porous landscape detention areas), while also addressing aesthetics/aesthetic 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/onsite or off-site/offsite 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~~ This increased demand ~~comes~~ requires 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~~ 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 ~~and its residents~~. 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~~ flagpoles, 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 RidgeGate 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~~Where possible and appropriate, encourage 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.

IV. Transportation

Lone Tree is located at the crossroads of major transportation corridors that serve the ~~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~~ 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~~. It is important to create a compact live, work, and ~~shop~~ play environment, and ~~by offering~~ offer 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.~~

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. ~~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~~ on this integrated transportation system.

Objective:

Enhance the City's multimodal transportation network by expanding opportunities for transport and connections and also 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~~that 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.
6. Encourage the installation and use of bicycle-share and rental stations throughout the City.
7. Evaluate the potential impact of changing transportation trends on parking requirements.

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~~

Construct and maintain safe transportation corridors and linkages compatible with community purpose, character, and scale.

Policies:

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

1. Plan, design, implement, and maintain transportation ~~and land use~~ planning infrastructure that affords safe travel for all users.
2. Ensure safe and innovative ways of providing pedestrian and bicycle crossings of major roadways ~~and at schools. Future~~ future improvements to these roadways should include well designed and visually attractive crossings, and may include curb ~~bump-outs~~ bumpouts, 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 that~~ 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 the~~ City supports 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 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.

Providing signal progression along roadways also improves traffic flow, and has the advantage of decreasing vehicle emissions and travel time.

~~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 of eastbound and westbound 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 that will benefit from the express toll lanes. It is forecast that tolls will 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 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 that~~ 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,~~

the City defines 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.

The City improves transportation system efficiencies in Lone Tree in a variety of ways, such as using detection cameras at intersections that automatically increase turn lane times when traffic volumes warrant, or through steps taken at the Traffic Management Center, where traffic volume counts are tracked at major intersections in the City 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~~The City supports 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, ~~canto~~ also enhance safety. ~~Minimizing~~if properly designed, minimizing the paved width on local roads, ~~if properly designed,~~ is another ~~means for reducing way to reduce~~ traffic speed and ~~increasing~~increase 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~~remain flexible in adapting to or enhancing other modes of transportation.- In any case, balancing the need for traffic flow, safety, and the environment, while providing a pleasing travel experience, are key elements that will continue to define the quality of life for many Lone Tree residents.

Objective:

Secure and implement a roadway network that meets the travel needs of residents and ~~business~~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~~modified grid system of streets with a hierarchy of of through streets to distribute traffic, and to offer alternative routes. ~~Connections~~Circulation elements should be designed to safely accommodate capacity and provide character that is attractive and suitable to the context of the area. Curvilinear streets may be appropriate in areas where topography warrants.
- ~~2.3.~~ Vehicular and pedestrian connections between neighborhoods are encouraged with local and collector roads, bike lanes, and trails whenever possible ~~and appropriate.~~
- ~~3.4.~~ Incorporate streetscape elements that reinforce community character and quality, such as lighting, landscaping, public art, medians, benches, shelters, etc., ~~that reinforce community character and quality.~~
- ~~4.5.~~ 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.
- ~~5.6.~~ 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 and detached sidewalks and landscaping in medians and/or along the sides of the road. ~~Developments should~~ Whenever possible along major and minor arterials, continue to provide landscaping of public rights-of-way, signal progression and utilize new and effective technologies. 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. 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 possible to reduce

environmental impacts ~~can be reduced~~ and enhance pedestrian-friendly, bicycle-friendly development and transit ~~enhanced, encourage alternative roadway standards.~~

8. Support the appropriate use of roundabouts for reducing congestion, while ensuring that the design is safe for pedestrians, cyclists, and motorized traffic.

~~8.9.~~ 9. Minimize the visual and environmental impacts of road construction in geographically sensitive/steep slope areas by aligning roads to conform to topography, to be in harmony with geographical features and views, and to reduce roadway cuts and fills and impacts on drainage channels. Such consideration shall take precedence over efficient connection of the roadway endpoints.

10. Improve and retrofit existing roadways as necessary to meet current and future needs and design standards for motor vehicles and bicycles.

11. Find the right balance between the need for traffic flow along arterials and collectors and the need to add intersections to afford adequate access.

Transit

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

2. Lincoln Avenue, Station

3. Sky Ridge Medical Center, the future Avenue Station
4. Lone Tree City Center east of I-25, and Station
5. RidgeGate Parkway Station (which will include a future regional park-and-ride facility planned at 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 complete 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 numerous 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 ~~te~~and 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-share facilities, and adequate parking)~~ for cars and bicycles.
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 which complement~~ and the region and that complements the compact development pattern of the City Center.
- ~~5. Evaluate the establishment of a Bus Rapid Transit (BRT) connection on a dedicated lane between the Town of Parker Downtown and the RidgeGate Light Rail Station following the Mainstreet/RidgeGate Parkway alignment prior to residential or commercial development in RidgeGate on the east side of I-25.~~
5. Support DCTS in its efforts to accommodate the transit needs of low and moderate income residents, people with disabilities, and seniors.

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 provides opportunity for physical activity and healthy lifestyles.~~

Objective:

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

Policies:

1. Expand the network of trails throughout the City, connecting neighborhoods with community facilities, employment, shopping, schools, and social nodes.
2. Continue to utilize natural drainage ways as the basis for an extensive trail network within the City's Planning and Urban Growth Area; design and construct the network with minimal slope, wildlife, and vegetative disturbance.
3. Continue to have new and amended development plans accommodate pedestrian and bicycle travel by providing trails in all new developments. Where practical, trails should be separated from the road system and integrated with drainage ways and open space areas.
4. Encourage nonprofit 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. Explore, and implement where appropriate, construction practices that mitigate airport noise for future homes in the airport's flight path.
- 2.3. 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 providing secure areas for bicycles.
2. Encourage the creation of vanpools or similar ride-sharing programs.
3. Support home occupations that are incidental and secondary to the use of the land for residential areas when compatible with residential uses, purposes and does not change the character of the neighborhood.

DRAFT

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.~~ 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.

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. That said, 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).

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~~ that 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~~ Shopping Center, as well as growing medical and financial sectors

- An increasing labor pool composed of skilled and highly ~~educated~~ professionals

- A high-income resident base

▪

- Extensive inventory of land currently zoned for a mix of uses including commercial, office, and transit-oriented development

- A highly regarded public school system

- A modern indoor recreation center, ~~many~~ outdoor parks and trails, a public golf course, and ~~many~~ several 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~~
- **Heritage tourism**: The City is home to the historic Schweiger Ranch, a ~~planned joint use resource rich in cultural center opportunities for the community and beyond (see the section on Historic Resources in the Community Facilities and Services chapter)~~

Employing ~~Land Use~~ 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~~ that 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 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~~that 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~~ sector (which sectors (that are generally lower-wage industries)) are ~~predominant~~major 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~~ 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~~tenet 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~~might severely impact the local economy. The ~~City does have a large sector based upon~~ City's economy is currently comprised of three main sectors: retail, financial, and healthcare, but this sector is seen as stable over the long term and not. The retail sector could 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. ~~Additionally, the City should specifically seek balance and diversity in its retail base for~~ The healthcare sector is seen as stable over the long term, particularly given 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.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~~attracts the companies and people that produce the sustainable wealth that enables the community to continue to improve and prosper, to be "a place of choice," maximizing a community's potential, and not "a place of chance" with all the uncertainty and unforeseen consequences ~~is by far the preferred path.~~

~~that may go with it.~~ Quality begets quality. In other words, ~~it~~quality helps create the desirable place for visitors that ~~generate~~generates 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 ~~resulting~~ synergism ~~that results.~~;

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

V. *Goal: Foster a vibrant and financially 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 that~~:
 - ~~a.~~ Contribute to local economic base diversification-
 - ~~b.~~ Promote spin-off economic base diversification-
 - ~~c.~~ Significantly increase primaryIncrease employment ~~and that will directly or indirectly increase~~ sales and use ~~tax revenues~~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.

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 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 and 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 ofCity addresses providing 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 that 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~~other sites 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 that~~ 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 are 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 planting~~Walk and landscape program~~Wheel 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

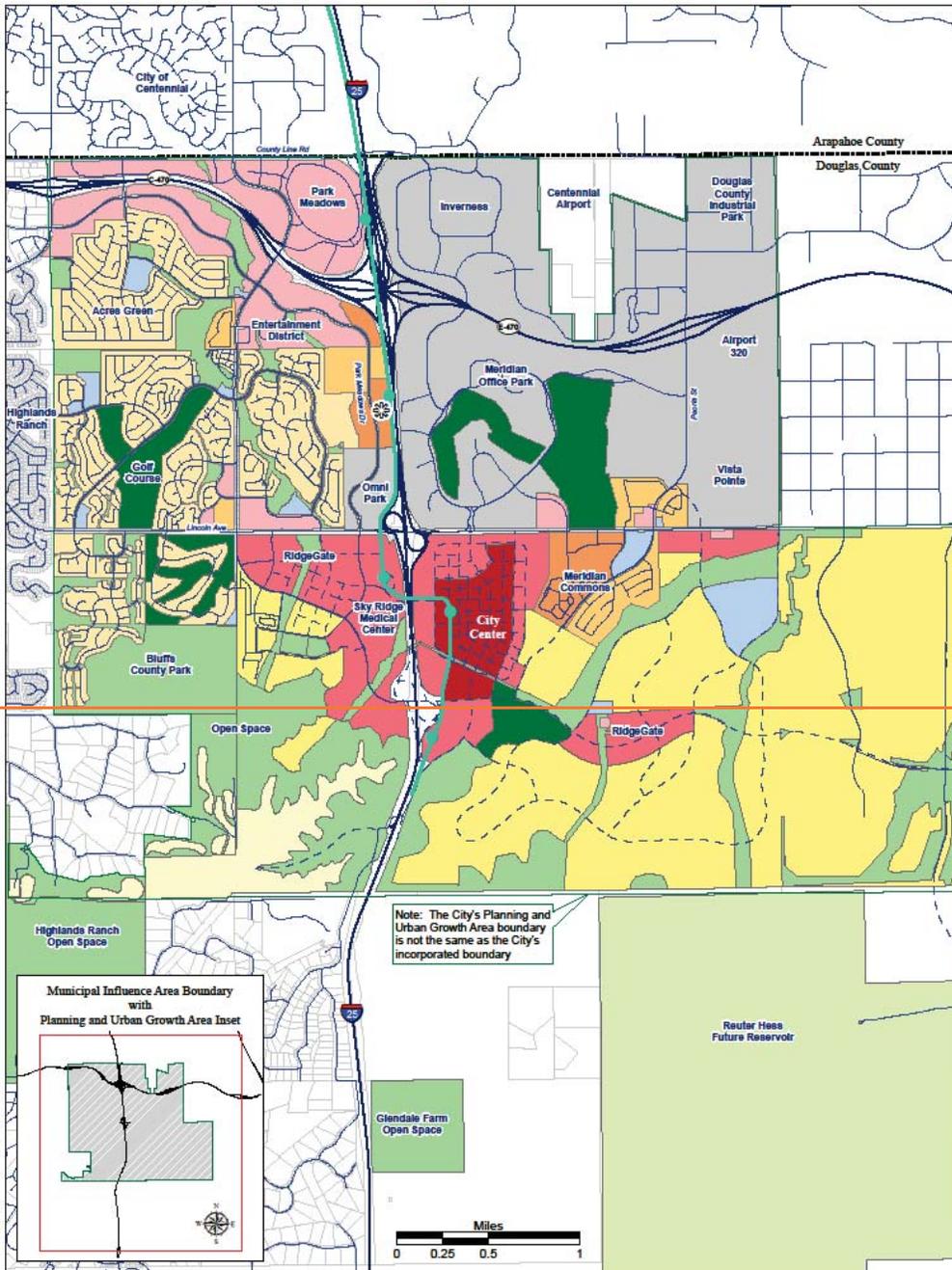
The planning process is ongoing~~cont~~inual. Additional elements or studies may be identified as the need or particular issues arise. The Comprehensive Plan should be updated periodically to reflect changes in economic conditions, development trends, and citizen attitudes. Updates ensure that the Comprehensive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

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

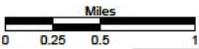
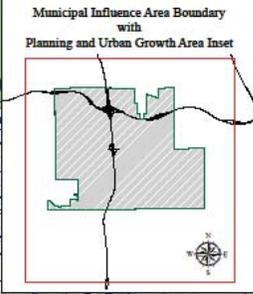
The will and commitment of the Planning Commission and City Council to continue to support and implement the Plan's vision, principles, goals, objectives and policies.

DRAFT

Lone Tree General Land Use Plan



Note: The City's Planning and Urban Growth Area boundary is not the same as the City's incorporated boundary



- | | | |
|---|-----------------------------------|----------------------|
| Legend | | |
| Lone Tree Planning and Urban Growth Area | Residential Low Density Clustered | Office Mixed Use |
| Transit Line | Residential Detached and Attached | Commercial |
| Transit Station | Residential Mixed Use | Commercial Mixed Use |
| DRCOG designated TOD (transit oriented development) | Multi Family | City Center |
| Land Use | Mixed Use | |
| Parks and Open Space | Institutional/Public Facilities | |
| Recreational Facility/Golf Course | | |
- Note: Mixed-Use may include office, retail, residential, commercial, and other uses in accordance with zoning.

