



# City of Lone Tree Comprehensive Plan

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

**Adopted by City Council on January 15, 2019**



**CITY OF LONE TREE  
RESOLUTION NO. 19-02**

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

WHEREAS, the City Council for the City of Lone Tree (the "City") is authorized to adopt, review and amend the City's comprehensive plan pursuant to Section 4, Article XVI of the Home Rule Charter; and

WHEREAS, in accordance with Section 4, Article XVI of the Home Rule Charter, the City Council is further charged with providing for a review of the comprehensive plan at least once every three years and may solicit changes and revisions regarding the same; and

WHEREAS, the City of Lone Tree Comprehensive Plan was last updated in 2015; and

WHEREAS, the City Council, by and through City staff and Planning Commission, has initiated a thorough evaluation of the current Comprehensive Plan; and

WHEREAS, through this evaluation and review, updates to the Comprehensive Plan are proposed for consideration by the Planning Commission and City Council; and

WHEREAS, the updated Comprehensive Plan, a copy of which is on file and available for public inspection in the Community Development Department, has been presented to the Planning Commission and the City Council; and

WHEREAS, the Planning Commission, having conducted a public hearing and considered public input, if any, has recommended approval and adoption of the updated Comprehensive Plan by the City Council; and

WHEREAS, the City Council conducted a public hearing on the Comprehensive Plan, after publishing sufficient notice of the time, place and nature of the public hearing in the Douglas County News-Press newspaper; and

WHEREAS, the City Council desires to approve and adopt the updated Comprehensive Plan, as proposed by the Planning Commission, with amendments, if any.

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

Section 1. The City Council has considered the updated City of Lone Tree Comprehensive Plan, consisting of the text, maps and descriptive matter included in the document entitled "City of Lone Tree Comprehensive Plan as Approved by the City Council on January 15, 2019," attached as Exhibit A and incorporated herein by reference.

Section 2. The City Council hereby approves and adopts The City of Lone Tree Comprehensive Plan, attached as Exhibit A, and authorizes the Community Development Director to make minor, non-substantive modifications to the Plan to correct and/or update clerical and mapping information.

Section 3. The Comprehensive Plan adopted herein shall become effective immediately upon the adoption of this Resolution.

APPROVED AND ADOPTED THIS 15<sup>TH</sup> DAY OF JANUARY, 2019.

**CITY OF LONE TREE**

By: *Jacqueline A. Millet*  
Jacqueline A. Millet, Mayor

**ATTEST:**

*Jay Robb*  
Jay Robb, City Clerk



# Acknowledgements

## **Lone Tree City Council**

- Jacqueline Millet, Mayor
- Cathie Brunnick, Mayor Pro Tem
- Mike Anderson, Council Member
- Jay Carpenter, Council Member
- Wynne Shaw, Council Member

## **Lone Tree Planning Commissioners**

- Andrew Dodgen, Chair
- Kevin Spencer, Vice Chair
- Brian Bereit
- Rhonda Carlson
- Daryl Heskin
- Whitney Louderback
- Kevin Shane

## **City Staff**

- Seth Hoffman, City Manager
- Kristin Baumgartner, Deputy City Manager
- Kelly First, Community Development Director
- Jennifer Drybread, Planning Manager
- Hans Friedel, Senior Planner
- Thanks to all City department leaders and staff members who collaborated on this document

Thank you to the residents and referral entities that provided input in this Comprehensive Plan.

# Contents

## Introduction

The City of Lone Tree is Growing According to Plan .....	7
Vision .....	8
Purpose and Use of the Comprehensive Plan .....	9
Commitment to Planning Principles .....	10
Plan Goals .....	12
<b>I.Land Use.....</b>	<b>13</b>
Basis for the City's Planning and Growth Area .....	14
Physical Setting.....	15
Access to Urban-Level Facilities and Services .....	19
Development Potential .....	19
Mixed-Use, Compact, and Pedestrian-Friendly Development .....	23
Neighborhood Development and Housing Options.....	26
Redevelopment .....	31
Open Space Preservation and Protection.....	34
Sense of Community .....	37
Transit-Oriented Development.....	41
Lone Tree City Center .....	44
The Vision for the Lone Tree City Center.....	44
Airport.....	47
Consistency with this Comprehensive Plan.....	48
Annexation .....	50

<b>II. Environmental Quality .....</b>	<b>53</b>
Energy Conservation .....	56
Water Quality .....	57
Watersheds and Stream Corridors .....	59
Air Quality.....	60
Vegetation .....	62
Wildlife Habitat .....	64
Visual Quality .....	66
Environmental Hazards .....	69
<b>III. Community Facilities and Services .....</b>	<b>71</b>
Collaborative Partnerships.....	73
General City Facilities and Services .....	74
Law Enforcement.....	77
Fire Protection .....	80
Health Care .....	81
Schools.....	83
Parks and Recreation .....	86
Arts and Cultural Amenities .....	90
Library .....	92
Historic Resources .....	93
Water Supply and Wastewater Treatment .....	95
Stormwater Management .....	98
Application of New Technologies .....	100



<b>IV. Transportation.....</b>	<b>104</b>
Multimodal Transportation System .....	105
<b>V.Economic Development.....</b>	<b>111</b>
Identifying Community Assets.....	112
Working with Economic Development Organizations .....	115
Fostering Tourism.....	115
Employing Land Use and Community Development Measures .....	117
<b>Implementation .....</b>	<b>122</b>
Commitment to Collaborative Planning Efforts .....	125
<b>Appendix .....</b>	<b>127</b>
Lone Tree Fast Facts	
General Land Use Plan Map	
Parks, Trails, and Open Space Plan Map	
Transportation and Mobility Plan Map	



# Introduction



## **The City of Lone Tree is Growing According to Plan**

The City of Lone Tree (the City) incorporated in November 1995 and became a Home Rule City on May 5, 1998. At that time, it consisted of only 960 acres, or 1.5 square miles. A major impetus for incorporation was residents' concerns relating to land use, the quality of development along the C-470 corridor, and their desire to have input over development decisions affecting their community. Lone Tree's first Comprehensive Plan established a vision to "Ensure a quality living environment with permanence for the Lone Tree Community." To implement that vision, the first Zoning Code, Subdivision Regulations, Design Guidelines, and Streetscape Standards were established.

Over the years, Lone Tree has been implementing its vision through annexation of land within its planning and growth area; careful land use planning and development review; deployment of innovative transportation strategies and investments; creation of signature cultural and recreational opportunities; attraction and growth of a diverse economy; and, operation of city government that is committed to excellence through integrity, collaboration and innovation.

Today, Lone Tree's incorporated boundaries encompass around 10-square miles. It is home to many shopping, dining and entertainment opportunities, significant corporate employers, small businesses, major medical facilities, quality residential neighborhoods, and a range of recreational, arts, and cultural amenities. What began as an incorporation effort by local neighbors and community leaders has evolved steadily into a thriving City that is, in many respects, a national model for responsible growth and development.

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, objectives, and policies by which the City will continue to flourish.

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.

## Vision

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



Lone Tree Elementary Community garden grand opening May 2015

## **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 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 challenges and possibilities in the future.

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 and 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 infrastructure and other community needs.

## 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. The following planning principles are the desired community characteristics that provide a framework for future development.

- 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.
- Safety for residents through adequate infrastructure, policing resources, and appropriate design.
- A walkable and bicycle-friendly cityscape comprised of mixed-use and compact development.
- 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.



- A complete community that offers a wide range of options for people of all ages, incomes, interests, and abilities to live, work, and play.
- Supports compliance that meets or exceeds the ideals of the Americans with Disabilities Act (ADA).
- Rich gathering spaces and destinations, transit-oriented developments, and commercial activity centers as places for residents, workers, and visitors to come together.
- Preservation and enhancement of natural areas important for their intrinsic beauty, wildlife habitat, recreational utility, and environmental value.
- Open space, parks and recreational opportunities for people of all ages, interests, and abilities.
- Communication, collaboration and partnership with area agencies, jurisdictions, and stakeholders to accomplish projects and programs that benefit the City and the region.
- 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 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.

## **Plan Goals**

There are five major goals set forth in this Comprehensive Plan:

1. Land Use – Well-managed growth, based on sound planning principles, with an emphasis on high-quality design.
2. Environmental Quality - A clean, safe, and healthy natural and built environment for today and generations to come.
3. Community Facilities and Services – Quality facilities and services for the Lone Tree community that are safe, efficient, and cost-effective.
4. Transportation – A safe, connected, and efficient transportation system in harmony with surrounding land uses and the environment.
5. Economic Development – A vibrant and financially sustainable economy.





# I. Land Use

# **I. Land Use**

## **Basis for the City's Planning and Growth Area**

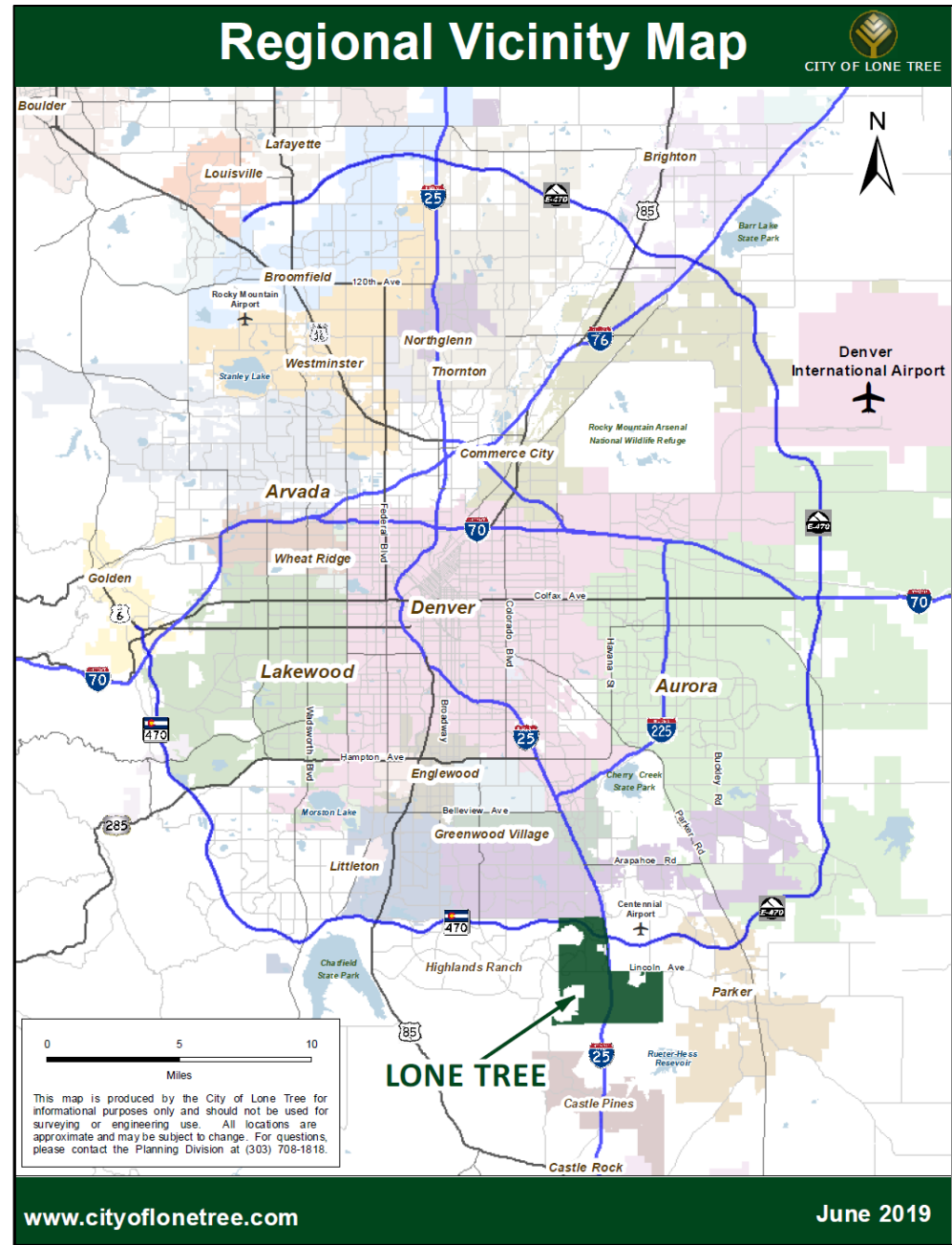
The City's Planning and Growth Area, identified on the General Land Use Plan, is where future growth is directed and includes both incorporated lands and those generally desired for annexation. It provides direction as to how the City and its environs will develop by the year 2040 and beyond. The map is consistent with zoning and forms the foundation for land use goal and policy direction. It identifies where the City can reasonably expect to extend public infrastructure and services over time, commensurate with development. The Planning and Growth Area is also established based upon the following considerations:

- Physical setting (including natural, surrounding, and built environment).
- Access to urban facilities and services (streets, transit, technology, utilities, etc.).
- Development potential.

## Physical Setting

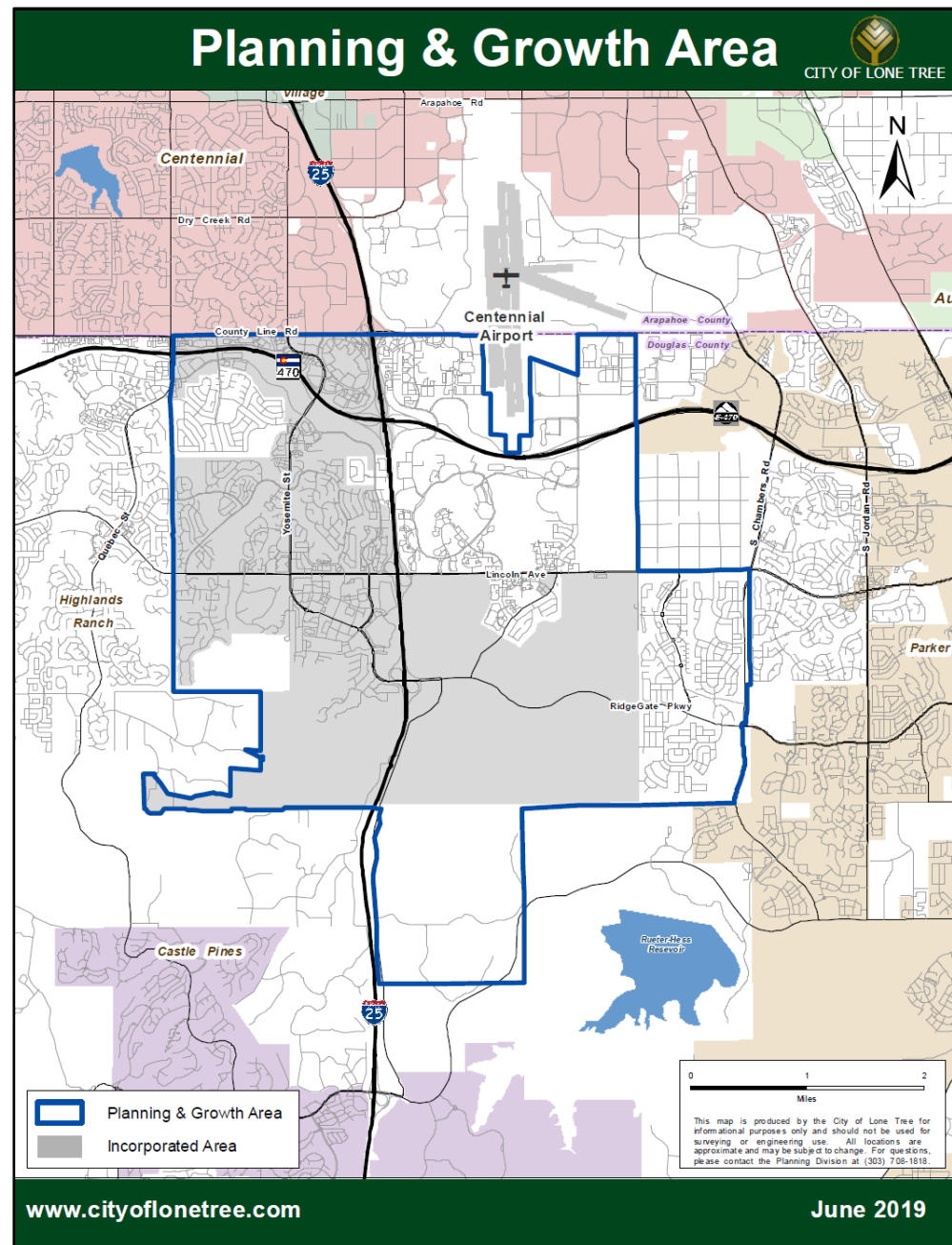
The City of Lone Tree is located at the southern edge of the Denver metropolitan area with convenient access to major highways (I-25, C-470, and E-470), light rail, and Centennial Airport (a general aviation and international airport), and Denver International Airport (a commercial service airport). It is located in proximity to major employment centers and many urban amenities.

The surrounding natural and built environment, as well as the existing incorporated boundary, shape Lone Tree's Planning and Growth Area.



The Natural Environment: The City's Planning and Growth Area is framed by scenic bluffs to the south. The bluffs are a natural feature marked by prominent ridgelines that help to shape and define the City's boundaries. The landscape north of the bluffs consists of gently rolling terrain 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. The existing drainages, landscape, and open spaces will shape urban development in the future.

The Surrounding Environment: The land uses outside the City's Planning and Growth Area are generally 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, commercial, and open space land uses adjoining Lone Tree. Large lot development in McArthur Ranch is located to the west and adjacent to low-density development planned in





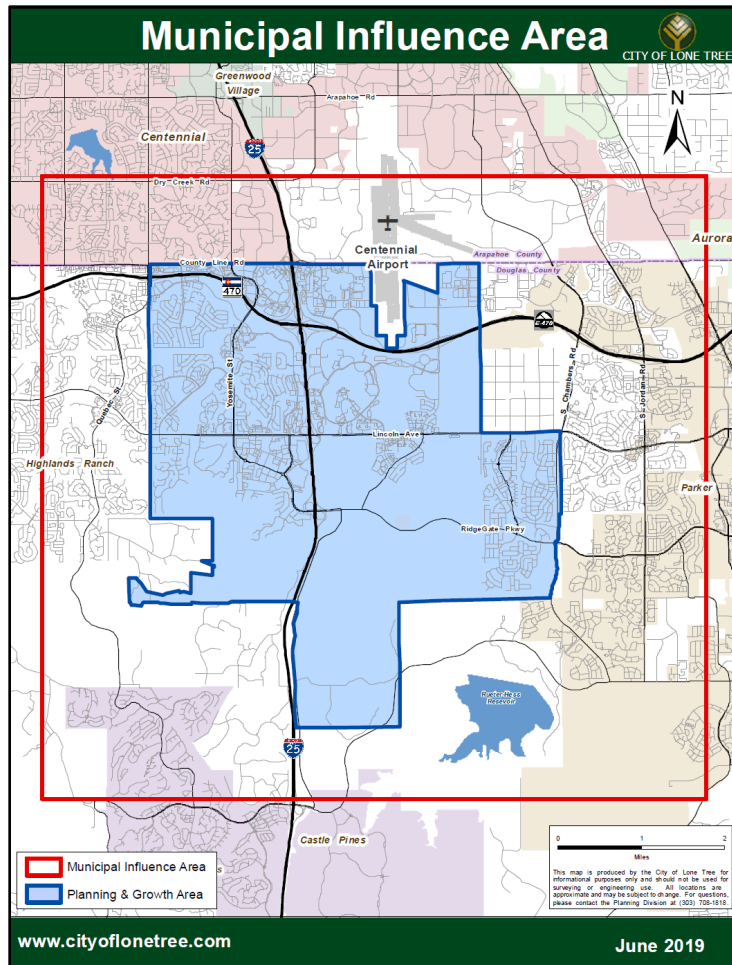
RidgeGate. To the north are residential, office, and commercial uses located in the City of Centennial, and designated for this purpose in their Comprehensive Plan. Centennial Airport to the north provides general aviation operations and has implications on

building heights and noise in the surrounding area.

To the east are commercial, office, and residential uses, primarily located in unincorporated Douglas County, with portions in the Town of Parker's designated Growth Boundary. To the south are low-density residential uses, open space, and undeveloped lands located in Douglas County's non-urban 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 boundary) 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, including its transportation, fiscal viability, air and water quality, and scenic quality. For these reasons the City wants to be part of the decision-

making process. Therefore, the City of Lone Tree is particularly interested in providing and receiving referral review for land development applications in the Municipal Influence Area.





The Built Environment:  
The land uses inside the City's Planning and Growth Area 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 Retail Resort. Multifamily housing is concentrated near the RTD light rail station along Park Meadows Drive, with single-family housing 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. Centennial Airport is located north of this area. At the east end is land zoned for commercial, office, and industrial development.



**Southwest.** Land use in the western portion of this region is predominantly single-family housing. 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.** Primarily in this region is RidgeGate (nearly six full sections), and unincorporated residential development. RidgeGate zoning ranges from compact, mixed-use, transit-oriented development to more suburban, single-family detached development. The Sky Ridge Medical Center, the Lone Tree Arts Center, are located here, as is the site of the future City Center.

## **Access to Urban-Level Facilities and Services**

Lands within Lone Tree's Planning and Growth Area (see General Land Use Plan on p. 20) are afforded access to a broad spectrum of urban-level facilities and services. These are provided by the City, special districts, or the private sector. The transportation network includes two major highways, a hierarchy of arterial, collector, and local streets, 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 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 facilities and services including shopping, entertainment, and a variety of commercial services. Refer to the Community Facilities and Services and the Economic Development Sections for more information on this subject.

The facilities and services within the City's Planning and 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 developable land. The vast majority of this land is located east of I-25 and south of Lincoln Avenue in the RidgeGate Planned Development District (PDD). The future City Center core area, located

southeast of the I-25 and Lincoln Avenue intersection, is expected to begin development later than the surrounding areas due to the significant grading necessary to lower the land to allow both dense development and provide safe clearance for Centennial Airport flight traffic. Outside the core City Center area, development is expected in the near term. This area is planned for mixed-use residential development which encompasses a range of residential densities, commercial uses, public and

institutional uses, gathering spaces, and a rich parks and trails system. Sub-Area Plans for the City Center and the East Villages may be found on the City's website: [www.cityoflonetree.com](http://www.cityoflonetree.com).



The City's incorporated boundary is approximately 10-square miles, with an additional 7-square miles of unincorporated lands with the potential for annexation. Taken together, these lands equal approximately 17-square miles in the City's Planning and Growth Area (see map on page 20). The unincorporated land consists primarily of existing and developing commercial, office, and multifamily development located east and west of I-25 and north of Lincoln Avenue, and primarily residential zoned lands located in the northwest and southeast portion of the Growth boundary.

Inclusion of these unincorporated lands in the City's Planning and Growth Area (see General Land Use Map on next page) indicates that the areas may be considered by the City as eligible for annexation in the future.

Developing within the City's Planning and Growth Area is logical and efficient. 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.

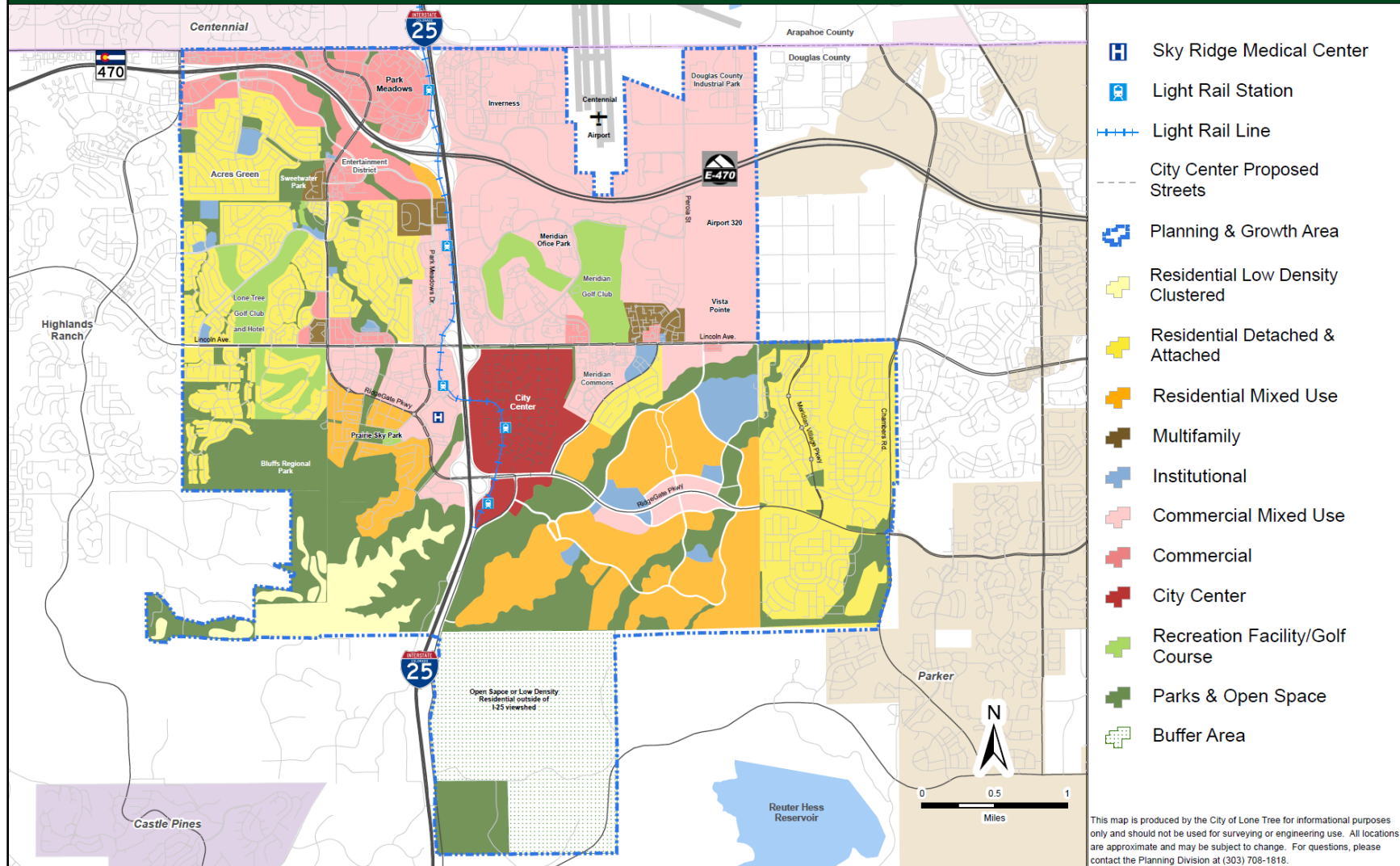
Moreover, there are risks associated with extending out beyond the City's Planning and Growth Area. Such action may not only contribute to sprawl (that also increases commuting and air quality impacts) but may result in taking on the maintenance and repair costs of older infrastructure and conflicting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

The City's Planning and 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 the extension is consistent with the goals and policies of the Comprehensive Plan.