APPENDIX

DRAFT



CITY OF LONE TREE
STAFF REPORT

TO: Mayor Gunning and City Council

FROM: John P. Cotten, P.E.

DATE: July 29, 2015

FOR: August 4, 2015 Council meeting

SUBJECT: Approval of PLM Asphalt and Concrete, Inc. Contract for the 2015 Asphalt Overlay Program

Summary

Staff recommends that Council approve the construction Contract (attached) with PLM Asphalt and Concrete, Inc. in the amount of \$861,940.60 for the City of Lone Tree 2015 Asphalt Overlay Program project and authorize the Public Works Director to execute the Contract.

Cost

The total Contract cost is \$861,940.60.

Suggested Motion or Recommended Action

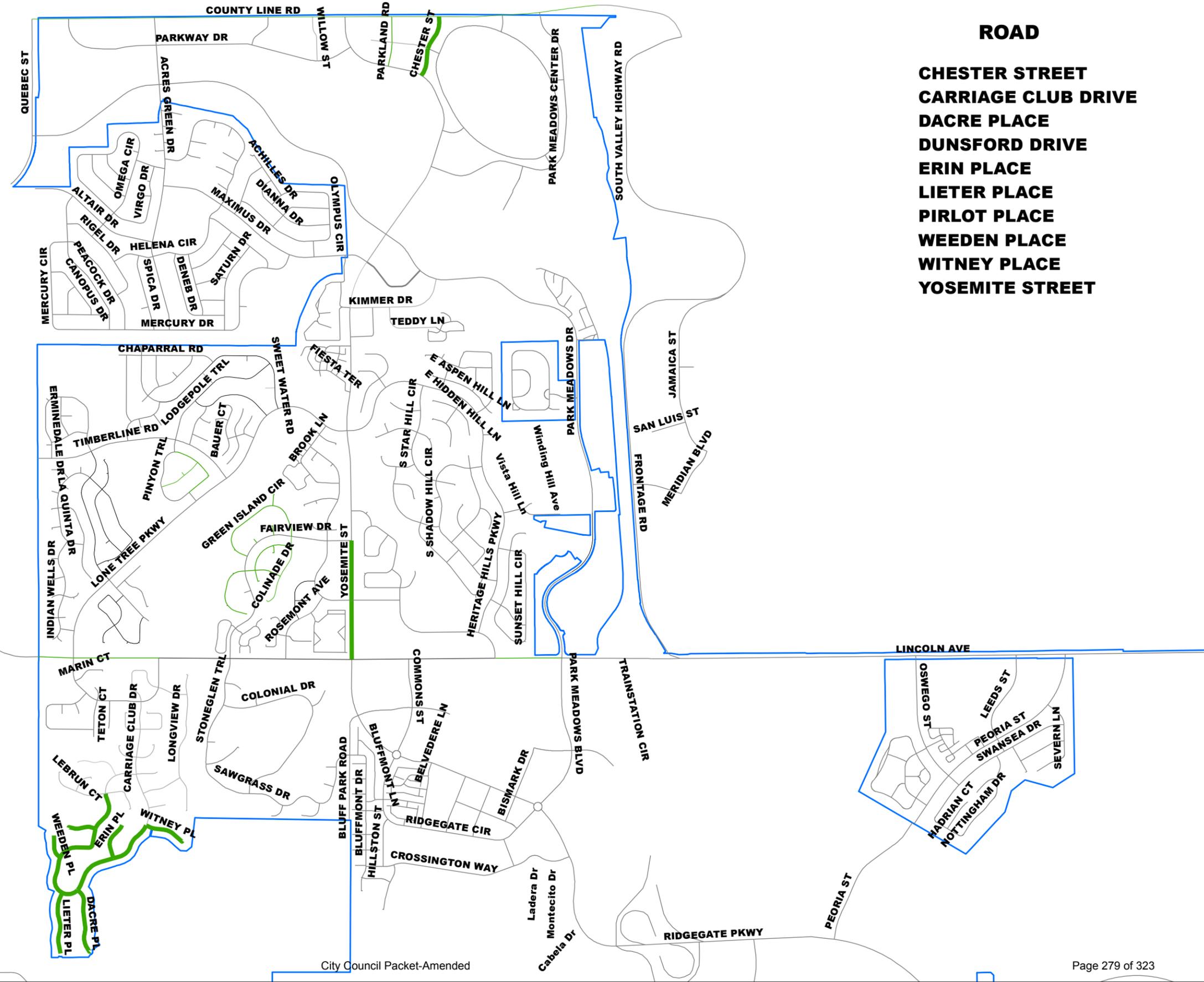
I move to approve the Contract with PLM Asphalt and Concrete, Inc. in the amount of \$861,940.60 for the City of Lone Tree 2015 Asphalt Overlay Program and authorize the Public Works Director to execute the Contract documents.

Background

Bids were received and opened for the 2015 Asphalt Overlay Program on July 28, 2015 and PLM Asphalt and Concrete, Inc. was the apparent low bidder. Staff checked references and the bonding company for PLM Asphalt and Concrete, Inc. and all feedback was positive. PLM Asphalt and Concrete, Inc. has never completed any contracts with City in the past.

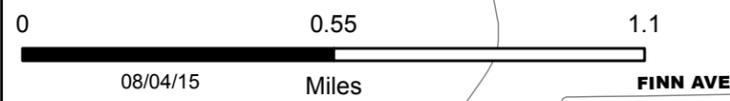
Enclosed is a map of the streets to be overlaid in 2015. The proposed scope of work for Yosemite Street includes a new configuration for lane striping to accommodate designated bike lanes.

2015 Overlay Streets



- ROAD**
- CHESTER STREET**
 - CARRIAGE CLUB DRIVE**
 - DACRE PLACE**
 - DUNSFORD DRIVE**
 - ERIN PLACE**
 - LIETER PLACE**
 - PIRLOT PLACE**
 - WEEDEN PLACE**
 - WITNEY PLACE**
 - YOSEMITE STREET**

— 2015 Overlay
 City of Lone Tree Boundary





BID TABULATION

Client: City of Lone Tree
Project: 2015 Street Overlay

Job No: 061-401

Date: 7/28/2015

<i>Bid Schedule A - 2015 Street Overlay Carriage Club Estates Subdivision</i>				Engineer's Opinion		PLM Asphalt & Concrete		Brannan		Schmidt		Martin Marietta	
No.	Item	Quantity	Unit	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost
1	2" Asphalt Rotomill	33,500	S.Y.	\$2.20	\$73,700.00	\$2.55	\$85,425.00	\$3.25	\$108,875.00	\$3.15	\$105,525.00	\$3.70	\$123,950.00
2	Asphalt Overlay-2"	3,750	TON	\$70.00	\$262,500.00	\$74.90	\$280,875.00	\$70.00	\$262,500.00	\$75.60	\$283,500.00	\$86.00	\$322,500.00
3	Raising Manholes and Valve Boxes	25	EA.	\$72.00	\$1,800.00	\$80.00	\$2,000.00	\$30.00	\$750.00	\$195.00	\$4,875.00	\$350.00	\$8,750.00
4	Erosion Control	1	L.S.	\$3,800.00	\$3,800.00	\$3,050.00	\$3,050.00	\$3,000.00	\$3,000.00	\$1,725.00	\$1,725.00	\$6,000.00	\$6,000.00
5	Traffic Control	1	L.S.	\$16,000.00	\$16,000.00	\$16,800.00	\$16,800.00	\$24,400.00	\$24,400.00	\$20,125.00	\$20,125.00	\$34,000.00	\$34,000.00
6	Force Account	1	L.S.	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
7	Mobilization	1	L.S.	\$21,000.00	\$21,000.00	\$22,400.00	\$22,400.00	\$35,000.00	\$35,000.00	\$11,500.00	\$11,500.00	\$15,500.00	\$15,500.00
TOTAL Carriage Club Estates					\$428,800.00		\$460,550.00		\$484,525.00		\$477,250.00		\$560,700.00

<i>Bid Schedule B - 2015 Street Overlay #2 Yosemite Street-Lincoln to Fairview</i>				Engineer's Opinion		PLM Asphalt & Concrete		Brannan		Schmidt		Martin Marietta	
No.	Item	Quantity	Unit	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost
1	2" Asphalt Rotomill	19,481	S.Y.	\$2.20	\$42,858.20	\$2.20	\$42,858.20	\$3.00	\$58,443.00	\$3.85	\$75,001.85	\$4.40	\$85,716.40
2	Asphalt Overlay -2"	2,165	TON	\$70.00	\$151,550.00	\$70.50	\$152,632.50	\$75.00	\$162,375.00	\$82.75	\$179,153.75	\$103.00	\$222,995.00
3	4" Double Yellow Solid	142	L.F.	\$1.04	\$147.68	\$3.20	\$454.40	\$3.00	\$426.00	\$2.95	\$418.90	\$4.00	\$568.00
4	8" White Solid	1,917	L.F.	\$1.04	\$1,993.68	\$3.20	\$6,134.40	\$3.00	\$5,751.00	\$2.95	\$5,655.15	\$4.00	\$7,668.00
5	6" White Solid	3,870	L.F.	\$0.80	\$3,096.00	\$2.80	\$10,836.00	\$2.00	\$7,740.00	\$2.20	\$8,514.00	\$3.00	\$11,610.00
6	8" White Dashed	201	L.F.	\$1.04	\$209.04	\$3.20	\$643.20	\$3.00	\$603.00	\$2.95	\$592.95	\$4.00	\$804.00
7	6" White Dashed	334	L.F.	\$0.80	\$267.20	\$2.80	\$935.20	\$2.00	\$668.00	\$2.20	\$734.80	\$3.00	\$1,002.00
8	4" White Skip	1,252	L.F.	\$0.52	\$651.04	\$1.60	\$2,003.20	\$1.50	\$1,878.00	\$1.45	\$1,815.40	\$2.00	\$2,504.00
9	White Crossblock (2' x 10')	33	EA.	\$250.00	\$8,250.00	\$260.00	\$8,580.00	\$300.00	\$9,900.00	\$327.00	\$10,791.00	\$450.00	\$14,850.00
10	White Arrow Symbol	16	EA.	\$300.00	\$4,800.00	\$361.00	\$5,776.00	\$400.00	\$6,400.00	\$380.00	\$6,080.00	\$520.00	\$8,320.00
11	White Bike/Arrow Symbol	9	EA.	\$450.00	\$4,050.00	\$397.30	\$3,575.70	\$400.00	\$3,600.00	\$410.00	\$3,690.00	\$560.00	\$5,040.00
12	Raising Manholes and Valve Boxes	15	EA.	\$72.00	\$1,080.00	\$80.00	\$1,200.00	\$50.00	\$750.00	\$203.00	\$3,045.00	\$1,000.00	\$15,000.00
13	Erosion Control	1	L.S.	\$2,000.00	\$2,000.00	\$3,050.00	\$3,050.00	\$3,000.00	\$3,000.00	\$1,725.00	\$1,725.00	\$6,300.00	\$6,300.00
14	Traffic Control	1	L.S.	\$10,000.00	\$10,000.00	\$17,900.00	\$17,900.00	\$25,400.00	\$25,400.00	\$25,300.00	\$25,300.00	\$42,000.00	\$42,000.00
15	Mobilization	1	L.S.	\$12,000.00	\$12,000.00	\$13,200.00	\$13,200.00	\$14,000.00	\$14,000.00	\$20,900.00	\$20,900.00	\$18,000.00	\$18,000.00
TOTAL #2 Yosemite Street					\$242,952.84		\$269,778.80		\$300,934.00		\$343,417.80		\$442,377.40

<i>Bid Schedule C - 2015 Street Overlay #3 Chester Street</i>				Engineer's Opinion		PLM Asphalt & Concrete		Brannan		Schmidt		Martin Marietta	
No.	Item	Quantity	Unit	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost
1	2" Asphalt Rotomill	8,480	S.Y.	\$2.50	\$21,200.00	\$2.70	\$22,896.00	\$2.75	\$23,320.00	\$3.60	\$30,528.00	\$4.20	\$35,616.00
2	Asphalt Overlay -2"	950	TON	\$72.00	\$68,400.00	\$70.60	\$67,070.00	\$70.00	\$66,500.00	\$81.25	\$77,187.50	\$115.00	\$109,250.00
3	4" Double Yellow Solid	464	L.F.	\$1.04	\$482.56	\$3.20	\$1,484.80	\$3.00	\$1,392.00	\$2.95	\$1,368.80	\$4.00	\$1,856.00
4	8" White Solid	1,840	L.F.	\$1.04	\$1,913.60	\$3.20	\$5,888.00	\$3.00	\$5,520.00	\$2.95	\$5,428.00	\$4.00	\$7,360.00
5	8" White Dashed	252	L.F.	\$1.04	\$262.08	\$3.20	\$806.40	\$3.00	\$756.00	\$2.95	\$743.40	\$4.00	\$1,008.00
6	4" White Skip	316	L.F.	\$0.52	\$164.32	\$1.60	\$505.60	\$1.50	\$474.00	\$1.50	\$474.00	\$2.00	\$632.00
7	2' Stop Bar	50	L.F.	\$20.00	\$1,000.00	\$13.00	\$650.00	\$30.00	\$1,500.00	\$32.70	\$1,635.00	\$50.00	\$2,500.00
8	White Crossblock (1' x 10')	60	EA.	\$180.00	\$10,800.00	\$130.00	\$7,800.00	\$300.00	\$18,000.00	\$327.00	\$19,620.00	\$450.00	\$27,000.00
9	White Arrow Symbol	18	EA.	\$325.00	\$5,850.00	\$361.00	\$6,498.00	\$350.00	\$6,300.00	\$380.00	\$6,840.00	\$520.00	\$9,360.00
10	White "ONLY" Symbol	3	EA.	\$500.00	\$1,500.00	\$541.00	\$1,623.00	\$400.00	\$1,200.00	\$410.00	\$1,230.00	\$560.00	\$1,680.00
11	Raising Manholes and Valve Boxes	8	EA.	\$74.00	\$592.00	\$80.00	\$640.00	\$50.00	\$400.00	\$195.00	\$1,560.00	\$1,000.00	\$8,000.00
12	Erosion Control	1	L.S.	\$1,000.00	\$1,000.00	\$1,500.00	\$1,500.00	\$550.00	\$550.00	\$1,150.00	\$1,150.00	\$6,300.00	\$6,300.00
13	Traffic Control	1	L.S.	\$7,500.00	\$7,500.00	\$8,000.00	\$8,000.00	\$14,000.00	\$14,000.00	\$11,500.00	\$11,500.00	\$27,000.00	\$27,000.00
14	Mobilization	1	L.S.	\$6,000.00	\$6,000.00	\$6,250.00	\$6,250.00	\$11,975.00	\$11,975.00	\$9,500.00	\$9,500.00	\$18,000.00	\$18,000.00
TOTAL #2 RidgeGate Parkway Roundabouts					\$126,664.56		\$131,611.80		\$151,887.00		\$168,764.70		\$255,562.00

Grand Total =				\$798,417.40		\$861,940.60		\$937,346.00		\$989,432.50		\$1,258,639.40
----------------------	--	--	--	---------------------	--	---------------------	--	---------------------	--	---------------------	--	-----------------------

NOTICE OF AWARD

Dated August 4, 2015

TO: PLM Asphalt and Concrete, Inc.