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 Growth Area suited for the type of development planned and anticipated. Unincorporated lands in this area will provide many opportunities in the future for quality growth. Annexation decisions will require thoughtful analysis of the impacts by the City and the landowner(s). The City's 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.



# City of Lone Tree General Land Use Plan



[www.cityoflonetree.com](http://www.cityoflonetree.com)

June 2019



## **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.

### **Goal**

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

### **Mixed-Use, Compact, and Pedestrian-Friendly Development**

This plan encourages mixed-use, compact, and pedestrian-friendly development, 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 safe, convenient, and inviting to walk or ride bicycles also serve to reduce traffic congestion and pollution. Efforts to foster such development are encouraged in new, redeveloping, and infill areas throughout the Lone Tree community. At the same time, it is recognized that some 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 existing neighborhoods.

## Objective

Safe, high-quality, mixed-use, compact, and pedestrian and bicycle-friendly development.

## Policies

1. Promote a balanced mix and distribution of land uses in Lone Tree that also fosters a live, work, and play environment.
2. 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.



3. Encourage the location of institutional uses within or in proximity to residential neighborhoods as places for people to walk to, such as civic buildings, schools and other places of assembly, day care facilities, and neighborhood commercial areas.
4. Establish exceptional public spaces such as plazas, parks, focal points, and other gathering areas for special events and festivals, located within convenient walking proximity to development and design with intention for year-round use.
5. Support a mix of uses that provide opportunities for entertainment throughout the day and night and throughout the year.
6. Ensure redevelopment is harmonious with existing neighborhood characteristics in terms of quality, impacts, and scale.
7. Encourage zoning and design modifications where appropriate to increase density and enhance the appearance, function, and economic vitality of areas. Such modifications are encouraged where community facilities and services are adequate; where they may result in a more efficient use of land, infrastructure, and services; and where they are accessible to pedestrians, bicycles, and transit.
8. Encourage high-tech, state-of-the-art development in Lone Tree, such as green building practices, renewable energy, enhanced City services, and high-speed communication.
9. Encourage land uses and design strategies that are flexible to adapt to emerging market trends and technologies such as parking structures that can be retrofitted for offices, retail or apartments if demand for parking decreases; drop-off zones and integrated car/bike share spaces; and ground-level spaces designed for the pedestrian experience.

## Neighborhood Development and Housing Options



Creating and sustaining neighborhoods as great places to live requires collaboration between landowners, developers, homeowner associations, the City, and other governing agencies. Respecting existing neighborhoods and creating new neighborhoods with their own unique identity within the context of the Lone Tree community provides residents with a sense of belonging. Unique neighborhood identities are fostered through a variety of housing types, through creating gathering spaces

within each community such as parks and plazas, and occasionally through incorporating mixed uses such as neighborhood shops and business intermixed with housing. Furthermore, affordable housing opportunities should be available for people, including first-time home buyers, entry-level professionals, mid-level workers, special needs populations, seniors, and workers in the public service, restaurant, hospitality, and retail industries. Having a range of housing options, including for-rent and owner-occupied affordable housing, referred to in this Plan as Attainable Housing, is critical to maintaining a complete, inclusive, economically viable, and sustainable community.

There are important demographic trends to consider when thinking of housing choice in Lone Tree. The Baby Boom Generation were born between 1946 and 1964. Between 2000 and 2010, there was a 178% increase in seniors age 65 and over in Lone Tree (U.S. Census Bureau). 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-and-over demographic will increase to 18% of the total Douglas County population by 2030. Some Lone Tree residents want to age in place in their homes, while others may choose to downsize or move to retirement communities.

Another emerging demographic to consider when planning for housing is the Millennial Generation. Born between 1980 and the early 2000s, they are emerging as the largest generation in the country. While many Millennials rent, those that want to buy a home are up against high housing prices in the Denver Metro area. Exacerbating Millennials barriers to home ownership are student loan debt, large down payments, and housing cost increases outpacing wage growth. These trends pose new challenges for residents, developers, and the City in meeting local housing needs.

Though the City has different housing types, most home prices and rents are above the Denver Metro area and are unaffordable to many people working in the community. Living in the community where one works reduces vehicle miles traveled and traffic congestion and encourages those who work in Lone Tree to spend their money in the community. The median home sale price in Lone Tree far exceeds the Denver Metro Area median annual household income (Trulia.com). The median home price in Lone Tree is among the highest in the State. In contrast, the housing price-to-income ratio should be around 2.5 times for housing to be considered attainable.



The lack of owner-occupied, multifamily housing being built regionally worsens this problem. Traditionally, condominiums are an owner-occupied housing option that can be more affordable than single-family detached homes. However, very few condominiums are being constructed in Colorado due to concerns by developers over construction defects lawsuits brought on by homeowners' associations. While the City passed an ordinance in 2015 with a process for resolving condominium construction defects, this has not stimulated condominium development in the City. Additional State legislative action may be necessary to solve this problem.

### **Objective**

Residential areas that are safe, attractive, and desirable places, with a mix of housing types and affordability ranges to accommodate a broad range of demographic groups in the City.

### **Policies**

1. Encourage a diversity of housing types, including single-family homes, apartments, townhomes, condominiums, continuum of care facilities, accessory dwelling units, cohousing, senior housing, and group homes, where allowed.
2. Foster neighborhoods and distinct areas interwoven within the City that have their own unique identity.
3. Integrate community gathering spaces, amenities, and services with, or conveniently located in proximity to, all residential neighborhoods.

4. 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 such as benches, bicycle racks and public art.



5. Require new residential development to provide mandatory homeowner associations or other governing mechanisms for the maintenance of entryways, common areas, pocket parks and other tracts.
6. Examine the number of residential units within a proposed development and the financial burden of potentially high, long-term maintenance costs associated with major improvements such as large retaining walls and private streets.
7. Link new residential development by trails, sidewalks, bike lanes, streets, and other safe and convenient access to other neighborhoods, schools, public or private open space, recreational amenities, community facilities, institutional uses, and activity areas. Cul-de-sacs are discouraged except where topography does not allow for through streets.
8. Evaluate housing trends and innovations over time as well as potential impacts on the community.

9. Avoid or mitigate noise impacts to residential areas by encouraging noise-sensitive design and compliance with building code requirements.
10. Support a range of Attainable Housing through measures such as:
  - a. Establishing and implementing specific Attainable Housing plans, land-use planning, and zoning strategies.
  - b. Encouraging consideration of Attainable Housing opportunities in the City, in addition to the commitments outlined in the RidgeGate Attainable Housing Plan.
  - c. Exploring local financial incentives for Attainable Housing, such as waiver of development review fees, impact fees, and/or park land dedication requirements.
  - d. Coordinating with state, regional, and local agencies, such as the Douglas County Housing Partnership, to explore resources, funding mechanisms, tax incentives, and other programs to encourage Attainable Housing opportunities.
11. Encourage the construction of owner-occupied multi-family housing.
12. Support home occupations that do not change the character of the neighborhood and are incidental and secondary to the use of the land for residential purposes.
13. 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.

14. 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.
15. 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.



A hotel addition to the Entertainment District

Park Meadows Retail Resort 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 lifestyle 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**

Redevelopment outcomes that benefit the Lone Tree community.

### **Policies**

1. Support redevelopment that advances the objective of safe, compact, mixed-use, and pedestrian and bicycle-friendly development and is consistent with the City's Design Guidelines.
2. Encourage redevelopment that creates greater connections to local parks, plazas and other gathering spaces, and access by pedestrians, bicycles, automobiles, and transit users.
3. Ensure redevelopment areas have adequate infrastructure, facilities and services when deciding changes in land use.
4. Carefully weigh the fiscal impacts of converting commercially-zoned areas to residential uses through rezoning or use by special review; trends in zoning and land use that may impact rezoning decisions; and incentives to foster redevelopment.
5. Ensure redevelopment is harmonious with existing neighborhood characteristics in terms of quality, impacts, and scale.

## Open Space Preservation and Protection



Open space helps conserve environmental resources and is beneficial for the protection of plants and animals. It may also protect air and water quality and can provide for the protection of natural attributes such as floodplains, wetland areas, and geological hazards. Open space is also beneficial to humans by providing space for people to go to recharge, and integrating trails in open space areas, such as the Willow Creek Trail up to the East-West Regional Trail

atop the bluffs, provides a link for residents to connect with nature. Open space preservation plays a key role in creating and maintaining healthy communities by providing a broad range of passive and active recreational opportunities. Its preservation has growth management value in that it shapes, contains, and separates growth. Preserved open space can have economic value in that it generally increases the value of nearby or adjoining development (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 associated with 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 an important resource to residents of Douglas County, and the South Denver Metropolitan area. As such, the City has secured measures to preserve and enhance this major scenic, recreational, and natural resource. 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 in the developments of RidgeGate and Southridge Preserve will be subject to large setbacks from ridgelines, height restrictions, stair-stepped building profiles, landscaping guidelines, and standards for earth-toned building colors.

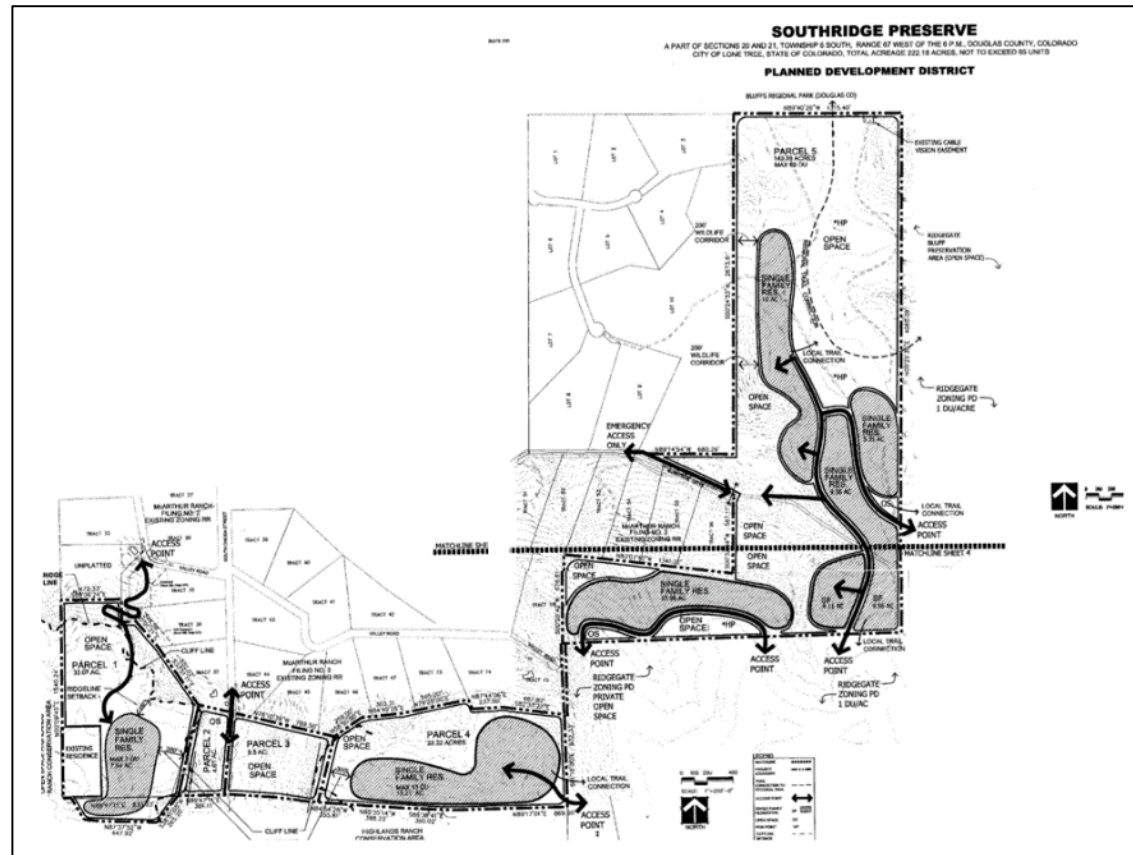
In all cases, the City will work with various agencies including South Suburban Park and Recreation District, Douglas County, and the Colorado Parks and Wildlife, to coordinate regional open space and wildlife habitat preservation and protection efforts.

## Objective

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. Preserve significant natural resources such as ridgelines, 20 percent or greater slopes adjacent to the bluffs, floodplains and major drainageways, significant stands of vegetation, and lands important for their intrinsic beauty, viewsheds, wildlife habitat, and community buffers.
2. Provide open space suitable for the intended use (passive or active) in conjunction with residential developments.



Southridge Preserve is located in the southwest part of the City atop the Bluffs

3. Use creative land-planning approaches where site conditions warrant protection, such as important wildlife habitat, significant natural landforms, or steep slopes. Minimizing site disturbance may require the clustering of units, building envelope restrictions, alternative roadway standards, and other design approaches.
4. Develop parks, trails, and open space in pace with the amount of residential land being platted, with provisions made for their ongoing maintenance.

## **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, and distinctive pedestrian lighting also combine to create a sense of place. Destination amenities and services like the Lone Tree Arts Center, Park Meadows Retail Resort, and Sky Ridge Medical Center are also important landmarks, sources of pride, and strengthen 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 South Metro Denver Chamber, Denver South Economic Development Partnership and Denver Regional Council of Governments (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 low-water use fountains and splash pads. 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**

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. Promote a comprehensive and coordinated approach to branding and identification, including marketing strategies, signage, public art, pedestrian lighting, landscaping, and other similar measures.
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 fosters a distinctive community identity.
3. 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 (a density of less than 1 du/acre) outside the I-25 corridor viewshed.
4. Minimize the potential impacts on the Rueter-Hess Reservoir from any development in the buffer area.
5. Integrate diverse gathering spaces into the community, linked by trails and wide walkways, with amenities geared to all ages and abilities.
6. Establish and promote recreational, civic, and cultural venues and activities that bring the community together.

## **Transit-Oriented Development**

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

Lone Tree is served by the County Line Station, the Lincoln Station, the Sky Ridge Station, the Lone Tree City Center Station, and the RidgeGate Parkway Station (end-of-line). Each station has a distinctive context and purpose and is 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 including retail, office, and residential; 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**

Transit hubs that incorporate a lively mix of development around transit stations, orient development toward the pedestrian, provide gathering spaces, provide adequate and safe multi-modal access, and embody quality design.

### **Policies**

1. Design land uses within TODs to support compact, walkable environments that support transit use.

2. Encourage vertical mixed-use development within one-quarter mile of transit stops with a design focus on pedestrian safety, convenience, and experience. Encourage ground-floor level shops, food service, and offices.
3. Encourage safe and efficient access to and around TODs by pedestrians and cyclists by providing connections from outlying areas to transit stations, wide sidewalks (on both sides of the street), clearly defined crosswalks, bike lanes, adequate wayfinding signage, lighting, and bike storage.
4. Encourage Crime Prevention Through Environmental Design (CPTED) principles in the design of transit hubs, including efforts to avoid areas of concealment.
5. Encourage a mix of housing types in TODs such as for sale, for rent, market rate, senior housing, and attainable housing, with the highest densities located closest to the transit stop.



Lincoln Station TOD



6. 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.
7. Integrate vehicle pick up and drop off areas at transit hubs to accommodate transportation for service providers, rideshares, and autonomous vehicles in the future.
8. Streets should be interconnected and aligned in a grid pattern with appropriate block sizes that provide a walkable environment and disperse vehicle traffic.
9. Reduce minimum parking standards within ¼ mile of transit.
10. Provide traffic-calming around TODs and mixed-use areas.
11. Encourage shared-use parking, on-street parking, and parking demand management.
12. Parking should be primarily accommodated on street, in structures or below ground.

## **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. The following is the vision for the Lone Tree City Center, taken from the Lone Tree City Center Sub-Area Plan, and adopted by City Council in 2018.

### **The Vision for the Lone Tree City Center**

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

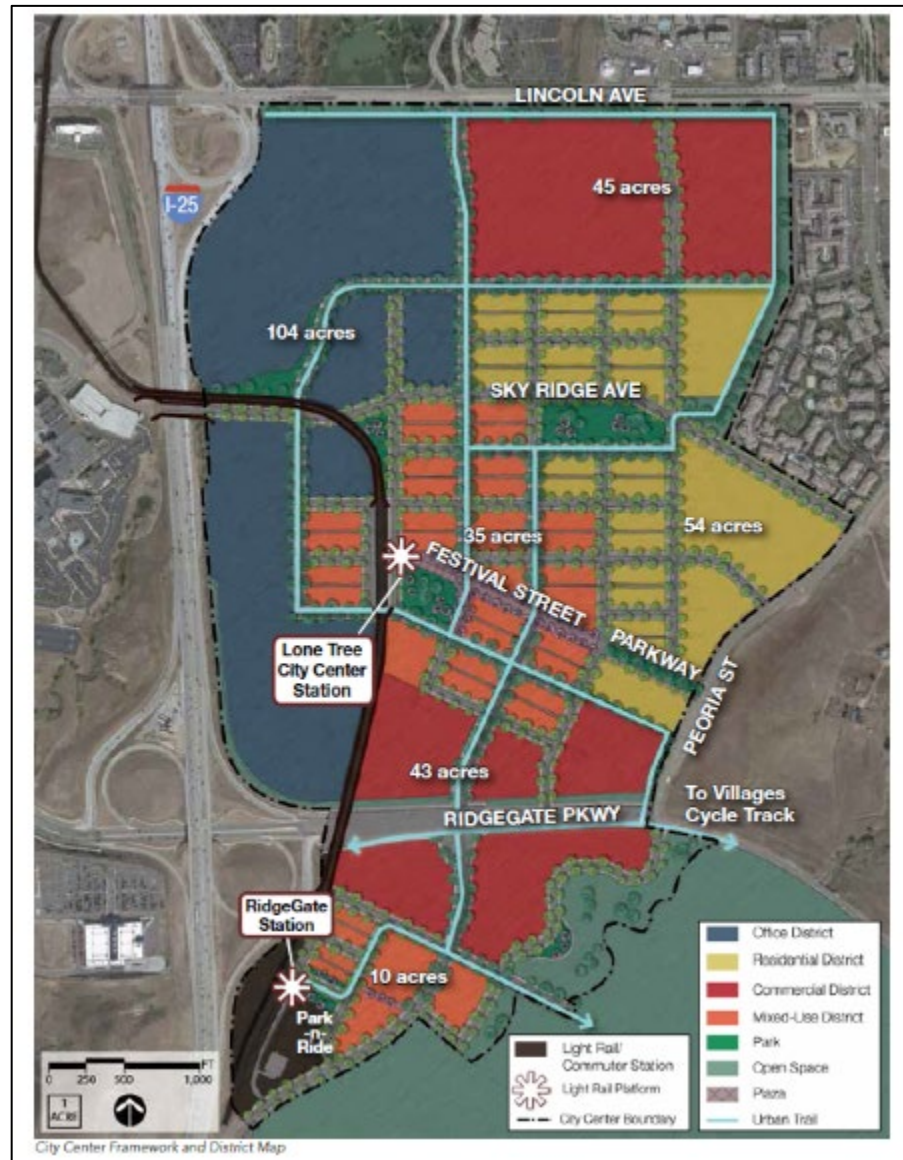
The Lone Tree City Center Sub-Area Plan contains the following guiding principles: mixture of uses; vibrant public spaces; quality design; transportation options; and, innovative districts. It includes a framework for land use and urban design, parks and open space, architecture, sustainability and smart technology, and transportation and connectivity.

It is expected that the City Center area planned north of RidgeGate Parkway will be constructed in a later phase due to the significant grading that is necessary to lower the elevation so that development does not interfere with operations at Centennial Airport. Grading is expected to enable the development of multistory buildings in the City Center, implementing a more compact and synergistic development pattern for this area, consistent with this Comprehensive Plan.

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 elsewhere in the City.

### Objective

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



## Policies

1. Implement the Lone Tree City Center Sub-Area Plan, as amended.
2. Concentrate a mix of land uses in the City Center, including employment, office, conference, hotel, 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. Locate prominent government, civic, and community facilities within the City Center.
5. Support a variety of mobility options including rail, bus, bus circulator, bike share, and walking.
6. Require a bicycle network (a system of trails, bike lanes, and on-street sharrows), and wide interconnected sidewalks to facilitate pedestrian mobility.
7. Accommodate necessary parking through alternatives to surface parking lots, including parking structures, designated public parking areas, and shared parking.
8. Require a parking demand management plan prior to development to ensure adequate, but not excessive, parking.

## Airport

Centennial Airport, located at the Douglas-Arapahoe County Line (to the east of I-25 and north of Lincoln Avenue), is owned and operated by the Arapahoe County Public Airport Authority. It provides facilities and services for general aviation aircraft, meaning it has not scheduled commercial airline traffic. Centennial is an international airport and is one of the busiest general aviation airports in the nation and is important for its direct and indirect economic impact to the community. The operation of Centennial Airport has and will continue to have an influence on the City.

The City requires new development, consistent with 14 C.F.R. Part 77 to submit to the Federal Aviation Administration construction plans that will determine if the building design poses any obstruction to safe navigation, will necessitate mitigation, or constitutes a hazard, in which case the Site Improvement Plan will be denied by the City. The City has worked with the master developer east of I-25 to ensure that disclosure by builders is given to residents of the overflight of air traffic in the area which may affect them. In addition, the City is a participant on the Centennial Airport Community Noise Roundtable, who works to reduce and mitigate the noise impacts that users of the airport create on surrounding communities.

### Objective

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





## **Policies**

1. Coordinate with Centennial Airport on plans for development consistent with City regulations and RidgeGate sub-area plans.
2. Comply with regulations and requirements related to Centennial Airport noise and flight disclosures and height requirements consistent with the Lone Tree Zoning Code and the Sub-Area Plans for RidgeGate East.
3. The City should continue to work with the Federal Aviation Administration, Centennial Airport, and the Centennial Airport Community Noise Roundtable to encourage the use of air traffic patterns and noise mitigation measures that reduce noise exposure and enhance safety.

### **Consistency with this Comprehensive Plan**

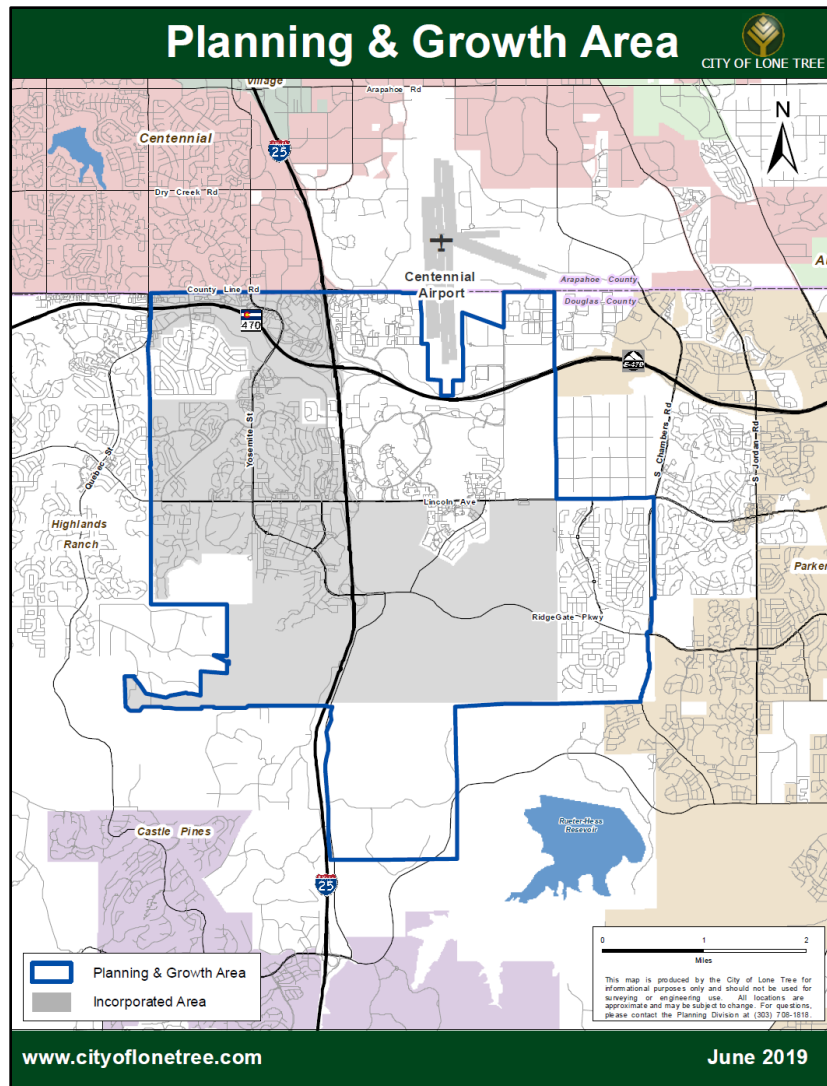
Orderly growth is more assured when development proceeds according to well-conceived, fiscally-responsible plans. Communities that make land use decisions in haste or without a solid planning framework often suffer the results, including substandard service levels, sprawl, and lack of community identity. 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 Growth Area on the General Land Use Plan Map, and the supporting goals, objectives and policies of this Plan. 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**

Orderly growth consistent with the Comprehensive Plan.