PROJECT: **CITY OF LONE TREE 2015 STREET OVERLAY**

ENGINEER'S PROJ. NO. **061-401**

OWNER: **City of Lone Tree, Colorado**

You are hereby notified that your Bid dated July 29, 2015 for the above Contract has been considered. You are the apparent successful Bidder and have been awarded the contract for Bid Schedule A, B, and C.

The Contract Price of your contract is Eight Hundred Sixty One Thousand Nine Hundred Forty Dollars and Sixty Cents.

(\$861,940.60)

Four (4) copies of each of the proposed Contract Documents (except Drawings) accompany this Notice of Award. Three sets of the Drawings will be delivered separately or otherwise made available to you immediately.

You must comply with the following conditions precedent within ten (10) days of the date of this Notice of Award that is by August 14, 2015.

1. You must deliver to the OWNER four (4) fully executed counterparts of the Agreement including all of the Contract Documents.
2. You must deliver with the executed Agreement the Contract Security (Bonds) as specified in the Instructions to Bidders, General Conditions (paragraph 5.01) and Supplementary Conditions.

Failure to comply with these conditions within the time specified will entitle OWNER to consider your bid abandoned, to annul this Notice of Award and to declare your Bid Security forfeited.

Within ten (10) days after you comply with those conditions, OWNER will return to you two fully signed counterparts of the Agreement with the Contract Documents attached.

City of Lone Tree, Colorado

By: _____

Title: Public Works Director

AGREEMENT

THIS AGREEMENT is dated as of the _____ day of _____, in the year ____ by and between

City of Lone Tree, Colorado
(hereinafter called OWNER)

and

PLM Asphalt and Concrete, Inc.
(hereinafter called CONTRACTOR)

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

ARTICLE 1. WORK

- 1.1 CONTRACTOR shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

ARTICLE 2. ENGINEER

- 2.1 The Project has been designed by TTG Engineers, Consulting Engineers who is hereinafter called ENGINEER will assume all duties and responsibilities and will have the rights and authority assigned to ENGINEER in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

ARTICLE 3. CONTRACT TIME

- 3.1 The Work will be substantially completed within forty five (45) days after the date when the Contract Time commences to run as provided in paragraph 2.03 of the General Conditions, and completed and ready for final payment in accordance with paragraph 14.07 of the General Conditions within sixty (60) days after the date when the Contract Time commences to run.
- 3.2 Liquidated Damages. OWNER and CONTRACTOR recognize that time is of the essence of this Agreement and that OWNER will suffer financial loss if the Work is not substantially complete within the time specified in paragraph 3.1 above, plus any extensions thereof allowed in accordance with Article 12 of the General Conditions. They also recognize the delays, expense and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by OWNER if the Work is not substantially complete on time. Accordingly, instead of requiring any such proof, OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty) CONTRACTOR shall pay OWNER three hundred fifty dollars (\$350.00) for each day that expires after the time specified in paragraph 3.1 for substantial completion until the Work is substantially complete. After Substantial Completion if CONTRACTOR shall neglect, refuse or fail to complete the remaining Work within the Contract Time or any proper extension thereof granted by OWNER, CONTRACTOR shall pay OWNER two hundred dollars (\$200.00) for each day that expires after the time specified in paragraph 3.1 for completion and readiness for final payment.

ARTICLE 4. CONTRACT PRICE

- 4.1 OWNER shall pay CONTRACTOR for performance of the Work in accordance with the CONTRACT DOCUMENTS in current funds based on the percentage of completion of the Project.

- 4.2 This Agreement is subject to the provisions of Section 24-91-103.6, C.R.S., as amended. Owner has appropriated money equal to or in excess of the Agreement Price. This Agreement is subject to annual appropriation by Owner.
- 4.3 Owner will not issue any Change Order or other form of order or directive by Owner requiring additional compensable work to be performed by the Contractor, which work causes the aggregate amount payable under the Agreement to exceed the amount appropriated for the original Agreement Price unless the Contractor is given written assurance by Owner that lawful appropriations to cover the costs of the additional work have been made or unless such work is covered under a remedy-granting provision in this Agreement. By executing a Change Order which causes an increase in the Agreement Price, Owner represents to the Contractor that it is being given written assurance by Owner that lawful appropriations to cover the costs of the additional work have been made. Any claim for additional compensation shall be in full compliance with Section 24-91-103.6(4), C.R.S., as amended.

ARTICLE 5. PAYMENT PROCEDURES

Contractor shall submit Applications for Payment in accordance with Article 14 of the General Conditions. Applications for Payment will be processed by ENGINEER as provided in the General Conditions.

- 5.1 Progress Payments. OWNER shall make progress payments on account of the Contract Price on the basis of CONTRACTOR's Applications for Payment as recommended by ENGINEER, on or about the thirtieth (30th) day of each month during construction as provided below. All progress payments will be on the basis of the progress of the Work measured by the schedule of values established in paragraph 2.07 of the General Conditions (and in the case of Unit Price Work based on the number of units completed) or, in the event there is no schedule of values, as provided in the General Requirements.
- 5.1.1 Prior to Substantial Completion progress payments will be in the amount equal to the percentage indicated below, but, in each case, less the aggregate of payments previously made and less such amounts as ENGINEER shall determine, or OWNER may withhold, in accordance with paragraph 14.02.B.5 of the General Conditions.
- 90% of Work completed. If Work has been 50% completed as determined by ENGINEER, and if the character and progress of the Work have been satisfactory to OWNER and ENGINEER, OWNER on recommendation of ENGINEER, may determine that as long as the character and progress of the Work remain satisfactory to them, there will be no additional retainage on account of Work completed in which case the remaining progress payments prior to Substantial Completion will be in an amount equal to 100% of the Work completed.
- 90% of materials and equipment not incorporated in the Work (but delivered, suitably stored and accompanied by documentation satisfactory to OWNER as provided in paragraph 14.02 of the General Conditions).
- Nothing contained in this provision shall preclude the OWNER and CONTRACTOR from making other arrangements consistent with C.R.S. 24-91-105 prior to contract award.
- 5.1.2 Upon Substantial Completion in an amount sufficient to increase total payments to CONTRACTOR to 95% of the Contract Price, less such amounts as ENGINEER shall determine or OWNER may withhold in accordance with paragraph 14.2.B.5 of the General Conditions.

- 5.2 Final Payment. Upon final completion and acceptance of the Work in accordance with paragraph 14.07 of the General Conditions, OWNER shall pay the remainder of the Contract Price as recommended by ENGINEER as provided in said paragraph 14.07 and in accordance with Section 38-26-107 C.R.S.

ARTICLE 6. INTEREST

All moneys not paid when due hereunder as provided in Article 14 of the General Conditions shall bear interest at the rate of 8% per annum, compounded monthly.

ARTICLE 7. CONTRACTOR'S REPRESENTATIONS

In order to induce OWNER to enter into this Agreement CONTRACTOR makes the following representations:

- 7.1 CONTRACTOR has familiarized himself with the nature and extent of the Contract Documents, Work, site, locality, and with all local conditions and Laws and Regulations that in any manner may affect cost, progress, performance, or furnishing of the Work.
- 7.2 CONTRACTOR has studied carefully all reports of explorations and tests of subsurface conditions and drawings of physical conditions which are identified in the Supplementary Conditions as provided in paragraph 4.02 of the General Conditions, and accepts the determination set forth in paragraph SC-4.02 of the Supplementary Conditions of the extent of the technical data contained in such reports and drawings upon which CONTRACTOR is entitled to rely.
- 7.3 CONTRACTOR has obtained and carefully studied (or assumes responsibility for obtaining and carefully studying) all such examinations, investigations, explorations, tests, reports, and studies (in addition to or to supplement those referred to in paragraph 7.2 above) which pertain to the subsurface or physical conditions at or contiguous to the site or otherwise may affect the cost, progress, performance or furnishing of the Work as CONTRACTOR considers necessary for the performance or furnishing of the Work at the Contract Price, within the Contract Time and in accordance with the other terms and conditions of the Contract Documents, including specifically the provisions of paragraph 4.03 of the General Conditions; and no additional examinations, investigations, explorations, tests, reports, studies or similar information or data are or will be required by CONTRACTOR for such purposes.
- 7.4 CONTRACTOR has reviewed and checked all information and data shown or indicated on the Contract Documents with respect to existing Underground Facilities at or contiguous to the site and assumes responsibility for the accurate location of said Underground Facilities. No additional examinations, investigations, explorations, tests, reports, studies or similar information or data in respect of said Underground Facilities are or will be required by CONTRACTOR in order to perform and furnish the Work at the Contract Price, within the Contract Time and in accordance with the other terms and conditions of the Contract Documents, including specifically the provisions of paragraph 4.04 of the General Conditions.
- 7.5 CONTRACTOR has correlated the results of all such observations, examinations, investigations, tests, reports and data with the terms and conditions of the Contract Documents.
- 7.6 CONTRACTOR has given ENGINEER written notice of all conflicts, errors or discrepancies that he has discovered in the Contract Documents and the written resolution thereof by ENGINEER is acceptable to CONTRACTOR.

ARTICLE 8. CONTRACT DOCUMENTS

The Contract Documents which comprise the entire agreement between OWNER and CONTRACTOR concerning the Work consist of the following:

- 8.1 This Agreement (pages 1 to 4, inclusive).
- 8.2 Performance and other Bonds.
- 8.3 Notice of Award.
- 8.4 General Conditions (pages 1 to 42, inclusive).
- 8.5 Supplementary Conditions (pages 1 to 13, inclusive).
- 8.6 Specifications bearing the title Project Manual for **City of Lone Tree 2015 Street Overlay**.
- 8.7 Drawings, bearing the following general title: **City of Lone Tree 2015 Street Overlay (8 Sheets)**.
- 8.8 Addenda numbers 1 to 3 , inclusive.
- 8.9 CONTRACTOR's Bid (pages 1 to 15 , inclusive).
- 8.10 CONTRACTOR's construction schedule.
- 8.11 The following which may be delivered or issued after the Effective Date of the Agreement and are attached hereto: All Written Amendments and other documents amending, modifying, or supplementing the Contract Documents pursuant to paragraph 3.04 of the General Conditions.

There are no Contract Documents other than those listed above in this Article 8. The Contract Documents may only be amended, modified or supplemented as provided in paragraph 3.04 of the General Conditions.

ARTICLE 9. MISCELLANEOUS

- 9.1 Terms used in this Agreement which are defined in Article 1 of the General Conditions shall have the meanings indicated in the General Conditions.
- 9.2 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge that assignor from any duty or responsibility under the Contract Documents.
- 9.3 OWNER and CONTRACTOR each binds itself, its partners, successors, assigns and legal representatives to the other party hereto, its partners, successors, assigns and legal representatives in respect to all covenants, agreements and obligations contained in the Contract Documents.