## **Policies**

1. Maintain zoning, subdivision, and other applicable land development regulations consistent with this Plan's goals, objectives, and policies.
2. Ensure that consistency with the land use goals, objectives, policies, and the General Land Use Plan map is a fundamental criterion for land use approvals by the Planning Commission and City Council.
3. Encourage surrounding jurisdictions to approve only those land uses within the City's Municipal Influence Area that have been reviewed by the City and are consistent with this Plan, including open space preservation.
4. Pursue intergovernmental agreements establishing growth and influence areas to protect the integrity of the Lone Tree Planning and Growth Area.
5. Support regional plans and planning efforts that keep with the principles of this Plan.
6. Require public hearings before the Planning Commission and City Council for amendments to the Comprehensive Plan. An exception to this requirement are administrative amendments to the General Land Use Plan reflecting approved rezonings that may occur where the Planning and Growth Area boundary is unchanged.



## 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 (the map left shows the City's incorporated area as of October 2018, and the unincorporated areas that might be considered for potential growth within the boundaries of the City's Planning and Growth Area). 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 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.

The City also annually adopts a Three-Mile Plan. State Law mandates this as a requirement for annexation. 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.

### **Objective**

Annexations that further the goals and policies of this Plan and contribute to the long-term economic success of the City and sense of community.

### **Policies**

1. The area to be annexed is within the Planning and Growth Area, is consistent with the Three-Mile Plan, is a logical extension of the City boundary, is contiguous and/or enclaved, and is otherwise consistent with State law.
2. The annexation and proposed development will demonstrate a benefit to the City and these benefits will be carefully weighed against costs to the City of providing services, infrastructure, and maintenance. Benefits to be evaluated include 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.
3. 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.

4. The City may require an urban service and development phasing plan as part of the annexation agreement to address the timing, intensity, location, and type of development, needed utility connections, and initial and subsequent levels of required City services.
5. 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.
6. Off-site improvements may be required of the development, with provisions for possible payback by subsequent benefiting developers.
7. The utilization of public debt mechanisms, such as Metropolitan Districts and General or Special Improvement Districts, shall be consistent with the above-stated objectives and other City-adopted criteria.
8. The annexation and proposed development shall preserve significant environmental features whenever feasible, such as unique topographic features, significant vegetation, and key viewsheds.
9. The annexation will contribute positively to the City's identity.



## II. Environmental Quality



## II. Environmental Quality

The preservation and stewardship 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 surroundings. 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 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. By proactively managing growth, Lone Tree is taking steps to conserve environmental resources for future generations.

## **Goal**

A clean, safe, and healthy natural and built environment for today and generations to come.

### **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, such as Thrive Home Builders, builders of RidgeGate Rows, who won the Department of Energy Innovation Grand Award, for their zero energy ready homes. 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 a high community recycling rate. 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**

Environmental protection and the conservation of natural resources.

## **Policies**

1. Encourage sensible energy conservation and sustainable building practices in new and existing development in the City, including all City facilities.
2. Encourage the use of solar energy and other renewable energy sources that are consistent with this Plan.
3. Reduce, reuse, and recycle materials within the community and in City operations, and provide for the adequate and safe disposal of household and hazardous waste.
4. Provide support for public recycling bins.

## **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 via an MS4 Permit. 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 Urban Drainage and Flood Control District provides regional planning and maintenance of some of the stormwater facilities in the City. The City's stormwater runoff on the east side of the City flows into the Cherry Creek watershed and on the west side flows into the South Platte watershed. The City works with the basin Authorities for each watershed 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 and with regional stewardship organizations such as the Cherry Creek Basin Water Quality Authority.
3. Enforce drainage, erosion, and sedimentation control regulations.
4. Investigate new technology to improve planned and existing water quality facilities.
5. Design and integrate detention and water quality facilities in keeping with the City's Design Guidelines, including grading, plantings, and materials.
6. Reduce the use of large, impervious surface parking lots to minimize the potential for adverse water quality impacts from stormwater runoff and downstream flooding.

## **Watersheds and Stream Corridors**

Healthy watersheds and high functioning/low maintenance stream corridors are valuable resources and infrastructure needed to build thriving, resilient, and sustainable communities. Willow Creek, Cottonwood Creek, Happy Canyon Creek and Badger Gulch are such resources in the City of Lone Tree. The Federal Emergency Management Agency (FEMA) and the Urban Drainage and Flood Control District (UDFCD) have provided several important studies and plans that have bearing on the planning and development of the community, including flood studies, flood hazard delineation, and master plans for drainageways and outfall system plans. These studies and plans, coupled with a collaborative work environment with these agencies, help to protect people, property and the environment.

### **Objective**

Protect watersheds and high functioning low stream corridors for their value to water quality, wildlife, trails, parks, and vegetation.

### **Policies**

1. Continue to coordinate with the UDFCD and FEMA to protect the value of watersheds and high functioning/low maintenance stream corridors.

## 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 is addressed by the Environmental Protection Agency's National Ambient Air Quality Standards that provide standards for 6 pollutants (ozone, particulate matter, sulfur dioxide, nitrogen dioxide, lead, and carbon monoxide), known to contribute to significant health problems, including lung related diseases. Air pollutants may harm trees, lakes, and streams, impede visibility, scenic views, and contributes 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**

Improve air quality by minimizing air pollution through promoting compact, energy efficient development and reducing vehicle trips through improving transit, bikeability, and walkability.

## **Policies**

1. Encourage development patterns that reduce automobile dependence for commuting, shopping, and other trips.
2. Encourage clean, non-polluting industries to locate in the City.
3. Support strategies that make it safe and convenient for people to use alternative modes of transportation such as light rail, walking, bicycling, and shuttle services.
4. Encourage transportation demand management (TDM) strategies among local employers such as carpooling, transit vouchers, and alternative work schedules to reduce single-occupancy vehicle trips.
5. Encourage the use of alternative fuel and electric vehicle technologies.
6. Support traffic signal coordination to improve air quality, minimize energy consumption, improve traffic flow, and improve productivity.
7. Participate in public air quality control programs in accordance with the State Implementation Plan for the Denver region.

8. Support urban forestry programs to regularly plant new trees and to properly manage and maintain existing trees that produce oxygen and absorb carbon dioxide, reduce the heat-island affect, provide shade, and create wildlife habitat.
9. 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.
10. Explore measures to establish Smoke-Free Zones in public places in Lone Tree.

## Vegetation

Prominent native plant species in the area include a variety of short and tall grasses, 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 increase habitat for native





wildlife, to prevent soil erosion, to protect water quality, and for their intrinsic value. Other species, such as noxious weed and tree species, present a threat to the natural and planted landscape, and the City has established a Noxious Weed Advisory Board to assist in the development and implementation of a noxious weed management plan.

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 name, 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 participates in Arbor Day events each spring.

## **Objective**

Conserve and enhance natural and climate-compatible manmade landscapes.

## **Policies**

1. Landscape using Xeriscape practices to minimize water consumption and increase plant survivability.
2. Design new development to conserve and enhance existing vegetation ecosystems, including trees, shrubs, and grasslands that serve to stabilize hillside areas, stream banks, eroded areas, and provide wildlife habitat.

3. Support tree planting, maintenance, and preservation programs in the City in consultation with professional arborists to encourage a canopy of green throughout the City, including planting of low-water demand trees in landscaping and public places, including parking lots and rooftop gardens.
4. Support drought tolerant tree lawns along sidewalks to give people a sheltered and aesthetically beautiful place to walk.
5. Replace trees that have died or been damaged with a species and size that is conducive to the environment in which it is located.
6. Prevent disturbance of existing ground cover in undeveloped areas, in major drainages, and on 20% or greater slopes adjacent to the bluffs, except in cases where it is required for public improvements, fire mitigation, and weed control.
7. Protect any existing vegetation to be retained during construction.

## **Wildlife Habitat**

It is recognized that wildlife habitat will be lost through development. However, significant wildlife habitat will be conserved 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 to conserve and enhance areas important for wildlife, such as riparian areas; the control of noxious weeds; efforts to maintain water quality; and the use wildlife-compatible fencing, all work to benefit wildlife.

## **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 preservation of key riparian systems and wetlands; an integrated parks, trails, and open space system; wildlife-friendly fencing (e.g., smooth wire or fencing low in height or with openings), clustered development patterns, and building envelopes.
2. 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.
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.

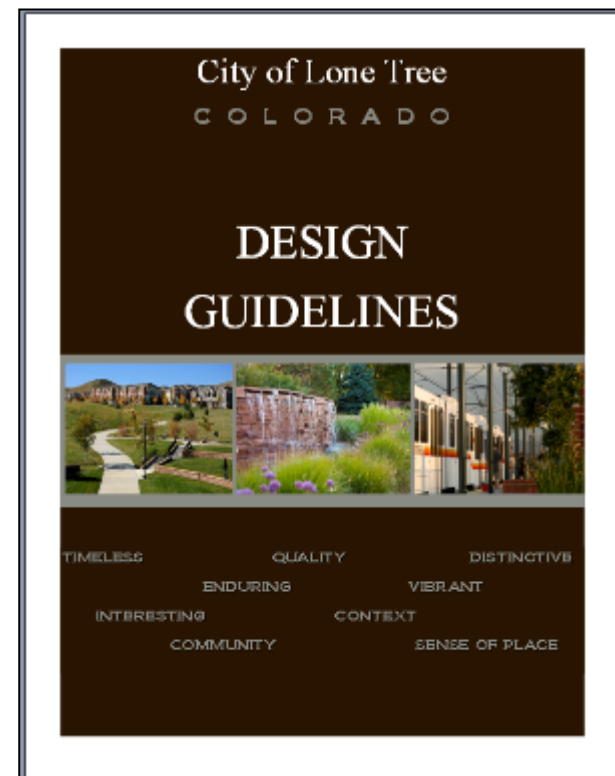


4. Work with the Colorado Parks and Wildlife, Lone Tree Police, and other agencies to assist in habitat protection and restoration, maintain species health, and minimize human/wildlife conflicts through City educational programs.

## Visual Quality

The City of Lone Tree incorporated in part to 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.
- The installation of 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 mitigating vehicle noise.



- 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**

Preservation or enhancement of the natural and man-made visual environment.

## **Policies**

1. Ensure that the impacts of development in and around visually sensitive areas are 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 preserve the natural environment, improve visual quality, protect scenic vistas, and protect significant landforms. Significant landforms such as ridgelines and drainages, 20 percent slopes along the sides of the bluffs, 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 creative 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, pedestrian lighting, landscaped medians, fencing, architecture, and gathering spaces.
5. Ensure quality design throughout the City and interesting architectural forms through application of the City's Site Improvement Plan requirements and Design Guidelines.
6. Protect important ridgelines through careful design practices, including:
  - a. Locating building setbacks away from the ridgeline and establishing building envelopes.
  - b. Establishing maximum building heights.
  - c. Ensuring that building colors and materials are compatible with the natural environment.
  - d. Establishing alternative roadway plans with reduced widths to minimize road grading and scarring of the land.
  - e. Using natural vegetation and employing landscape element height limits at mesa ridges.
  - f. Practicing careful study and analysis of each proposed building site (including photo simulations from important viewpoints).
  - g. Providing appropriate low-level lighting.
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 that enhances the overall aesthetic of the community, particularly along major corridors in the City.

9. 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, areas with wildfire potential, expansive soils, steep slopes, slope instability and rock fall 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**

A safe community and the protection of public and private property through careful siting of development, appropriate monitoring, and mitigation of impacts.

### **Policies**

1. Preserve the 100-year floodplain in its natural state where possible (floodplains are shown on Federal Emergency Management Authority maps). Encourage use of floodplains for parks and trails where appropriate.
2. Structures are prohibited within the 100-year floodplain, except for those relating to flood control, wildlife, and recreation.
3. Where structural improvements are necessary in floodplains, such as the channelization of the floodway, provide transitions from natural areas to more urban settings.
4. Avoid development where geologic hazards exist, including but not limited to slope instability or rock fall areas, unless it can be demonstrated that methods are available to minimize potential hazards.

- 5.
6. 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.
7. 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.
8. Avoid development on slopes greater than 20 percent where adjacent to the bluffs.
9. Implement land use and other measures to address the potential for wildfire in open space, along the City's southern boundary (urban-wildland interface areas), drainages, along rights-of-way, and other areas.
10. Design development in ways to minimize the use of retaining walls; however, where necessary, ensure retaining walls are safe, context sensitive, and architecturally compatible.
11. Prepare to effectively respond to and recover from emergencies and disasters.



### III. Community Facilities and Services

### **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, the arts, and general governmental services and is committed to providing such services with excellence, through integrity, collaboration, and innovation.

Special districts provide public education, fire protection, library services, most park and recreation facilities, 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 encourage the development of compact and pedestrian-friendly development patterns and logical transportation and utility line extensions, can minimize infrastructure maintenance 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 Growth Area and the adoption and application of objectives and policies rooted in sound planning principles.

## **Goal**

Quality facilities and services for the Lone Tree community  
that are safe, efficient, and cost-effective.

## **Collaborative Partnerships**

Meeting the above goal can be achieved through establishing and maintaining cooperative working relationships with 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**

Safe and cost-effective City services delivered through cooperative relationships  
with other providers, while ensuring that new growth pays its fair share.

## **Policies**

1. Continue collaborative, cost-sharing 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.



2. Require new development to offset the costs of development of new or expanded facilities through measures that may include impact fees, land dedication, and other measures as appropriate. Attainable housing may be exempt from such to reduce the cost of development and to maintain long-term affordability periods.

## **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, Douglas County Libraries 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 events.



The City acquired the old library site in 2016 with the intent of ensuring it remains a resource for the community. Called The Hub, this facility is a venue for a variety of multigenerational classes and programs, as well as a place to relax with friends, play cards, or read a book and enjoy a cup of coffee. Maintained by South Suburban Parks and Recreation, the facility is also available for rentable community meeting space.

Strategic plans have been developed to evaluate growth in government services to meet the needs of the population, always with an eye to fiscal responsibility. As the City grows, the City Council will continue to evaluate

the scope of City government services, 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 and a combined Police and Public Works facility is planned on the east side of I-25 on land committed for that purpose.

### **Objective**

Safe, secure, innovative, customer-focused and efficient City facilities and services.

## Policies

1. Evaluate the nature and extent of City facilities and services to provide safety, 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 Metro Fire Rescue, South Suburban Parks and Recreation, Southgate Water and Sanitation, 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. Consider the following factors:
  - a. Adequate vehicular, transit, pedestrian, and bicycle access.
  - b. Integration to and proximity to complimentary uses including open space and commercial areas.
  - c. Adjacency to a public square to provide a community gathering space.
  - d. Land area and location for potential expansion.
  - e. Building function, design, and funding.
3. Locate other governmental or community civic facilities in other interim or permanent locations throughout the City where needed and desired for service efficiency.
4. Incorporate energy-efficient building practices in new City offices and other facilities by using green construction methods and other energy-saving standards.

5. Build and maintain high-quality, city-owned facilities that are secure, efficient, effective, attractive, and meet or exceed ADA requirements.
6. Recruit and maintain a highly-skilled City government employees that provide excellent and responsive service to all customers with integrity, collaboration, and innovation.



## 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**

A deep, active commitment to public safety.

## **Policies**

1. Review development proposals in terms of adequacy of service, access, and resultant response-time criteria.
2. Assure safe public gatherings spaces in the City for visitors, patrons, and residents.
3. Employ Crime Prevention Through Environmental Design (CPTED) principles when reviewing development proposals.
4. Encourage design methods that ensure safe day and night use in commercial centers.
5. Encourage neighborhood groups and new developments 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. Work collaboratively with neighboring law enforcement agencies, including the Town of Parker, the Douglas and Arapahoe County Sheriff's Departments, 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 such as neighborhood patrols.
9. Support community policing programs such as Volunteers in Policing and Community Safety Officers.



## Fire Protection

The South Metro Fire Rescue Authority (South Metro) provides fire protection to the City and all areas within the City's Planning and Growth Area. A station is located on Yosemite Street and a new station is planned east of I-25 in Lone Tree. South Metro is an Emergency Medical Treatment (EMT) provider and is also the Designated Emergency Response Authority (DERA) for hazardous materials emergencies. The City 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

Fire protection and prevention for the Lone Tree community.



## Policies

1. Ensure new development in the City is served by central water facilities and fire hydrants. Require adequate flows and pressures for firefighting purposes.
2. Coordinate development review with South Metro Fire Rescue Authority.
3. Encourage the fire district to acquire equipment and employ practices that will enable safe firefighting within the City.



## Health Care

The City has played a key role in attracting and facilitating continued growth in the health care and health-related industries within Lone Tree, building on the public health services and programs offered by County and regional entities. Sky Ridge Medical Center, Kaiser Permanente Lone Tree Medical Offices, the University of Colorado Lone Tree Health Center, the Colorado Center for Reproductive Medicine, and other private health providers offer a range of services at various locations throughout the City. Additionally, the City is served by Tri-County Health Department, which offers numerous programs and services ranging from birth certificates, immunizations and

health care referrals to restaurant inspections and infectious disease investigations. Douglas County Human and Social Services provides 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 II Emergency and Trauma Center and Pediatric Emergency Room. 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 sector of the economy.

## **Objective**

Quality healthcare and needed facilities for the community and surrounding area.

## **Policies**

1. Attract and retain a range of healthcare service providers in the City to offer choices for community members.
2. Promote connections and transportation solutions that enable people to access healthcare facilities in the City safely without having to drive.



3. Work collaboratively with Tri-County Health and other health services organizations.
4. Promote healthy, active lifestyles for people in the community.

## Schools

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 56th largest in the nation. DCSD has one of the highest graduation rates in the Denver metro area. Within the City's Planning and Growth Area, there are several elementary schools, including Eagle Ridge Elementary, Acres Green Elementary, and Lone Tree Elementary. Five additional schools are planned east of I-25 in RidgeGate. DCSD primarily pays for the construction of new schools through bond elections held from time to time as the need arises.



CU South Denver provides opportunities for higher education. CU South Denver was annexed into the City of Lone Tree in 2017. This institution provides a variety of college programs, including professional and graduate education in business and the sciences, as well as mini schools, workshops, and non-credited courses. Additional higher education opportunities



are encouraged elsewhere in the City as the community continues to grow.

Factors for reviewing educational facilities, whether public or private schools, include; pedestrian, bicycle and auto accessibility; safety; adequate parking; 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. While the City works with public school staff and officials in a spirit of cooperation, ultimately decisions related to school location and design rests with the School Board.



## **Objective**

A broad range of quality and readily-accessible educational opportunities within the community.

## **Policies**

1. The City encourages that schools be used for multiple purposes to benefit the community, such as for parks, recreation, and cultural programming.
2. Work closely with the Douglas County School District (DCSD) in planning and developing new school facilities.
3. Encourage establishing or expanding public and private higher education facilities in the Lone Tree Planning and Growth Area, including academic institutions, vocational/ technical schools, and continuing education programs.
4. When locating school facilities, consider compatibility with surrounding uses in hours of operation, building design, lighting, noise, access, and ability to share nearby recreational facilities, programs, and parking.
5. Connect schools with the surrounding community to enable safe, convenient access to the school by pedestrians, bicyclists, buses and vehicles, while mitigating traffic impacts on the surrounding area.
6. Work with the DCSD and developers to design school sites and buildings that are in keeping with the character of the community and context of the site in keeping with the City's urban form and Design Guidelines.

## Parks and Recreation

Great cities have great parks. Nearly 500 acres of existing and future park land are located within the City's Planning and Growth Area. These include neighborhood, community, and regional parks. A 65-acre regional park is planned east of I-25, across from the future City Center, along with a plan to provide parks within a half-mile radius of residents. 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. Local parks that provide residents places to recreate within or close to their neighborhoods are also important. The provision of local parks east of I-25 will 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, the Cook Creek Pool, and the Lone Tree Golf Club and Hotel



that hosts golf, tennis, and many community and special events. Kimmer Plaza is a unique park experience that was constructed in 2018. These facilities are largely owned by, and entirely managed by, South Suburban Parks and Recreation District (SSPRD). This

District expanded its boundaries in 2018 to include the portion of RidgeGate east of I-25, and amended their Master Plan to address this new area. Additional recreational facilities will be located here and additional planning will be accomplished in Master Park Plans for the 3 villages and 2 commercial districts prior to development in these areas.

A network of local and regional trails exists within the Lone Tree Planning and Growth Area and additional regional trails are planned. These are owned and managed by the three principal entities mentioned previously. The regional trails connect to trails linking Lone Tree to a network of trails in Douglas County and the Denver Metro area. Importantly, the Lincoln Pedestrian Bridge, completed in 2018, provided an important north to south link, and the SkyRidge Avenue Bridge over I-25 provides an important east to west link to that network of trails. 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.

## **Objective**

Great park, trail, and recreational opportunities for the Lone Tree community.

## **Policies**

1. Integrate safe active and passive parks and recreation facilities into the community, and link them via a network of sidewalks, trails, and bike lanes.

2. Ensure trail linkages to parks and open space areas, community amenities and services, and employment areas during annexation, rezoning, and development approval.
3. Ensure that land dedicated for parkland is suitable for development as a park and not encumbered by frequent inundation, floodways, steep slopes, and other hazards.
4. Provide and carefully site high-amenity urban parks and plazas into the community, in addition to playfield-oriented community parks.
5. Take advantage of lottery proceeds, partnerships, grants, and other sources to fund parks, trails, and open space projects.
6. Support efforts to attract and locate sports and recreational facilities in the City that are consistent with the goals and policies of this Plan.
7. Encourage context-sensitive community gardening to promote healthy lifestyles, nutrition, social engagement, and educational enrichment.





This map illustrates the Centennial area, highlighting various parks and open spaces. Key locations include Centennial, Sweetwater Park, Lone Tree Golf Club, Bluffs Regional Park, Ridgegate Open Space, Schwieger Ranch, Future, Glendale Farms Open Space, Reuter Hess Reservoir, and Parker. Major roads such as I-25 and E-470 are also depicted.

-  Pedestrian Bridge
-  Proposed Cycle Track
-  Light Rail Stations
-  Existing Trails
-  Proposed Trails
-  Existing Bike Lanes
-  Proposed Bike Lane
-  Recreation Facility/  
Golf Course
-  Parks
-  Open Space
-  Lone Tree City Limits



A scale bar with a black horizontal line. Above the line, the number '0' is at the left end and '0.5' is at the right end. Below the line, the word 'Miles' is centered.

This map is produced by the City of Lone Tree for informational purposes only and should not be used for surveying or engineering use. All locations are approximate and may be subject to change. For questions, please contact the Planning Division at (303) 708-1818.

**June 2019**

## Arts and Cultural Amenities

Arts and culture have always been a vibrant part of the Lone Tree community. In 2008, Lone Tree citizens voted to issue debt for the construction of the Lone Tree Arts Center, on land donated by the developers of RidgeGate. 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 Arts Center has won awards and high praise for the special programming afforded to people of all ages and abilities. One notable area of national recognition is their Sensory Friendly Initiative which provides access to arts and culture for people living with intellectual and developmental disabilities.



Photo courtesy of Classic Albums Live

The City 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 as well as 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, such as the Lone Tree Arts Center Guild, the Lone Tree Symphony Orchestra, and other arts groups and clubs.

While the City is relatively new, it continues to build on arts and cultural traditions integral to its heritage. The annual Holiday Tree Lighting Event, Schweiger Ranch Fall Festival, and the Independence Day Celebration are a few of the signature events that are coming to define the City. Other outdoor arts and cultural events include the Lone Tree Arts Center Terrace Theater and summer concerts series. Other outdoor venues are planned for the future in the City Center plaza and Festival Street. These sites are afforded the added benefit of direct access to light rail for area residents and will be in walking distance for residents living in the City Center. It is planned that the Festival Street may be closed off for special events, and for a variety of programming in the plaza. These two venues will be in proximity to retail, creating a vibrant gathering space for the community.

## **Objective**

Diverse opportunities for people of all ages, interests, and abilities  
to appreciate arts, entertainment, and culture.