ARTICLE 10. ILLEGAL ALIENS

- 10.1 The Contractor hereby certifies that at the time of executing this Agreement it does not knowingly employ or contract with an illegal alien who will perform work under this Agreement and that it will participate in either the E-Verify Program or Department Program as those terms are defined in C.R.S. §§ 8-17.5-101(3.7) and (3.3), respectively, (the “Programs”) in order to confirm the employment eligibility of all employees who are newly hired for employment to perform work under this Agreement.
- 10.2 The Contractor shall not knowingly employ or contract with an illegal alien to perform the work under this Agreement or enter into a contract with a subcontractor that fails to certify to the Contractor that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this Agreement.
- 10.3 The Contractor has confirmed the employment eligibility of all employees who are newly hired for employment to perform work under the Agreement through participation in either the E-Verify Program or the Department Program.
- 10.4 The Contractor is prohibited from using the Programs procedures to undertake pre-employment screening of job applicants while this Agreement is being performed.
- 10.5 If the Contractor obtains actual knowledge that a subcontractor performing the work under this Agreement knowingly employs or contracts with an illegal alien, the Contractor shall: (a) notify the subcontractor and the Owner within three (3) days that the Contractor has actual knowledge that the subcontractor is knowingly employing or contracting with an illegal alien; and (b) terminate the subcontract with the subcontractor if within three (3) days of receiving the notice required by to C.R.S. § 8-17.5-102(2)(III)(A), the subcontractor does not stop employing or contracting with the illegal alien; except that the Contractor shall not terminate the contract with the subcontractor if during such three (3) days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.
- 10.6 The Contractor shall comply with any reasonable request by the Colorado Department of Labor and Employment (the “Department”) made in the course of an investigation that the Department is undertaking pursuant to the authority established in C.R.S. § 8-17.5-102(5).
- 10.7 Any violation of the provisions of this Section shall be deemed to be a material breach of this Agreement and the Owner may immediately terminate this Agreement for cause based on such violation. If this Agreement is so terminated, the Contractor shall be liable for actual and consequential damages to the Owner pursuant to C.R.S. § 8-17.5-102(3) and the City shall notify the office of the Secretary of State of such violation/termination.

IN WITNESS WHEREOF, the parties hereto have signed this Agreement in triplicate. One counterpart each has been delivered to OWNER, CONTRACTOR and ENGINEER. All portions of the Contract Documents have been signed or identified by OWNER and CONTRACTOR or by ENGINEER on their behalf.

This Agreement will be effective on _____.

OWNER: City of Lone Tree, Colorado

CONTRACTOR: PLM Asphalt and Concrete, Inc.

By _____

By _____

Attest _____

Attest _____

Address for giving notices:

City of Lone Tree
9220 Kimmer Drive
Lone Tree, CO 80124

Address for giving notices:

NOTICE TO PROCEED

Dated _____

TO: PLM Asphalt and Concrete, Inc. (CONTRACTOR)

PROJECT: **City of Lone Tree 2015 Street Overlay**

PROJECT NUMBER: **061-401**

AGREEMENT DATE: _____

OWNER: **City of Lone Tree, Colorado**

You are notified that the Contract Time under the above contract will commence to run on _____, _____. By that date, you are to start performing the Work and your other obligations under the Contract Documents. In accordance with Article 3 of the Agreement the dates of Substantial Completion and Final Completion are _____, _____ and _____, _____, respectively.

Before you may start any Work at the site, paragraph 2.05.C of the General Conditions provides that you must deliver to the OWNER (with copies to ENGINEER) certificates of insurance which are required in accordance with the Contract Documents.

Also, before you may start any Work at the site, you must _____

Work at the site must be started by _____, as indicated in the Contract Documents.

City of Lone Tree, Colorado

By: _____

Title: Public Works Director



**CITY OF LONE TREE
STAFF REPORT**

TO: Mayor Gunning and City Council

FROM: Seth Hoffman, City Manager
Jeff Holwell, Economic Development Director

DATE: July 29, 2015

FOR: August 4, 2015 City Council Meeting

**SUBJECT: Approval of an Order of the City Council Fixing a Place
and Time for a Hearing on a Petition to Dissolve the
Existing Lone Tree Entertainment Business Improvement
District**

Summary

The City of Lone Tree – as discussed at our last City Council meeting - has received a petition for the creation of the Lone Tree Business Improvement District (BID), located north of Park Meadows Drive and east of Yosemite in the Entertainment District. City Council has ordered its first public hearing regarding the new BID on August 18th.

An existing BID, the Lone Tree *Entertainment* Business Improvement District, overlaps the proposed BID by one parcel (Fox and Hound). State statutes do not allow properties to reside in duplicating BID's, and thus staff is recommending that we dissolve the existing BID as it is not useful for current Entertainment District development/redevelopment projects and has not been operational since 2012. Other options exist, but dissolution of the old BID is ideal.

A petition to dissolve the existing BID is expected to arrive by August 4th, and assuming we receive a valid petition a public hearing regarding the dissolution would be required 20-40 days from this order, which would occur September 1st.

Suggested Motion or Recommended Action

I Move to approve the Order of the City Council Fixing a Place and Time for a Hearing on a Petition for Organization to Dissolve the Existing Lone Tree Entertainment Business Improvement District, to occur on September 1, 2015.

**ORDER OF THE CITY COUNCIL
FIXING A PLACE AND TIME FOR A HEARING
ON A PETITION FOR THE DISSOLUTION OF THE EXISTING
LONE TREE ENTERTAINMENT BUSINESS IMPROVEMENT DISTRICT**

WHEREAS, a Petition for Dissolution of the existing Lone Tree Entertainment Business Improvement District was filed in the office of the City Clerk, pursuant to the Business Improvement District Act, Section 31-25-1201, *et seq*, C.R.S. (the “Act”); and

WHEREAS, the Act requires the City Council “fix by order the place and time,” for a hearing to review the Petition for compliance with the Act; and

WHEREAS, the hearing is required to take place between twenty and forty days from the date of the order.

**NOW THEREFORE, IT IS HEREBY ORDERED BY THE CITY COUNCIL OF
THE CITY OF LONE TREE, COLORADO:**

1. All of the foregoing paragraphs are incorporated by reference as though fully set forth herein.
2. A hearing on the Petition for Dissolution of the Lone Tree Entertainment Business Improvement District is fixed for Tuesday, September 1st, 2015, at 7:00pm in the City Council meeting room, Lone Tree Civic Center, 8527 Lone Tree Parkway, Lone Tree, CO 80124.
3. The City Council directs the City Clerk to provide notice by publication of the pendency of the Petition, and all other notice requirements of the Business Improvement District Act, Section 31-25-1201, *et seq*, C.R.S.

IT IS SO ORDERED THIS 4TH DAY OF AUGUST, 2015.

CITY OF LONE TREE

James D. Gunning, Mayor

ATTEST:

Jennifer Pettinger, CMC, City Clerk

(SEAL)

**CITY OF LONE TREE
RESOLUTION NO. 15-10**

**A RESOLUTION APPOINTING MEMBERS
TO THE YOUTH COMMISSION
FOR THE CITY OF LONE TREE**

WHEREAS, by Resolution 09-02, the City Council created the Youth Commission (the Commission) which advises the City on matters pertaining to youth and youth interest in the City of Lone Tree; and

WHEREAS, by Resolution 09-02, the Commission is comprised of not more than seven and not less than five resident members, all of whom are residents of Lone Tree and currently enrolled in 8th through 12th grade; and

WHEREAS, there are will be two vacancies on the Commission beginning September 1, 2015; and

WHEREAS, the City Council desires to appoint two (2) Youth Commission members to those vacancies for a two (2) year term to expire on August 31, 2017, such appointments to be effective on the date of expiration of their previous terms; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LONE TREE, COLORADO:

1. That Jason Fisher is hereby appointed to the Youth Commission for a two (2) year term to term beginning on September 1, 2015 and expiring on August 31, 2017.
2. That Matthew Zimmerman is hereby appointed to the Youth Commission for a two (2) year term to term beginning on September 1, 2015 and expiring on August 31, 2017.

APPROVED AND ADOPTED THIS 4th DAY OF AUGUST, 2015.

CITY OF LONE TREE

James D. Gunning, Mayor

ATTEST:

Jennifer Pettinger, CMC, City Clerk

(S E A L)



**CITY OF LONE TREE
STAFF REPORT**

TO: Mayor Gunning and City Council

FROM: Jennifer Pettinger, CMC, City Clerk

DATE: July 30, 2015

FOR: August 4, 2015 City Council Meeting

SUBJECT: **Public Hearing:** Approval of a Beer & Wine Liquor License for Coffee House Holdings, Inc. d/b/a Starbucks 10262 (9222 Park Meadows Dr.)

Summary

Staff has received and reviewed an application from Coffee House Holdings, Inc. d/b/a Starbucks 10262 for a Beer & Wine Liquor License at 9222 Park Meadows Drive. Preliminary findings are included. Staff believes all the criteria for issuance of the license has been met and is recommending approval with

Cost

No direct cost to the City.

Suggested Motion or Recommended Action

I move that the Local Liquor Licensing Authority, New License Division, having considered the evidence presented, 1) adopt the preliminary findings presented at this hearing; 2) find that all the criteria for issuance of the Liquor License have been met; 3) approve the application for a Beer and Wine Liquor License for Coffee House Holdings, Inc. d/b/a Starbucks 10262 at 9222 Park Meadows Drive, Lone Tree, Colorado; 4) direct the Liquor License Administrator to prepare the required written documentation and submit the approved application to the State Licensing Authority in accordance with the law; and 5) release of license conditional upon the applicant obtaining all necessary building permits and approvals.

Background

For the Record, and for the benefit of the public, the following are the criteria to be considered in making a decision on whether to grant or deny a new liquor license:

First, the Liquor Licensing Authority has discretion in acting on applications. It is not unlimited, however. It must not act arbitrarily or capriciously; it is subject to standards, limits and judicial review by the District Court.

Second, the authority conducts an investigation of the application. This has been done by staff review of the application, and follow up, as is included in your Meeting Packet. The investigation includes the zoning and location of the premises, and background checks.

Third, there must be a public hearing, allowing input from the neighborhood residents which we have scheduled tonight.

Fourth, before entering a decision, the Authority shall consider:

1. The *evidence* presented by the applicant and other relevant facts adduced as a result of its investigation, public hearings and findings.
2. Any pertinent matters affecting the *qualifications of the Applicant* for the conduct of the business proposed, i.e. anything that would show the applicant is not qualified or fit for a liquor license.
3. The *reasonable requirements of the neighborhood*. Are the needs of the neighborhood not being served by the present license holders in the neighborhood?
4. The *desires of the adult inhabitants* of the neighborhood. Do the inhabitants wish to have the license approved?

The Authority cannot deny a license due to *speculative reasons*.

If a denial is to be considered, it must be for *good cause*. All decisions must be based on articulable reasons, based on the legal criteria and put in writing.

CITY OF LONE TREE PRELIMINARY FINDINGS

AGENDA ITEM: Beer and Wine Liquor License for Coffee House Holdings, Inc. d/b/a Starbucks 10262

MEETING DATE: August 4, 2015

STAFF PERSON RESPONSIBLE: Jennifer Pettinger, CMC, City Clerk

DESCRIPTION: Beer and Wine Liquor License for Beer and Wine Liquor License for Coffee House Holdings, Inc. d/b/a Starbucks 10262, 9222 Park Meadows Drive, Lone Tree, Colorado.

SUMMARY: The application for a new Beer and Wine Liquor License at the above location was submitted and completed in all material respects. The necessary fees accompanied the application.

This establishment is located at 9222 Park Meadows Drive. A commercial lease was entered into between Starbucks Corporation and Coffee House Holdings, Inc. The lease expiration date is 02-28-2023.

The License Application, Master File Letter, Red-lined Drawing of the Premises, and Summary of Petitioning are attached. Staff has also reviewed the following documents: Certificate of Incorporation Statement of Foreign Entity Authority, Certificate of Good Standing issued by the Colorado Secretary of State, Lone Tree Business License Application, Affidavit of Posting, Affidavit of Publication and Petitions.

Fingerprinting and background checks were conducted by the Colorado Department Revenue as part of the Master File approval process. All posting and publication requirements have been met and the petition results have been reviewed.

Beer and wine licensees shall have sandwiches and light snacks available for consumption on the premises during business hours, but need not have meals available for consumption.

RECOMMENDED COUNCIL ACTION: Convene the Public Hearing for a new Beer and Wine Restaurant Liquor License and consider a motion to approve the application for a Beer and Wine Liquor License conditional upon the applicant obtaining all necessary building permits and approvals.