## **Policies**

1. Support a broad range of arts, entertainment, and culture through the Arts Commission, the Lone Tree Arts Center, special events and programs, and public art that benefits Lone Tree community and the region.

## 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, Douglas County Libraries established a new Lone Tree Library in 2016. Located just east of the Lone Tree Arts Center, the new library is more than double the size of the old library and serves the entire community with greater space, and expanded services and meeting rooms. Optional sites for a second library is planned for the future east of I-25, in the couplet area of RidgeGate.

### Objective

The best possible library services and facilities made available to the community.

### Policies

1. Encourage Douglas County Libraries 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.

2. Work with Douglas County Libraries to determine future community library needs as the City grows and evolves.
3. Work with the Douglas County Libraries 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 once traversed by ancient and more recent Native American tribes, there remains a significant slice of history dating to the late 1800s. 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 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 preserving history.

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 own and manage the 38-acre ranch complex, preserved 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, Schweiger Austrian Christmas,



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**

Opportunities for the community to appreciate and enjoy the historic Schweiger Ranch.

## **Policies**

1. Support the renovation, operation, and management of Schweiger Ranch as a cultural and natural resource for the community and region.
2. Solicit public input and support for this cultural resource.
3. Support complementary non-profit partnerships at the Schweiger Ranch.

## **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. Water is supplied to land within the City's Planning and 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 District and the Denver Water Department.

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 area east of I-25 and north of Lincoln uses



nonrenewable ground water. 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 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 Avenue in the City's



Rueter-Hess Reservoir – Owned by Parker Water & Sanitation District

Planning and Growth Area is not expected to begin development until after 2018 and wastewater treatment will be supplied by the Parker Water and Sanitation District. Wastewater treatment for the area west of I-25 in the City is served by Southgate Sanitation District. 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**

Safe, sustainable, and adequate water supply and wastewater treatment services.

### **Policies**

1. Support the conservation of water by the City, consumers, and suppliers through measures including: coordination with Southgate and Parker Water Districts; promotion of xeriscaping principles; the promotion and use of water efficient fixtures; encouragement of rainwater collection; outreach and education; and promotion of best practices.
2. Require that all urban development in the City be served by central water and sewer facilities.
3. Support cooperative efforts on a county, regional, and statewide level to ensure a permanent, renewable, and reliable potable water supply and adequate sanitation systems.
4. Encourage the provision of water supplied to new development from renewable sources sufficient to sustain development in perpetuity.
5. Encourage the capture, storage, and directing of rainwater runoff for residential landscaping in compliance with State law and City regulations.
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 sewers, and natural and 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 drainageway 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**

Safe stormwater facilities properly designed and maintained.

## **Policies**

1. 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 designs and best management practices, while also considering 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, provide transitions from natural areas to more urban settings.
4. Structures are prohibited within the 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.
5. Require development to prepare drainage plans and construct facilities as appropriate to protect onsite or offsite uses.

## **Application of New Technologies**

Community facilities and services are continuously changing and improving with advancements in technology – be it increasingly energy efficient public buildings, investments in transportation-related equipment, or use of online permitting systems, to name a few. The City carefully evaluates ways to leverage technology to improve efficiencies, reduce costs and enhance service delivery, and has taken a leadership role in Smart Cities organizations. The future City Center, in particular, presents a unique opportunity to integrate innovative and sustainable technologies into the new development from the beginning, and to assess and evolve those applications as the City grows, transportation options change, and technology advances. Some of the key areas of focus include ways to use technology to increase safety; improve traffic flow; expand mobility options; and, facilitate state of the art communication.

### **Objective**

Technology integrated in community facilities and services in the best possible way to increase safety, improve efficiency and effectiveness, reduce costs, and enhance service delivery.

### **Policies**

1. Pursue public/private partnerships to study and implement technology solutions that improve the quality of life for members of the community.
2. Encourage technologies that increase mobility and transportation options for residents and visitors such as last-mile connections, bike-share programs, autonomous cars, and increased efficiency on roads such as through automated sensors.
3. Increase citizen participation in City government through technology.

4. Plan for and maintain city facilities that are built and operated using sustainable green building principles.
5. Use new technology to enhance public safety.
6. Facilitate the use of electric-vehicle charging stations.
7. Promote energy-saving and communication infrastructure in street lighting.
8. Encourage investment in broadband, fiber, and IoT (Internet of Things) technologies.
9. Accommodate wireless technology in keeping with federal regulations and in ways that reduce visual impacts in the community.
10. Develop a Technological Plan for the City.



## **Other Utilities**

A number of entities provide additional utilities in Lone Tree. Utility services include electric, gas, telephone, and cable, broadband and a variety of telecommunications facilities, including small cell wireless. The City coordinates with providers to accommodate these important utilities and services, while protecting the public health, safety and general welfare of the community.

The City also supports ways to plan for future capacity and incorporate emerging technologies including the next generation of wireless technology. 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 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**

The safe and adequate provision of public utilities  
in a manner that also minimizes community impacts.



## Policies

1. Coordinate with state, regional and local entities in planning and deployment of utility facilities and wireless networks.
2. Work with providers to promote and protect the public health, safety and welfare by reducing visual and environmental impacts of utility services.
3. Require major utility facilities to be subject to the City's site improvement plan review process.
4. Encourage collocation and camouflage design of utility towers/antennas, multi-utility corridors, and clustering of utility facilities.



Cell Tower as Public Art

## IV. Transportation





# IV. Transportation

## Multimodal Transportation System

This Plan supports a safe, integrated, and multimodal approach to transportation planning including planning for vehicular, transit, pedestrian, and bicycle modes. Having viable transportation options to internal combustion automobiles supports compact, pedestrian-friendly, mixed-use development, improves air quality, can save time, and reduces traffic congestion. Promoting bus, bike, transit, and



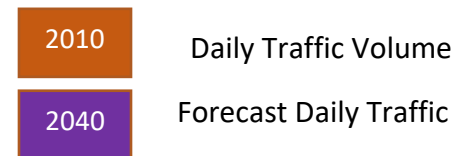
other modes of transport also helps in meeting the needs of the broader community who may not have access to motor vehicles, including children and seniors. Regular walking and cycling promote good health and are important alternative modes of commuter travel. When properly designed, a portion of the travel demand in Lone Tree will be accommodated by trails.

Personal vehicle travel is by far the dominant transportation modality and pattern in the Denver Metro Area. This leads to low air quality, traffic congestion, frustration, time lost commuting, and accidents. According to a 2017 report by global transportation

analytics firm Inrix, Denver ranks as 21st worst for traffic congestion out of 240 major United States cities and 120th worst in the World (Inrix, Traffic Scorecard Report, 2017). Over 70% of the commuter trips in Denver are made by single-occupant vehicles (City of Denver, Mobility Action Plan, 2018). The average driver in Denver spends 36 hours per year in heavy traffic (Inrix, 2017). The Metro Area's roads are critical infrastructure for truck freight transport. There are no easy answers to the Denver Metro area's vehicular traffic congestion; however, expanding transit, walk and bicycle accessibility, promoting a work-housing balance, and encouraging well-planned growth help optimize existing infrastructure. Emerging technologies such as autonomous cars and bike/scooter share may transform transportation safety, choice, and experience in coming decades.



The daytime population nearly doubles in Lone Tree. This, coupled with traffic passing through the City, puts more pressure on the City's arterials.



Map from South I-25 Urban Corridor Study (2016)  
Prepared by Economic & Planning Systems Inc.

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. 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 works to minimize road congestion and provide a transportation system that provides opportunity for physical activity and healthy lifestyles.

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. The City is bisected east-west by I-25 and north-south by Lincoln Avenue. Providing meaningful safe and efficient connections (auto, pedestrian, bicycle, and transit) across these major highways and arterials has been a major goal of the City, and has been achieved in part through the construction of the RidgeGate Parkway Interchange, the City's Lincoln Avenue Pedestrian Bridge, RTD's transit crossing over Lincoln Avenue, and through multimodal bridges over I-25. This integrated system will link north to south, and east to west.



The Southeast Extension of Light Rail Transit (LRT) was originally approved by voters as part of FasTracks in 2004. Rail transit links Lone Tree to major employment areas in the southeast I-25 business corridor, Downtown Denver, and Denver International Airport. New rail extensions will further connect various areas of the Denver Metro region. The system is owned and managed by the Regional Transportation District (RTD) and serves to provide frequent peak and off-peak hour transit. RTD also provides bus service connecting the City to the region. Five transit stations serve the City and surrounding area: County Line Station, Lincoln Station, Sky Ridge Station, Lone Tree City Center Station, and RidgeGate Station. This system will continue to enhance mobility to and from Lone Tree in the future.

The Lone Tree Link, a shuttle service established primarily to and from Lincoln Light Rail Station for employees of major corporate entities along Park Meadows Drive, will be phased out when the Light Rail Stations are constructed in Lone Tree in 2019. The Link On Demand program provides first and last mile service from Light Rail to work, as well as door-to-door shuttle service anywhere within City limits. This service was established in 2017, in a first of its kind partnership with Uber,





which enables residents to use their Smart phones to call for shuttle service. Such service will continue to be evaluated in the future to monitor its viability.

Transportation Demand Management (TDM) serves to reduce the number of auto trips and relieve traffic congestion by reducing travel in single-occupancy vehicles, including 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. TDM strategies seek to accomplish two goals: “(1) promote more efficient modes of travel to move more people in the same amount of roadway space and (2) spread the travel demand across more hours of the day to take advantage of space and capacity when it’s available (Smart Growth America, Transportation Demand Management: State of the Practice, 2013, p. 1).” Specific strategies include transit subsidies, employee carpool/car share programs, alternative work schedules, and facilities for commuters to change and shower at work places.

## **Goal**

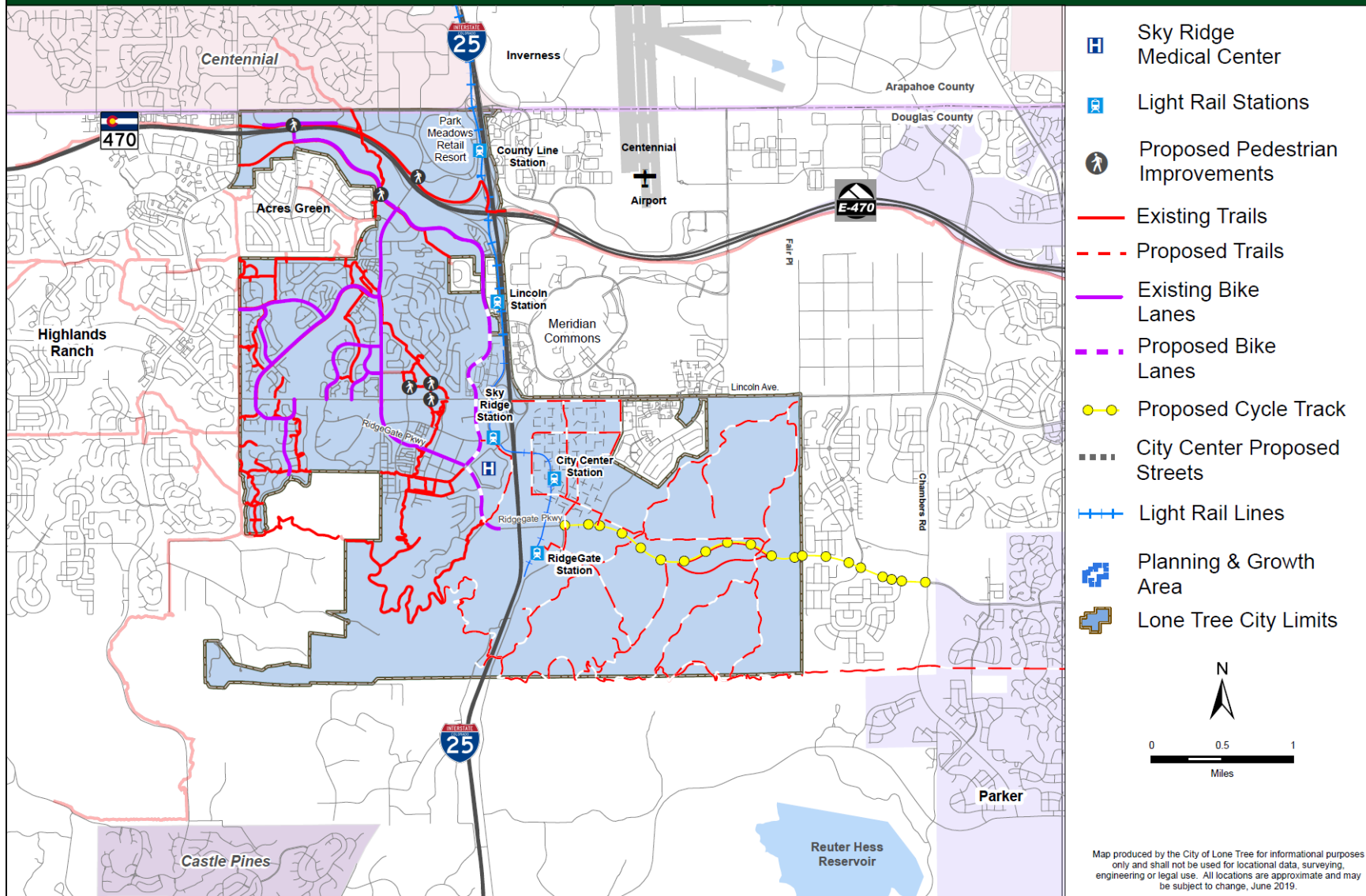
**A safe, connected, and efficient transportation system in harmony with  
surrounding land uses and the environment.**

The City is in the process of developing a Master Transportation Plan for the City. This is expected to go to hearing in 2019. The Master Transportation Plan will be adopted by reference as an element of this Comprehensive Plan.