DR 8404 (04/27/15)
 COLORADO DEPARTMENT OF REVENUE
 Liquor Enforcement Division
 (303) 205-2300

Colorado Liquor Retail License Application

<input type="checkbox"/> New License <input checked="" type="checkbox"/> New-Concurrent <input type="checkbox"/> Transfer of Ownership			
• All answers must be printed in black ink or typewritten • Applicant must check the appropriate box(es) • Applicant should obtain a copy of the Colorado Liquor and Beer Code: www.colorado.gov/enforcement/liquor • Local License Fee \$ _____			
1. Applicant is applying as a/an <input checked="" type="checkbox"/> Corporation <input type="checkbox"/> Partnership (includes Limited Liability and Husband and Wife Partnerships)		<input type="checkbox"/> Individual <input type="checkbox"/> Limited Liability Company <input type="checkbox"/> Association or Other	
2. Applicant If an LLC, name of LLC; if partnership, at least 2 partner's names; if corporation, name of corporation Coffee House Holdings, Inc.			FEIN Number
2a. Trade Name of Establishment (DBA) Starbucks 10262		State Sales Tax Number	Business Telephone (303) 799-8061
3. Address of Premises (specify exact location of premises, include suite/unit numbers) 9222 Park Meadows Drive			
City Lone Tree	County Douglas	State CO	ZIP Code 80124
4. Mailing Address (Number and Street) Attn: Mailstop S-TAX2 License Svcs., PO Box 34442		City or Town Seattle	State WA
5. Email Address aglover@starbucks.com; brian@fostergraham.com			
6. If the premises currently has a liquor or beer license, you must answer the following questions			
Present Trade Name of Establishment (DBA) N/A	Present State License Number N/A	Present Class of License N/A	Present Expiration Date N/A
Section A Nonrefundable Application Fees		Section B (Cont.) Liquor License Fees	
<input type="checkbox"/> Application Fee for New License..... \$ 600.00 <input checked="" type="checkbox"/> Application Fee for New License w/Concurrent Review \$ 700.00 <input type="checkbox"/> Application Fee for Transfer \$ 600.00		<input type="checkbox"/> Liquor Licensed Drugstore (City)..... \$227.50 <input type="checkbox"/> Liquor Licensed Drugstore (County) \$312.50 <input type="checkbox"/> Manager Registration - H & R \$ 75.00 <input type="checkbox"/> Manager Registration - Tavern \$ 75.00 <input checked="" type="checkbox"/> Master File Location Fee \$ 25.00 X ¹ Total \$25.00 <input type="checkbox"/> Master File Background \$250.00 X Total _____	
Section B Liquor License Fees			
<input type="checkbox"/> Add Optional Premises to H & R..... \$100.00 X Total _____ <input type="checkbox"/> Add Related Facility to Resort Complex \$ 75.00 X Total _____ <input type="checkbox"/> Arts License (City) \$308.75 <input type="checkbox"/> Arts License (County) \$308.75 <input checked="" type="checkbox"/> Beer and Wine License (City) \$351.25 <input type="checkbox"/> Beer and Wine License (County) \$436.25 <input type="checkbox"/> Brew Pub License (City) \$750.00 <input type="checkbox"/> Brew Pub License (County) \$750.00 <input type="checkbox"/> Club License (City) \$308.75 <input type="checkbox"/> Club License (County) \$308.75 <input type="checkbox"/> Distillery Pub License (City) \$750.00 <input type="checkbox"/> Distillery Pub License (County) \$750.00 <input type="checkbox"/> Hotel and Restaurant License (City) \$500.00 <input type="checkbox"/> Hotel and Restaurant License (County) \$500.00 <input type="checkbox"/> Hotel and Restaurant License w/one opt premises (City) \$600.00 <input type="checkbox"/> Hotel and Restaurant License w/one opt premises (County) \$600.00		<input type="checkbox"/> Optional Premises License (City)..... \$500.00 <input type="checkbox"/> Optional Premises License (County) \$500.00 <input type="checkbox"/> Racetrack License (City)..... \$500.00 <input type="checkbox"/> Racetrack License (County) \$500.00 <input type="checkbox"/> Resort Complex License (City)..... \$500.00 <input type="checkbox"/> Resort Complex License (County) \$500.00 <input type="checkbox"/> Retail Gaming Tavern License (City) \$500.00 <input type="checkbox"/> Retail Gaming Tavern License (County) \$500.00 <input type="checkbox"/> Retail Liquor Store License (City)..... \$227.50 <input type="checkbox"/> Retail Liquor Store License (County) \$312.50 <input type="checkbox"/> Tavern License (City) \$500.00 <input type="checkbox"/> Tavern License (County) \$500.00 <input type="checkbox"/> Vintners Restaurant License (City) \$750.00 <input type="checkbox"/> Vintners Restaurant License (County) \$750.00	
Questions? Visit: www.colorado.gov/enforcement/liquor for more information			
Do not write in this space - For Department of Revenue use only			
Liability Information			
License Account Number	Liability Date	License Issued Through (Expiration Date)	Total \$

7. Is the applicant (including any of the partners, if a partnership; members or manager if a limited liability company; or officers, stockholders or directors if a corporation) or manager under the age of twenty-one years?		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
8. Has the applicant (including any of the partners, if a partnership; members or manager if a limited liability company; or officers, stockholders or directors if a corporation) or manager ever (in Colorado or any other state):				
(a) Been denied an alcohol beverage license?		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) Had an alcohol beverage license suspended or revoked? See supplemental response.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(c) Had interest in another entity that had an alcohol beverage license suspended or revoked?		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
If you answered yes to 8a, b or c, explain in detail on a separate sheet.				
9. Has a liquor license application (same license class), that was located within 500 feet of the proposed premises, been denied within the preceding two years? If "yes", explain in detail.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Are the premises to be licensed within 500 feet of any public or private school that meets compulsory education requirements of Colorado law, or the principal campus of any college, university or seminary?		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Waiver by local ordinance? Other: _____		<input type="checkbox"/>	<input type="checkbox"/>	
11. Has a liquor or beer license ever been issued to the applicant (including any of the partners, if a partnership; members or manager if a Limited Liability Company; or officers, stockholders or directors if a corporation)? If yes, identify the name of the business and list any <u>current</u> financial interest in said business including any loans to or from a licensee. See supplemental response.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Does the Applicant, as listed on line 2 of this application, have legal possession of the premises by virtue of ownership, lease or other arrangement?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Ownership <input checked="" type="checkbox"/> Lease <input type="checkbox"/> Other (Explain in Detail) _____ a. If leased, list name of landlord and tenant, and date of expiration, exactly as they appear on the lease:				
Landlord Starbucks Corporation	Tenant Coffee House Holdings, Inc.	Expires 2-28-2023		
b. Is a percentage of alcohol sales included as compensation to the landlord? If yes complete question 13.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Attach a diagram and outline or designate the area to be licensed (including dimensions) which shows the bars, brewery, walls, partitions, entrances, exits and what each room shall be utilized for in this business. This diagram should be no larger than 8 1/2" X 11".				
13. Who, besides the owners listed in this application (including persons, firms, partnerships, corporations, limited liability companies), will loan or give money, inventory, furniture or equipment to or for use in this business; or who will receive money from this business. Attach a separate sheet if necessary.				
Last Name None	First Name	Date of Birth	FEIN or SSN	Interest/Percentage
Last Name	First Name	Date of Birth	FEIN or SSN	Interest/Percentage
Attach copies of all notes and security instruments, and any written agreement, or details of any oral agreement, by which any person (including partnerships, corporations, limited liability companies, etc.) will share in the profit or gross proceeds of this establishment, and any agreement relating to the business which is contingent or conditional in any way by volume, profit, sales, giving of advice or consultation.				
14. Optional Premises or Hotel and Restaurant Licenses with Optional Premises: Has a local ordinance or resolution authorizing optional premises been adopted?		N/A	<input type="checkbox"/>	<input type="checkbox"/>
Number of additional Optional Premise areas requested. (See license fee chart)				
15. Liquor Licensed Drug Store applicants, answer the following:				
(a) Does the applicant for a Liquor Licensed Drug Store have a license issued by the Colorado Board of Pharmacy? If "yes" a copy of license must be attached.		N/A	<input type="checkbox"/>	<input type="checkbox"/>
16. Club Liquor License applicants answer the following: Attach a copy of applicable documentation				
(a) Is the applicant organization operated solely for a national, social, fraternal, patriotic, political or athletic purpose and not for pecuniary gain?			<input type="checkbox"/>	<input type="checkbox"/>
(b) Is the applicant organization a regularly chartered branch, lodge or chapter of a national organization which is operated solely for the object of a patriotic or fraternal organization or society, but not for pecuniary gain?			<input type="checkbox"/>	<input type="checkbox"/>
(c) How long has the club been incorporated?		N/A		
(d) Has applicant occupied an establishment for three years (three years required) that was operated solely for the reasons stated above?			<input type="checkbox"/>	<input type="checkbox"/>
17. Brew-Pub License or Vintner Restaurant Applicants answer the following:				
(a) Has the applicant received or applied for a Federal Permit? (Copy of permit or application must be attached)		N/A	<input type="checkbox"/>	<input type="checkbox"/>
18a. For all on-premises applicants. (If this is an application for a Hotel, Restaurant or Tavern License, the manager must also submit an individual History Record - DR 8404-1)				
Last Name of Manager Guerrero	First Name of Manager Kelly	Date of Birth		
18b. Does this manager act as the manager of, or have a financial interest in, any other liquor licensed establishment in the State of Colorado? If yes, provide name, type of license and account number.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Name N/A	Type of License	Account Number		
19. Tax Distraint Information. Does the applicant or any other person listed on this application and including its partners, officers, directors, stockholders, members (LLC) or managing members (LLC) and any other persons with a 10% or greater financial interest in the applicant currently have an outstanding tax distraint issued to them by the Colorado Department of Revenue?		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
If yes, provide an explanation and include copies of any payment agreements.				

20. **If applicant is a corporation, partnership, association or limited liability company, applicant must list all officers, directors, general partners, and managing members. In addition, applicant must list any stockholders, partners, or members with ownership of 10% of more in the applicant. All persons listed below must also attach form DR8404-I (Individual History Record), and submit fingerprint cards to their local licensing authority.

Name	Home Address, City & State	DOB	Position	% Owned
Clarice J. Turner	10 Brook Bay, Mercer Island, WA 98040		Dir./Pres.	0%
Michael E. Malanga	5450 E. Mercer Way, Mercer Island, WA 98040		Dir./Sr. VP	0%
Sophie Hager Hume	6227 51st Ave. NE, Seattle, WA 98115		Sec./VP	0%
Andrew D. Wolff	603 Klickitat Pl. NE, Bainbridge Island, WA 98110		Treas./VP	0%
Starbucks Corporation	2401 Utah Ave. S, Ste. 800, Seattle, WA 98134	N/A	Parent Co.	100%

** Limited Liability Companies and Partnerships - 100% of ownership must be accounted for on question #20
 ** Corporations - The President, Vice-President, Secretary and Treasurer must be accounted for on question #20 (Include ownership percentage if applicable)

Oath Of Applicant

I declare under penalty of perjury in the second degree that this application and all attachments are true, correct, and complete to the best of my knowledge. I also acknowledge that it is my responsibility and the responsibility of my agents and employees to comply with the provisions of the Colorado Liquor or Beer Code which affect my license.

Authorized Signature 	Printed Name and Title MALANGA, MICHAEL EVANS <i>Sr VP</i>	Date <i>5/16/15</i>
---	--	------------------------

Report and Approval of Local Licensing Authority (City/County)

Date application filed with local authority <i>10-30-15</i>	Date of local authority hearing (for new license applicants; cannot be less than 30 days from date of application 12-47-311 (1) C.R.S.) <i>8-4-15</i>
--	--

The Local Licensing Authority Hereby Affirms that each person required to file DR 8404-I (Individual History Record) has:

- Been fingerprinted
 - Been subject to background investigation, including NCIC/CCIC check for outstanding warrants
- master file*

That the local authority has conducted, or intends to conduct, an inspection of the proposed premises to ensure that the applicant is in compliance with, and aware of, liquor code provisions affecting their class of license

- (Check One)
- Date of inspection or anticipated date *8/3/15*
 - Will conduct inspection upon approval of state licensing authority

The foregoing application has been examined; and the premises, business to be conducted, and character of the applicant are satisfactory. We do report that such license, if granted, will meet the reasonable requirements of the neighborhood and the desires of the adult inhabitants, and will comply with the provisions of Title 12, Article 46 or 47, C.R.S.

Therefore, this application is approved.

Local Licensing Authority for <i>City of Lone Tree</i>	Telephone Number <i>3-708-1818</i>	<input checked="" type="checkbox"/> Town, City <input type="checkbox"/> County
Signature	Print	Title
Signature (attest)	Print	Title
		Date

Supplemental Response to Question #8(b):

Applicant Coffee House Holdings, Inc. has never had a liquor license suspended or revoked, but did pay a fine of \$500 for Sale to a Minor in Issaquah, Washington.

**Supplemental Response to Question #11:
STARBUCKS LIST OF COLORADO LIQUOR-LICENSED LOCATIONS**

237	250 Columbine St., Ste. 160	Denver	80206	CO	Denver	303-388-7565	Beer & Wine	Master File Approval	29805498-0006	Denver
6333	12395 W. 64th Ave.	Arvada	80004	CO	Jefferson	720-898-4608	Beer & Wine	Pending	29805498-0001	Arvada
6905	3795 Kipling Street	Wheat Ridge	80033	CO	Jefferson	303-940-6544	Beer & Wine	Pending	29805498-0004	Wheat Ridge
6946	19590 E. US Highway 24, Suite A	Woodland Park	80866	CO	Teller	719-686-7850	Beer & Wine	Pending	29805498-0002	Woodland Park
6998	92 Wadsworth Blvd.	Lakewood	80301	CO	Jefferson	303-202-2787	Beer & Wine	Master File Approval	29805498-0011	Lakewood
6684	225 S. Main Street	Breckenridge	80424	CO	Summit	970-547-4373	Beer & Wine	Pending	29805498-0016	Breckenridge
5325	870 CPL Max Donahue Lane	Highlands Ranch	80129	CO	Douglas	303-471-0775	Beer & Wine	Pending	29805498-0015	Douglas
19548	719 E. Valley Road	Basalt	81621	CO	Eagle	970-927-7603	Beer & Wine	Pending	29805498-0019	Basalt
253	200 Fillmore Street, Suite 100	Denver	80206	CO	Denver	303-388-7576	Beer & Wine	Pending	29805498-0010	Denver
248	1406 Larimer Street, Suite 205	Denver	80202	CO	Denver	303-534-1974	Beer & Wine	Pending	29805498-0014	Denver
13604	10339 Tower Road	Commerce City	80022	CO	Adams	303-853-4400	Beer & Wine	Pending	29805498-0018	Commerce City
5640	303 16th St., #100	Denver	80202	CO	Denver	303-575-6753	Beer & Wine	Pending	29805498-0026	Denver
6342	1416 Platte Street, Unit A	Denver	80202	CO	Denver	303-447-5445	Beer & Wine	Pending	29805498-0025	Denver

A-2



COLORADO

Department of Revenue

Enforcement Division - Liquor & Tobacco

Physical Address:
1881 Pierce Street
Lakewood, CO 80214

Mailing Address:
P.O. Box 173350
Denver, CO 80217-3350

April 3, 2015

COFFEE HOUSE HOLDINGS, INC.
MAILSTOP S-TAX2 LICENSE SVCS.
PO BOX 34442
SEATTLE, WASHINGTON 98124

Re: State Master File for Coffee House Holdings, Inc.
Account # 4704562

Dear Sir or Madam:

This is to advise you that the Colorado Liquor Enforcement Division ("Division") has, at your request, created a "master file" for the above-listed Licensee.

As of the date of this letter our master file includes the following items which you have submitted:

1. Individual History Records (Form DR 8404-I) for the following persons:

Clarice J. Turner
Michael E. Malanga
Sophie H. Hume
Andrew D. Wolff

2. Fingerprint cards bearing the names and birth dates of the persons listed in paragraph 1, above. All the fingerprint cards have been submitted by us to the Colorado Bureau of Investigation. The CBI and FBI have checked the prints and reportedly found no record of any criminal history for those listed above.
3. Certificate of Authority or a Certificate of Good Corporate standing from the Colorado Secretary of State which indicates that Coffee House Holdings, Inc. is a corporation authorized to do business in Colorado.

When filing a new application for additional licensed locations, you must check with the local licensing authority to determine what documents they may require to process your application. Please feel free to provide them with this letter, as many local authorities will not require you again to submit fingerprint cards to them if you have already submitted such documents to the Division. This letter will serve to inform the local authorities exactly which documents you have already submitted to the State Enforcement Division.

Finally, once the local authority has approved your new license or transfer of ownership application, it must be sent to the Division.

The local authority need not send change of corporate structure information previously reported to the Division, as listed in and approved by this letter.

The only documents which are needed for a new or transfer of ownership application by the Division are:

1. The approved application signed by the local authority;
2. The appropriate fees;
3. A copy of this letter;
4. Proof of possession of the premises;
5. A diagram of the licensed premises;
6. Completed form DR 8442, and an Individual History Record (DR-8404-I) if manager's registration is required.

Sincerely,

A handwritten signature in black ink that reads "Patrick Maroney". The signature is written in a cursive, slightly slanted style.

Patrick Maroney
Division Director



24 Via Sierra Grande, Manitou Springs, CO 80829
 Phone (719) 390-8844 FAX (719) 685-5570
 Email: LiquorPros@msn.com

Colorado
 Responsible Vendor Training
 Needs & Desires Petitions / Surveys

July 24, 2015

RESULTS OF THE LIQUOR LICENSE SURVEY REGARDING: **Starbucks 10262**
9222 Park Meadows Drive
 Lone Tree, CO 80124

Applicant: Coffee House holdings, Inc.
 Purpose: Application for a Beer and Wine Liquor License

ISSUE: A petition was circulated to determine if the needs of the neighborhood and desires of the inhabitants were or were not being presently met by existing similar alcoholic beverage outlets. Those in favor of Starbucks 10262 being granted a Beer and Wine Liquor License indicated by checking the "In Favor of License" column of the signature sheet and those opposed checked the "Opposed to License" column.

The results were as follows:

IN FAVOR OF LICENSE "YES"		OPPOSED TO LICENSE "NO"		TOTAL SIGNATURES
95%	126	5%	6	132

SURVEY STATISTICS

	FAVOR "YES"		OPPOSE "NO"		TOTAL
Business Survey Results	95%	36	5%	2	38
Residential Survey Results	96%	90	4%	4	94

Percentages in this report have been rounded to the nearest whole number.

	BUSINESS	RESIDENTIAL	TOTAL
No Response	1	374	375
Declined to Participate	11	15	26
Not Qualified to Sign	23	5	28
Disqualified	0	0	0
"No" Signatures	2	4	6
"Yes" Signatures	36	90	126
TOTAL CONTACTS & ATTEMPTS	73	488	561

- >Number of Businesses and Residents Contacted: 561 Attempts – 375 No Response = 186
- >Business Survey Participation Rate: 38 Signatures/ 49 Qualified Contacts = 78%
- >Residential Survey Participation Rate: 94 Signatures/ 109 Qualified Contacts = 86%
- >Percentage of Residents Home During Survey: 114 Contacts/ 488 Attempts = 23%

SURVEY STATISTICS (continued)

REASONS FOR OPPOSITION SIGNATURES		REASONS FOR DECLINING TO PARTICIPATE	
Against Alcohol	2	Don't Sign Any Petitions / Surveys	8
Enough/Too Many	1	Against Company Policy	7
No Need	1	Too Busy	6
No Reason	1	Not Interested	5
Traffic	1	Total	26
Total	6	NOT QUALIFIED TO SIGN	
		Owner / Manager Unavailable	22
		Non-Resident	4
		No English Spoken or Read	1
		Under 21	1
		Total	28

Reasons for opposition in **Bold** may be considered as invalid or irrelevant to the needs and desires issue of this survey. If irrelevant or invalid reasons are discounted from the final tally,

FAVOR "YES"		OPPOSE "NO"		TOTAL
98%	126	2%	3	129

PETITION METHODOLOGY

- Survey Dates and Times:

Business:	Tuesday	July 14, 2015	2:00pm - 5:30pm
Residential:	Saturday	July 18, 2015	10:40am - 3:40pm
Residential:	Sunday	July 19, 2015	3:00pm - 4:00pm
Residential:	Thursday	July 23, 2015	2:30pm - 6:00pm

- Survey Areas: This survey was conducted within a one mile radius of the site. Businesses were contacted in the area surrounding the site and in areas to the north. All contacts and attempts were within the defined boundaries of this survey. Please see attached map.
- Circulators of the Survey: There were three circulators of this survey. Prior to the start of the survey, the circulators were briefed on the type of liquor license application, the areas to be surveyed and reminded to be completely unbiased in their approach to residents and business people. The circulators had with them a face sheet with the applicant business name, location and hearing information, instructions and the petition/survey issue along with signature sheets and a map of the proposed location. The circulators used tally sheets to record all contacts, attempts and reasons for opposition signatures and refusals. At the conclusion of the survey, the circulators signed notarized affidavits of circulation.

Report prepared and respectfully submitted by



Susan Duffy Schwall

Liquor Licensing Professionals, LLC
 24 Via Sierra Grande, Manitou Springs, CO 80829
 Phone: (719) 390-8844 FAX (719) 685-5570
 Email: LiquorPros@msn.com



Starbucks 10262
9222 Park Meadows Drive
Lone Tree, CO 80124

 Lone Tree Boundary
 1 Mile Buffer

 Residential Areas
Petitioned

 Business Areas
Petitioned

Petition Dates:

July
14, 18,
19 & 23,
20


Liquor
Licensing
Professionals
(719) 390 - 8844
quorPros@msn.com

Application 10495a
BEER & WINE Liquor License

City Council Packet-Amended



**CITY OF LONE TREE
STAFF REPORT**

TO: Mayor Gunning and City Council

FROM: Jennifer Pettinger, CMC, City Clerk

DATE: July 30, 2015

FOR: August 4, 2015 City Council Meeting

SUBJECT: **Public Hearing:** Approval of a Beer & Wine Liquor License for M Pizzeria, Inc. d/b/a Grimaldi's Pizzeria (8439 Park Meadows Center Drive, Suite I-550)

Summary

Staff has received and reviewed an application from M Pizzeria, Inc. d/b/a Grimaldi's Pizzeria for a Beer & Wine Liquor License at 8439 Park Meadows Center Drive, Suite I-550. Preliminary findings are included. Staff believes all the criteria for issuance of the license has been met and is recommending approval conditional upon the applicant submitting the manager's information and obtaining all necessary permits and approvals.

Cost

No direct cost to the City.

Suggested Motion or Recommended Action

I move that the Local Liquor Licensing Authority, New License Division, having considered the evidence presented, 1) adopt the preliminary findings presented at this hearing; 2) find that all the criteria for issuance of the Liquor License have been met; 3) approve the application for a Beer and Wine Liquor License for M Pizzeria, Inc. d/b/a Grimaldi's Pizzeria at 8439 Park Meadows Center Drive, Suite I-550, Lone Tree, Colorado; 4) direct the Liquor License Administrator to prepare the required written documentation and submit the approved application to the State Licensing Authority in accordance with the law; and 5) release of license conditional upon the applicant submitting the manager's information and obtaining all necessary permits and approvals..

Background

For the Record, and for the benefit of the public, the following are the criteria to be considered in making a decision on whether to grant or deny a new liquor license:

First, the Liquor Licensing Authority has discretion in acting on applications. It is not unlimited, however. It must not act arbitrarily or capriciously; it is subject to standards, limits and judicial review by the District Court.

Second, the authority conducts an investigation of the application. This has been done by staff review of the application, and follow up, as is included in your Meeting Packet. The investigation includes the zoning and location of the premises, and background checks.

Third, there must be a public hearing, allowing input from the neighborhood residents which we have scheduled tonight.

Fourth, before entering a decision, the Authority shall consider:

1. The *evidence* presented by the applicant and other relevant facts adduced as a result of its investigation, public hearings and findings.
2. Any pertinent matters affecting the *qualifications of the Applicant* for the conduct of the business proposed, i.e. anything that would show the applicant is not qualified or fit for a liquor license.
3. The *reasonable requirements of the neighborhood*. Are the needs of the neighborhood not being served by the present license holders in the neighborhood?
4. The *desires of the adult inhabitants* of the neighborhood. Do the inhabitants wish to have the license approved?

The Authority cannot deny a license due to *speculative reasons*.

If a denial is to be considered, it must be for *good cause*. All decisions must be based on articulable reasons, based on the legal criteria and put in writing.

CITY OF LONE TREE PRELIMINARY FINDINGS

AGENDA ITEM: Beer and Wine Liquor License for PM Pizzeria, Inc. d/b/a Grimaldi's Pizzeria

MEETING DATE: August 4, 2015

STAFF PERSON RESPONSIBLE: Jennifer Pettinger, CMC, City Clerk

DESCRIPTION: Beer and Wine Liquor License for Beer and Wine Liquor License for M Pizzeria, Inc. d/b/a Grimaldi's Pizzeria, 8439 Park Meadows Center Drive, Suite I-550, Lone Tree, Colorado.

SUMMARY: The application for a new Beer and Wine Liquor License at the above location was submitted and completed in all material respects. The necessary fees accompanied the application.

This establishment is located at 8439 Park Meadows Center Drive, Suite I-550. A ten year lease was entered into between Park Meadows Mall, LLC and PM Pizzeria, Inc. The lease expires in May 2025.

The License Application, Individual History Record for Joseph M. Ciolli, President, Red-lined Drawing of the Premises, and Summary of Petitioning are attached. Staff has also reviewed the following documents: Articles of Incorporation and Certificate of Good Standing Issued by the Colorado Secretary of State for PM Pizzeria, Inc. and for Coal Brick Oven Colorado, Inc. (Parent Company), Statement of Foreign Entity Authority, Certificate of Good Standing issued by the Colorado Secretary of State, Lone Tree Business License Application, Affidavit of Posting, Affidavit of Publication and Petitions.

Fingerprinting and background checks were submitted through CBI for Joseph M. Ciolli, President; no adverse comments or events being reported. The Registered Manager has yet to be determined by the applicant. The manager of a Beer and Wine does not have to be fingerprinted or submit an Individual History Record. All posting and publication requirements have been met and the petition results have been reviewed.

Beer and wine licensees shall have sandwiches and light snacks available for consumption on the premises during business hours, but need not have meals available for consumption.

**RECOMMENDED
COUNCIL ACTION:**

Convene the Public Hearing for a new Beer and Wine Liquor License and consider a motion to approve the application for a Beer and Wine Liquor License conditional upon the applicant submitting the manager's information and obtaining all necessary permits and approvals.

Colorado Liquor Retail License Application

<input type="checkbox"/> New License <input checked="" type="checkbox"/> New-Concurrent <input type="checkbox"/> Transfer of Ownership			
• All answers must be printed in black ink or typewritten • Applicant must check the appropriate box(es) • Applicant should obtain a copy of the Colorado Liquor and Beer Code: www.colorado.gov/enforcement/liquor • Local License Fee \$ _____			
1. Applicant is applying as a/an		<input type="checkbox"/> Individual <input type="checkbox"/> Limited Liability Company <input type="checkbox"/> Association or Other	
<input checked="" type="checkbox"/> Corporation <input type="checkbox"/> Partnership (includes Limited Liability and Husband and Wife Partnerships)			
2. Applicant If an LLC, name of LLC; if partnership, at least 2 partner's names; if corporation, name of corporation			FEIN Number
PM Pizzeria, Inc.			
2a. Trade Name of Establishment (DBA)		State Sales Tax Number	Business Telephone
Grimaldi's Pizzeria			480-947-7100
3. Address of Premises (specify exact location of premises, include suite/unit numbers)			
8439 Park Meadows Center Drive, Suite I-550			
City	County	State	ZIP Code
Lone Tree	Douglas	CO	80124
4. Mailing Address (Number and Street)	City or Town	State	ZIP Code
ATTN: Licensing, 15005 N. Northsight Blvd.	Scottsdale	AZ	85260
5. Email Address			
cprickett@grimaldispizzeria.com			
6. If the premises currently has a liquor or beer license, you must answer the following questions			
Present Trade Name of Establishment (DBA)	Present State License Number	Present Class of License	Present Expiration Date
N/A			
Section A Nonrefundable Application Fees		Section B (Cont.) Liquor License Fees	
<input type="checkbox"/> Application Fee for New License \$ 600.00 <input checked="" type="checkbox"/> Application Fee for New License w/Concurrent Review \$ 700.00 <input type="checkbox"/> Application Fee for Transfer \$ 600.00		<input type="checkbox"/> Liquor Licensed Drugstore (City)..... \$227.50 <input type="checkbox"/> Liquor Licensed Drugstore (County) \$312.50 <input type="checkbox"/> Manager Registration - H & R \$ 75.00 <input type="checkbox"/> Manager Registration - Tavern \$ 75.00 <input type="checkbox"/> Master File Location Fee\$ 25.00 X _____ Total _____ <input type="checkbox"/> Master File Background\$250.00 X _____ Total _____ <input type="checkbox"/> Optional Premises License (City)..... \$500.00 <input type="checkbox"/> Optional Premises License (County) \$500.00 <input type="checkbox"/> Racetrack License (City)..... \$500.00 <input type="checkbox"/> Racetrack License (County) \$500.00 <input type="checkbox"/> Resort Complex License (City)..... \$500.00 <input type="checkbox"/> Resort Complex License (County) \$500.00 <input type="checkbox"/> Retail Gaming Tavern License (City) \$500.00 <input type="checkbox"/> Retail Gaming Tavern License (County)..... \$500.00 <input type="checkbox"/> Retail Liquor Store License (City)..... \$227.50 <input type="checkbox"/> Retail Liquor Store License (County) \$312.50 <input type="checkbox"/> Tavern License (City) \$500.00 <input type="checkbox"/> Tavern License (County) \$500.00 <input type="checkbox"/> Vintners Restaurant License (City) \$750.00 <input type="checkbox"/> Vintners Restaurant License (County)..... \$750.00	
Section B Liquor License Fees			
<input type="checkbox"/> Add Optional Premises to H & R.....\$100.00 X _____ Total _____ <input type="checkbox"/> Add Related Facility to Resort Complex.....\$ 75.00 X _____ Total _____ <input type="checkbox"/> Arts License (City)\$308.75 <input type="checkbox"/> Arts License (County)\$308.75 <input checked="" type="checkbox"/> Beer and Wine License (City).....\$351.25 <input type="checkbox"/> Beer and Wine License (County)\$436.25 <input type="checkbox"/> Brew Pub License (City) \$750.00 <input type="checkbox"/> Brew Pub License (County).....\$750.00 <input type="checkbox"/> Club License (City)\$308.75 <input type="checkbox"/> Club License (County)\$308.75 <input type="checkbox"/> Distillery Pub License (City)\$750.00 <input type="checkbox"/> Distillery Pub License (County)\$750.00 <input type="checkbox"/> Hotel and Restaurant License (City)\$500.00 <input type="checkbox"/> Hotel and Restaurant License (County)\$500.00 <input type="checkbox"/> Hotel and Restaurant License w/one opt premises (City)\$600.00 <input type="checkbox"/> Hotel and Restaurant License w/one opt premises(County).....\$600.00			
Questions? Visit: www.colorado.gov/enforcement/liquor for more information			
Do not write in this space - For Department of Revenue use only			
Liability Information			
License Account Number	Liability Date	License Issued Through (Expiration Date)	Total
			\$

7. Is the applicant (including any of the partners, if a partnership; members or manager if a limited liability company; or officers, stockholders or directors if a corporation) or manager under the age of twenty-one years?		Yes	No
		<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Has the applicant (including any of the partners, if a partnership; members or manager if a limited liability company; or officers, stockholders or directors if a corporation) or manager ever (in Colorado or any other state):			
(a) Been denied an alcohol beverage license?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Had an alcohol beverage license suspended or revoked?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Had interest in another entity that had an alcohol beverage license suspended or revoked?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you answered yes to 8a, b or c, explain in detail on a separate sheet.			
9. Has a liquor license application (same license class), that was located within 500 feet of the proposed premises, been denied within the preceding two years? If "yes", explain in detail.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Are the premises to be licensed within 500 feet of any public or private school that meets compulsory education requirements of Colorado law, or the principal campus of any college, university or seminary?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Waiver by local ordinance? Other: _____		<input type="checkbox"/>	<input type="checkbox"/>
11. Has a liquor or beer license ever been issued to the applicant (including any of the partners, if a partnership; members or manager if a Limited Liability Company; or officers, stockholders or directors if a corporation)? If yes, identify the name of the business and list any <u>current</u> financial interest in said business including any loans to or from a licensee. See attached Exhibit A.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Does the Applicant, as listed on line 2 of this application, have legal possession of the premises by virtue of ownership, lease or other arrangement?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Ownership <input checked="" type="checkbox"/> Lease <input type="checkbox"/> Other (Explain in Detail) _____			
a. If leased, list name of landlord and tenant, and date of expiration, exactly as they appear on the lease:			
Landlord Park Meadows Mall, LLC	Tenant PM Pizzeria, Inc.	Expires May 2025	
b. Is a percentage of alcohol sales included as compensation to the landlord? If yes complete question 13.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Attach a diagram and outline or designate the area to be licensed (including dimensions) which shows the bars, brewery, walls, partitions, entrances, exits and what each room shall be utilized for in this business. This diagram should be no larger than 8 1/2" X 11".			
13. Who, besides the owners listed in this application (including persons, firms, partnerships, corporations, limited liability companies), will loan or give money, inventory, furniture or equipment to or for use in this business; or who will receive money from this business. Attach a separate sheet if necessary.			
Last Name Alliance Bank	First Name N/A	Date of Birth N/A	FEIN or SSN N/A
Interest/Percentage Lender			
Last Name Coal Brick Oven Pizzeria, Inc.	First Name N/A	Date of Birth N/A	FEIN or SSN N/A
Interest/Percentage Parent Co.			
Attach copies of all notes and security instruments, and any written agreement, or details of any oral agreement, by which any person (including partnerships, corporations, limited liability companies, etc.) will share in the profit or gross proceeds of this establishment, and any agreement relating to the business which is contingent or conditional in any way by volume, profit, sales, giving of advice or consultation.			
14. Optional Premises or Hotel and Restaurant Licenses with Optional Premises: Has a local ordinance or resolution authorizing optional premises been adopted?		N/A	<input type="checkbox"/> <input type="checkbox"/>
Number of additional Optional Premise areas requested. (See license fee chart)		<input type="text"/>	
15. Liquor Licensed Drug Store applicants, answer the following:			
(a) Does the applicant for a Liquor Licensed Drug Store have a license issued by the Colorado Board of Pharmacy? If "yes" a copy of license must be attached.		N/A	<input type="checkbox"/> <input type="checkbox"/>
16. Club Liquor License applicants answer the following: Attach a copy of applicable documentation			
(a) Is the applicant organization operated solely for a national, social, fraternal, patriotic, political or athletic purpose and not for pecuniary gain?		<input type="checkbox"/>	<input type="checkbox"/>
(b) Is the applicant organization a regularly chartered branch, lodge or chapter of a national organization which is operated solely for the object of a patriotic or fraternal organization or society, but not for pecuniary gain?		<input type="checkbox"/>	<input type="checkbox"/>
(c) How long has the club been incorporated?		N/A	<input type="text"/>
(d) Has applicant occupied an establishment for three years (three years required) that was operated solely for the reasons stated above?		<input type="checkbox"/>	<input type="checkbox"/>
17. Brew-Pub License or Vintner Restaurant Applicants answer the following:			
(a) Has the applicant received or applied for a Federal Permit? (Copy of permit or application must be attached)		N/A	<input type="checkbox"/> <input type="checkbox"/>
18a. For all on-premises applicants. (If this is an application for a Hotel, Restaurant or Tavern License, the manager must also submit an individual History Record - DR 8404-I)			
Last Name of Manager TBD - Will provide prior to the issuance of the license.	First Name of Manager TBD	Date of Birth TBD	
18b. Does this manager act as the manager of, or have a financial interest in, any other liquor licensed establishment in the State of Colorado? If yes, provide name, type of license and account number.		<input type="checkbox"/>	<input type="checkbox"/>
Name N/A	Type of License	Account Number	
19. Tax Dstraint Information. Does the applicant or any other person listed on this application and including its partners, officers, directors, stockholders, members (LLC) or managing members (LLC) and any other persons with a 10% or greater financial interest in the applicant currently have an outstanding tax dstraint issued to them by the Colorado Department of Revenue?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, provide an explanation and include copies of any payment agreements.			

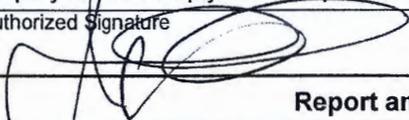
20. **If applicant is a corporation, partnership, association or limited liability company, applicant must list all officers, directors, general partners, and managing members. In addition, applicant must list any stockholders, partners, or members with ownership of 10% of more in the applicant. All persons listed below must also attach form DR8404-I (Individual History Record), and submit fingerprint cards to their local licensing authority.

Name	Home Address, City & State	DOB	Position	% Owned
*See attached Exhibit B for Corporate Organizational Chart.				
Coal Brick Oven Colorado, Inc.	15005 Northlight Blvd., Scottsdale, AZ 85260	N/A	Parent Co./ Shareholder	100%
Joseph M. Ciolli	6050 N. Kachina Ln., Paradise Valley, AZ 85256		President/ Secretary/Treasurer	% Owned see attached
			Director	% Owned
Name	Home Address, City & State	DOB	Position	% Owned

** Limited Liability Companies and Partnerships - 100% of ownership must be accounted for on question #20
 ** Corporations - The President, Vice-President, Secretary and Treasurer must be accounted for on question #20 (Include ownership percentage if applicable)

Oath Of Applicant

I declare under penalty of perjury in the second degree that this application and all attachments are true, correct, and complete to the best of my knowledge. I also acknowledge that it is my responsibility and the responsibility of my agents and employees to comply with the provisions of the Colorado Liquor or Beer Code which affect my license.

Authorized Signature 	Printed Name and Title Joseph M. Ciolli, President	Date 6/1/2015
---	---	------------------

Report and Approval of Local Licensing Authority (City/County)

Date application filed with local authority 7-2-15	Date of local authority hearing (for new license applicants; cannot be less than 30 days from date of application 12-47-311 (1) C.R.S.) 8-4-15
---	---

The Local Licensing Authority Hereby Affirms that each person required to file DR 8404-I (Individual History Record) has:

Been fingerprinted

Been subject to background investigation, including NCIC/CCIC check for outstanding warrants

That the local authority has conducted, or intends to conduct, an inspection of the proposed premises to ensure that the applicant is in compliance with, and aware of, liquor code provisions affecting their class of license

(Check One)

Date of inspection or anticipated date 8/15/15

Will conduct inspection upon approval of state licensing authority

The foregoing application has been examined; and the premises, business to be conducted, and character of the applicant are satisfactory. We do report that such license, if granted, will meet the reasonable requirements of the neighborhood and the desires of the adult inhabitants, and will comply with the provisions of Title 12, Article 46 or 47, C.R.S.

Therefore, this application is approved.

Local Licensing Authority for <u>City of Lone Tree</u>	Telephone Number <u>3-339-8177</u>	<input checked="" type="checkbox"/> Town, City <input type="checkbox"/> County	
Signature	Print	Title	Date
Signature (attest)	Print	Title	Date

EXHIBIT A
GRIMALDI'S PIZZERIA RESTAURANT LOCATIONS

Site #	Entity Name	Address	City	State	Zip
01-101	Old Town Pizzeria, Inc	4000 N. Scottsdale Rd ste #105	Scottsdale	AZ	85251
01-102	WWYM, Inc	20715 N. Pima Rd ste F 115	Scottsdale	AZ	85255
01-107	SQ Pizzeria, Inc	15147 N. Scottsdale Rd ste H-135	Scottsdale	AZ	85254
01-108	Casa Paloma Pizzeria, Inc	7131 W. Ray Rd ste #23	Chandler	AZ	85226
01-106	San Tan Pizzeria, Inc	2168 E. Williams Field Rd #502	Gilbert	AZ	85295
01-105	Park West Pizzeria, Inc	9788 W. Northern Ave ste #1440	Peoria	AZ	85345
01-104	La Colonia Pizzeria, Inc	446 N. Campbell Ave ste #100	Tucson	AZ	85719
06-601	El Segundo Pizzeria, Inc	2121 Rosecrans Avenue, Suite 1399	El Segundo	CA	90245
07-701	Denver Pavilions Pizzeria, Inc	500-16th Street, Unit 128	Denver	CO	80202
04-401	Bell Tower Pizzeria, Inc	13499 S. Cleveland Ave ste 201	Fort Myers	FL	33907
04-402	DATG Pizzeria, Inc	11701 Lake Victoria Gardens Ave 3101	Palm Beach Gardens	FL	33410
04-404	Countryside Pizzeria, Inc	27001 US Highway 19 N. Ste 1140	Clearwater	FL	33761
04-405	Citrus Park Pizzeria, Inc	7990 Citrus Park Town Center Mall	Tampa	FL	33625
04-406	Westshore Pizzeria, Inc	253 WestShore Plaza, #B1-B	Tampa	FL	33609
09-901	Meridian	3573 E. Longwing Lane #130	Meridian	ID	83646
05-551	BT Pizzeria, Inc	6401 Bluebonnet Blvd., Suite 560	Baton Rouge	LA	70836
02-201	Green Valley Pizzeria, Inc	9595 S. Eastern Ave ste#100	Las Vegas	NV	89123
02-202	Boca Fashion Village Pizzeria, Inc	750 S. Rampart Blvd ste #7	Las Vegas	NV	89145
02-204	South Rainbow Pizzeria, Inc	7155 S. Rainbow Blvd ste #125	Las Vegas	NV	89118
02-205	FS Pizzeria, Inc	3200 Las Vegas Blvd space #1540	Las Vegas	NV	89109
02-206	Palazzo Pizzeria, Inc	3327 Las Vegas Blvd ste #2710	Las Vegas	NV	89109
02-203	Sparks Pizzeria, Inc	1180 Scheel's Dr ste B-117	Sparks	NV	89434
05-501	MP Pizzeria, Inc	1244 Belk Dr.	Mt. Pleasant	SC	29464
05-502	Magnolia Pizzeria, Inc	1025 Woodruff Road, Suite K101	Greenville	SC	29607
03-301	West Village Pizzeria, Inc	3636 McKinney Ave ste #190	Dallas	TX	75201
03-302	Watters Creek Pizzeria, Inc	836 Market St C-200	Allen	TX	75013
03-304	Grapevine Pizzeria, Inc	1401 William D. Tate Avenue Ste. 100	Grapevine	TX	76051
03-303	Park Lane Pizzeria, Inc	8060 Parklane ste 105	Dallas	TX	75231
03-305	Highland Village Pizzeria, Inc	1101 Shoal Creek, Suite 110	Highland Village	TX	75077
03-352	La Cantera Pizzeria, Inc	15900 La Cantera Pkway st 25180	San Antonio	TX	78256
03-355	Quarry Village Pizzeria, Inc	330 E. Basse Rd ste 101	San Antonio	TX	78209
03-353	Towncenter Pizzeria, Inc	20 Waterway Ave #100	Woodlands	TX	77380
03-351	First Colony Pizzeria, Inc	16535 Southwest Freeway #2500	Sugar Land	TX	77479
03-354	La Palmera Pizzeria, Inc	5488 S. Padre Island #1202	Corpus Christi	TX	78411
03-356	Cinco Ranch Pizzeria, Inc	2643 Commercial Center Blvd #C390	Katy	TX	77494

Supplemental Response to DR 8404 Question #13

Last Name	First Name	Date of Birth	FEIN or SSN	Interest/Percentage
Park Meadows Mall, LLC	N/A	N/A	52-2194635	Landlord

EXHIBIT B
CORPORATE OWNERSHIP CHART

PM PIZZERIA, INC.
(Applicant)
Officers: Joseph M. Ciolli, President/Secretary/Treasurer

| 100%

COAL BRICK OVEN COLORADO, INC.
(100% Owner/Stockholder of Applicant)
Officers: Joseph M. Ciolli, President/Secretary/Treasurer

| 100%

COAL BRICK OVEN PIZZERIA, INC.
(100% Owner/Stockholder of Coal Brick Oven Colorado, Inc.)
Officers: Joseph M. Ciolli, President/Secretary/Treasurer

CIOLLI FAMILY IRREVOCABLE TRUST (18%)
Trustees: Ivy Ciolli and Marjorie Ciolli
(Owner of Coal Brick Oven Pizzeria, Inc.)
3,240,000 shares Class B non-voting stock

JOSEPH M. CIOLLI TRUST (82%)
Trustees: Joseph M. Ciolli
(Owner of Coal Brick Oven Pizzeria, Inc.)
1,800,000 shares Class A voting stock
12,960,000 Class B non-voting stock

INDIVIDUAL HISTORY RECORD

To be completed by the following persons, as applicable: sole proprietors; general partners regardless of percentage ownership, and limited partners owning 10% or more of the partnership; all principal officers of a corporation, all directors of a corporation, and any stockholder of a corporation owning 10% or more of the outstanding stock; managing members or officers of a limited liability company, and members owning 10% or more of the company; and any intended registered manager of Hotel and Restaurant or Tavern class of retail license.

NOTICE: This individual history record requires information that is necessary for the licensing investigation or inquiry. **All** questions must be answered in their entirety or the license application may be delayed or denied. If a question is not applicable, please indicate so by "N/A". **Any deliberate misrepresentation or material omission may jeopardize the license application.**

1. Name of Business
 PM Pizzeria, Inc. d/b/a Grimaldi's Pizzeria

2. Your Full Name (last, first, middle)
 Ciolli, Joseph, Mark

3. List any other names you have used.
 N/A

4. Mailing address (if different from residence)
 15005 N. Northsight Blvd., Scottsdale, AZ 85260

5. List current residence address. Include any previous addresses within the last five years (attach separate sheet if necessary).

STREET AND NUMBER	CITY, STATE, ZIP	FROM	TO
Current 6050 North Kachina Lane	Paradise Valley, AZ 85256	5/2011	Present
Previous 6602 North Praying Monk Road	Paradise Valley, AZ 82523	9/2003	5/2011

6. List all employment within the last five years. Include any self employment. (Attach separate sheet if necessary)

NAME OF EMPLOYER OR BUSINESS	ADDRESS (STREET, NUMBER, CITY, STATE, ZIP)	POSITION HELD	FROM	TO
Coal Brick Oven Pizzeria, Inc.	15005 N. Northsight Blvd. Scottsdale, AZ 85260	President/Owner	1/2002	Present

7. List the name(s) of relatives working in or holding a financial interest in the Colorado alcohol beverage industry.

NAME OF RELATIVE	RELATIONSHIP TO YOU	POSITION HELD	NAME OF LICENSEE
None			

8. Have you ever applied for, held, or had an interest in a Colorado Liquor or Beer License, or loaned money, furniture, fixtures, equipment or inventory to any licensee? If yes, answer in detail. Yes No
 Denver Pavilions Pizzeria, Inc. d/b/a Grimaldi's Pizzeria, 500 16th Street #128, Denver, CO 80202

9. Have you ever received a violation notice, suspension, or revocation for a liquor law violation, or have you applied for or been denied a liquor or beer license anywhere in the United States? If yes, explain in detail. Yes No
 N/A

10. Have you ever been convicted of a crime or received a suspended sentence, deferred sentence, or forfeited bail for any offense in criminal or military court or do you have any charges pending? (If yes, explain in detail.)

Yes No

11. Are you currently under probation (supervised or unsupervised), parole, or completing the requirements of a deferred sentence? (if yes, explain in detail.)

Yes No

12. Have you ever had any professional license suspended, revoked, or denied? (If yes, explain in detail.)

Yes No

PERSONAL AND FINANCIAL INFORMATION

Unless otherwise provided by law, the personal information required in question #13 will be treated as confidential.
The personal information required in question #13 is solely for identification purposes.

13a. Date of Birth		b. Social Security Number SSN		c. Place of Birth New York City, NY		d. U.S. Citizen? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
e. If Naturalized, State where N/A				f. When N/A		g. Name of District Court N/A	
h. Naturalization Certificate Number N/A		i. Date of Certification N/A		j. If an Alien, Give Alien's Registration Card Number N/A		k. Permanent Residence Card Number N/A	
l. Height 5'8"	m. Weight 160	n. Hair Color Brown	o. Eye Color Brown	p. Sex Male	q. Race Caucasian	r. Do you have a current Driver's License? If so, give number and state <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Arizona)	

14. Financial Information.

a. Total purchase price \$ 0.00 - None (if buying an existing business) or investment being made by the applying entity, corporation, partnership, limited liability company, other \$ 550,000.00 from

b. List the total amount of your investment in this business including any notes, loans, cash, services or equipment, operating capital, stock purchases or fees paid \$ 0.00 - None

c. Provide details of the investment described in 14.b. You must account for all of the sources of this investment. Attach a separate sheet if needed.

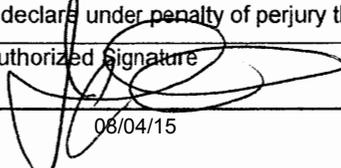
Type: Cash, Services or Equipment	Source	Amount
Cash investment	Wells Fargo Bank savings account	\$350,000.00

d. Loan Information (attach copies of all notes or loans)

Name of Lender	Address	Term	Security	Amount
alliance bank	1 E. Washington St., #1400 Phoenix, AZ 85004	see attached.		\$200,000.00

Oath of Applicant

I declare under penalty of perjury that this application and all attachments are true, correct, and complete to the best of my knowledge.

Authorized Signature 	Title Joseph M. Ciolli, President	Date 6/01/2015
--	--------------------------------------	-------------------

Supplemental Response to Question #14(d):

To assist in funding construction and development costs, PM Pizzeria, Inc. will utilize \$200,000.00 of funds from an existing line of credit, which is funded by Alliance Bank. The line of credit was established by Mr. Joseph Ciolli and has total credit line of \$2,000,000.00 to be used for the nationwide development of Grimaldi's Pizzeria restaurant locations.

The terms of the existing line of credit are as follows:

Loan Amount: \$2,000,000.00

Security: Lien against Furniture, fixtures and equipment owned by Coal Brick Oven Pizzeria, Inc.
Deed of trust rent in regards to Coal Brick Oven Pizzeria, Inc. office building
Assignment of \$1,000,000.00 Life Insurance

Term: 6 years for repayment
1 year floating and 5 years fully amortizing



24 Via Sierra Grande, Manitou Springs, CO 80829
 Phone (719) 390-8844 FAX (719) 685-5570
 Email: LiquorPros@msn.com

Colorado
 Responsible Vendor Training
 Needs & Desires Petitions / Surveys

July 23, 2015

RESULTS OF THE LIQUOR LICENSE SURVEY REGARDING: **Grimaldi's Pizzeria**
8439 Park Meadows Drive, Suite I-550
 Lone Tree, CO 80124

Applicant: PM Pizzeria, Inc.
 Purpose: Application for a Beer and Wine Liquor License

ISSUE: A petition was circulated to determine if the needs of the neighborhood and desires of the inhabitants were or were not being presently met by existing similar alcoholic beverage outlets. Those in favor of Grimaldi's Pizzeria being granted a Beer and Wine Liquor License indicated by checking the "In Favor of License" column of the signature sheet and those opposed checked the "Opposed to License" column.

The results were as follows:

IN FAVOR OF LICENSE "YES"		OPPOSED TO LICENSE "NO"		TOTAL SIGNATURES
99%	106	1%	1	107

SURVEY STATISTICS

	FAVOR "YES"	OPPOSE "NO"	TOTAL
100%	100%	---	39
98%	99%	1%	68

Percentages in this report have been rounded to the nearest whole number.

	BUSINESS	RESIDENTIAL	TOTAL
No Response	1	298	299
Declined to Participate	11	7	18
Not Qualified to Sign	23	4	27
Disqualified	0	0	0
"No" Signatures	0	1	1
"Yes" Signatures	39	67	106
TOTAL CONTACTS & ATTEMPTS	74	377	451

- >Number of Businesses and Residents Contacted: 451 Attempts – 299 No Response = 152
- >Business Survey Participation Rate: 39 Signatures/ 50 Qualified Contacts = 78%
- >Residential Survey Participation Rate: 68 Signatures/ 75 Qualified Contacts = 91%
- >Percentage of Residents Home During Survey: 79 Contacts/ 377 Attempts = 21%

SURVEY STATISTICS (continued)

<u>REASONS FOR OPPOSITION SIGNATURES</u>		<u>REASONS FOR DECLINING TO PARTICIPATE</u>	
Against Alcohol	1	Against Company Policy	7
Total	1	Not Interested	4
		Too Busy	4
		<u>Don't Sign Any Petitions / Surveys</u>	3
<u>NOT QUALIFIED TO SIGN</u>		Total	18
Owner / Manager Unavailable	23		
Under 21	3		
<u>No English Spoken or Read</u>	1		
Total	27		

PETITION METHODOLOGY

• Survey Dates and Times:

Business:	Tuesday	July 14, 2015	2:00pm - 5:30pm
Residential:	Saturday	July 18, 2015	10:40am - 3:40pm
Residential:	Sunday	July 19, 2015	3:00pm - 4:00pm

- Survey Areas: This survey was conducted within a one mile radius of the site. Businesses were contacted in the area surrounding the site and in areas to the south. All contacts and attempts were within the defined boundaries of this survey. Please see attached map.
- Circulators of the Survey: There were three circulators of this survey. Prior to the start of the survey, the circulators were briefed on the type of liquor license application, the areas to be surveyed and reminded to be completely unbiased in their approach to residents and business people. The circulators had with them a face sheet with the applicant business name, location and hearing information, instructions and the petition/survey issue along with signature sheets and a map of the proposed location. The circulators used tally sheets to record all contacts, attempts and reasons for opposition signatures and refusals. At the conclusion of the survey, the circulators signed notarized affidavits of circulation.

Report prepared and respectfully submitted by



Susan Duffy Schwall

Liquor Licensing Professionals, LLC
 24 Via Sierra Grande, Manitou Springs, CO 80829
 Phone: (719) 390-8844 FAX (719) 685-5570
 Email: LiquorPros@msn.com

Grimaldi's Pizzeria

8439 Park Meadows Drive, Suite I-550
Lone Tree, CO 80124

Application for a
Beer and Wine Liquor License



Legend

-  Lone Tree Boundary
-  1 Mile Buffer

 Residential Areas Petitioned

 Business Areas Petitioned

Petition Dates:

July
14, 18, & 19,
2015

**Liquor
Licensing
Professionals**
(719) 390-8844
LiquorPros@msn.com