# City of Lone Tree Transportation & Mobility Plan



CITY OF LONE TREE



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, June 2019.

[www.cityoflonetree.com](http://www.cityoflonetree.com)

June 2019



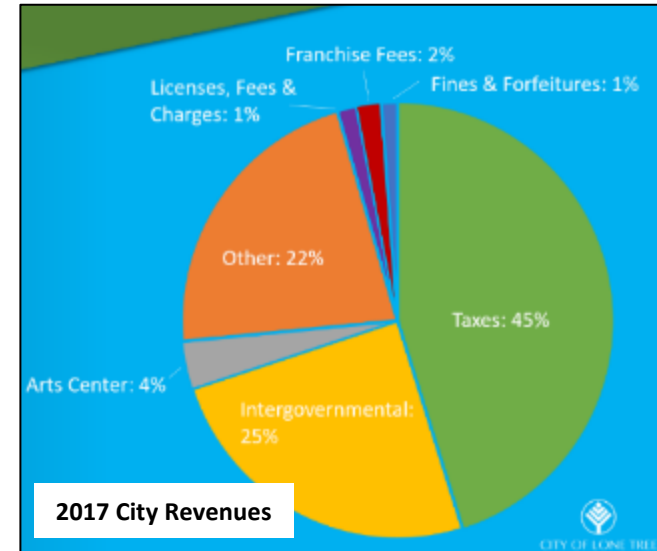
## V. Economic Development

## V. Economic Development

A strong, self-supporting local economy and tax base is vital to the overall financial well-being of any municipality. Retail sales taxes typically generate nearly half of the revenue necessary to pay for services and facilities provided by Lone Tree, including general government, road maintenance, and police protection. Retail sales are critical, as the City does not have a property tax.

A U.S. Census Bureau report for 2015 estimates that of 6,250 employed residents living in Lone Tree, only 395 residents, or approximately 6% percent, work in Lone Tree. 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.

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 that will be most successful and desirable within the community. The Lone Tree Planning and 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 in five TOD locations, and local shuttle service.
- Proximity to Centennial Airport, and 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 sector led by retail and service sectors anchored by the Park Meadows Retail Resort, as well as growing medical and financial sectors.





- An increasing workforce 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 well- regarded public school system, including a University of Colorado satellite facility.
- 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.
- Consistent financial reserves for operations and capital spending.

### **Working with Economic Development Organizations**

The City supports and is supported by South Metro Denver 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, the Metro Denver Economic Development Corporation, and the Arapahoe-Douglas Works. 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, Attainable 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 Retail Resort. This shopping center and surrounding retail facilities continue to be a major draw for the community.
- Arts and cultural activities: The City is home to the regionally renowned Lone Tree Arts Center, as well as the Lone Tree Symphony Orchestra, and many arts groups. 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 well-attended 4th of July celebration.

- Entertainment facilities: Primarily located in the Entertainment District, these include quality venues for movies, indoor recreation centers, and an array of restaurants.

- 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 and businesses.



- 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:

- Addressing transportation needs.
- Supporting state-of-the-art communication infrastructure.
- 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).
- 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 Attainable 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.

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 is being impacted by online sales. The financial sector is susceptible to economic cycles. The healthcare sector is seen as stable over the long term, particularly given the region's aging population. Encouraging other economic sectors, such as technology companies that serve residents and businesses, as well as expanding 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 high level of public safety, 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 people that produce and companies alike.



## **Goal**

A vibrant and financially sustainable economy.

## **Objective**

Businesses and a diverse economy that sustains the quality of life and character of the City.

## **Policies**

1. Implement and enhance planning and growth management practices that are business friendly and retain, grow, and attract 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 desired quality of life for Lone Tree residents.
2. Promote a balanced mix and distribution of land uses in Lone Tree.



3. 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.
4. Promote businesses that contribute to Lone Tree as a destination, to be enjoyed day and night.
5. Build on the City's desirability as a place to live and do business by employing high standards of urban design through appropriate landscaping, architectural treatment, and site layout consistent with the City's Design Guidelines.
6. 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.
7. Support economic development organizations.
8. Require adequate roads and access in and out of retail establishments.
9. Work cooperatively with the Douglas County School District and other educational institutions to promote educational programs such as on-site job training and technical trade courses, to supply a highly skilled labor force to existing and potential businesses.
10. Support Attainable Housing programs in the area, consistent with the objectives of this Plan, and as part of the City's economic development strategy.
11. Continue programs that enhance community identity and pride.

12. Encourage cultural amenities that enrich the community, serve to provide employment opportunities, and increase the City's revenue base.
13. Maintain a thorough, safe, and expeditious development review process.

## **Objective**

Sustain and expand tourism in the City.

## **Policies**

1. Work collaboratively with economic development groups, convention and visitor bureaus, private industry, and other entities to attract tourist related industry where appropriate.
2. Encourage efforts by local, state and regional entities to market and promote tourist related facilities and activities in the City.
3. Promote the Lone Tree Arts Center and advance our distinct amenities – Park Meadows Retail Resort, the Entertainment District, Bluffs Regional Park, and multiple hotels and restaurants.



# Implementation



# 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.



- **Transportation Plan:** The City’s Transportation Plan is an element of this Comprehensive Plan. It includes the goal, objectives and policies found here and includes a specific plan for implementation. It is adopted by this reference in this Plan. The Transportation Plan sets forth the objectives and strategies for implementing and enhancing the City’s multi-modal network.
  
- **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 multifamily 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.
  
- **Sub-Area Plans:** These plans are established to provide greater direction than may be included in Planned Development District zoning plans. They establish guidelines and standards for the review of Subdivision Plats and Site Improvement Plans for development, and are used by applicants, City staff, and public officials in those processes. Sub-Area Plans are reviewed and approved by City Council.

**Strategic Plan:** The City’s Strategic Plan’s vision is consistent with the Comprehensive Plan. The Strategic Plan sets forth an Organizational Mission Statement and Core Values that commits the City to “Excellence through Integrity, Collaboration, and Innovation.” Big ideas are established in keeping with the vision, for public safety, transportation, creating exceptional places and cultural and recreational opportunities, a diverse economy, and customer service.

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.

### **Commitment to Collaborative Planning Efforts**

Agency and Entity Planning Efforts. 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.

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, the Southeast Public Improvement and Metropolitan District (SPIMD), 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.

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. The area slated for urban development on the City's General Land Use Plan map is consistent with the DRCOG's Metro Vision regional plan.

## Looking

### Forward...

The success of the Comprehensive Plan depends upon the will and commitment of the residents of Lone Tree, City Council, Planning Commission, and City staff to support and implement the Plan's vision, principles, goals, objectives, and policies.



# Appendix

## Lone Tree Fast Facts

These 20 fast facts provide a snapshot of the Lone Tree community at a given point in time. They are based upon a variety of sources including the United States Census Bureau, Public Works Department, and GIS Department. Please note that this information and section can be updated to remain current without formally amending the rest of the Lone Tree Comprehensive Plan.

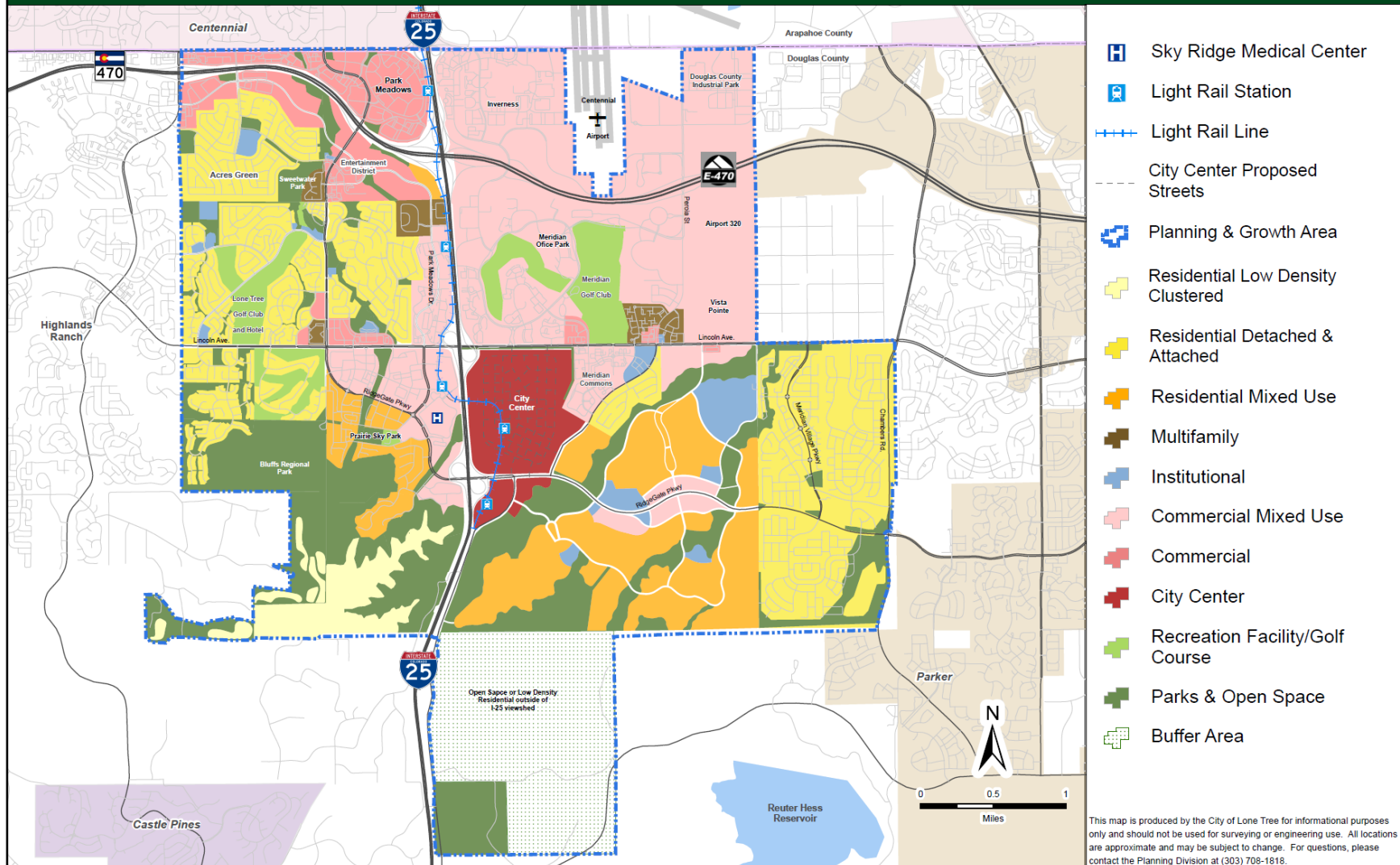
Twenty Lone Tree Fast Facts (2019)					
1	City's incorporated area	9.81 square miles	11	Median home value	\$521,200
2	Incorporation date	1995	12	Annual budget	\$60+ million
3	Elevation	5,948 feet	13	Parks and open space area	823.2 acres
4	County	Douglas	14	Miles of trails	34.5 miles
5	Population estimate	14,500 persons	15	Miles of City streets	75 miles
6	Employment/Daytime population	25,000 persons	16	Number of RTD light rail stations	5
7	Population forecast at build out	40,000 persons	17	Square feet of commercial	9.2 millions square feet, projected 20 million
8	Median age	39.4 years	18	Local sales tax rate	1.8125%
9	Percent of people with bachelor's degree or higher 25 or over	69.3%	19	Community resources	Lone Tree Arts Center (500 person seating capacity), Lone Tree Golf Club (18-hole, Arnold Palmer-designed course), Cook Creek Pool, Lone Tree Library, the Hub multigenerational community center
10	Median household income	\$105,000	20	First settlers	Historic Schweiger Ranch was founded in 1874 by three brothers, John, Joseph and Jacob Schweiger



# City of Lone Tree General Land Use Plan



CITY OF LONE TREE



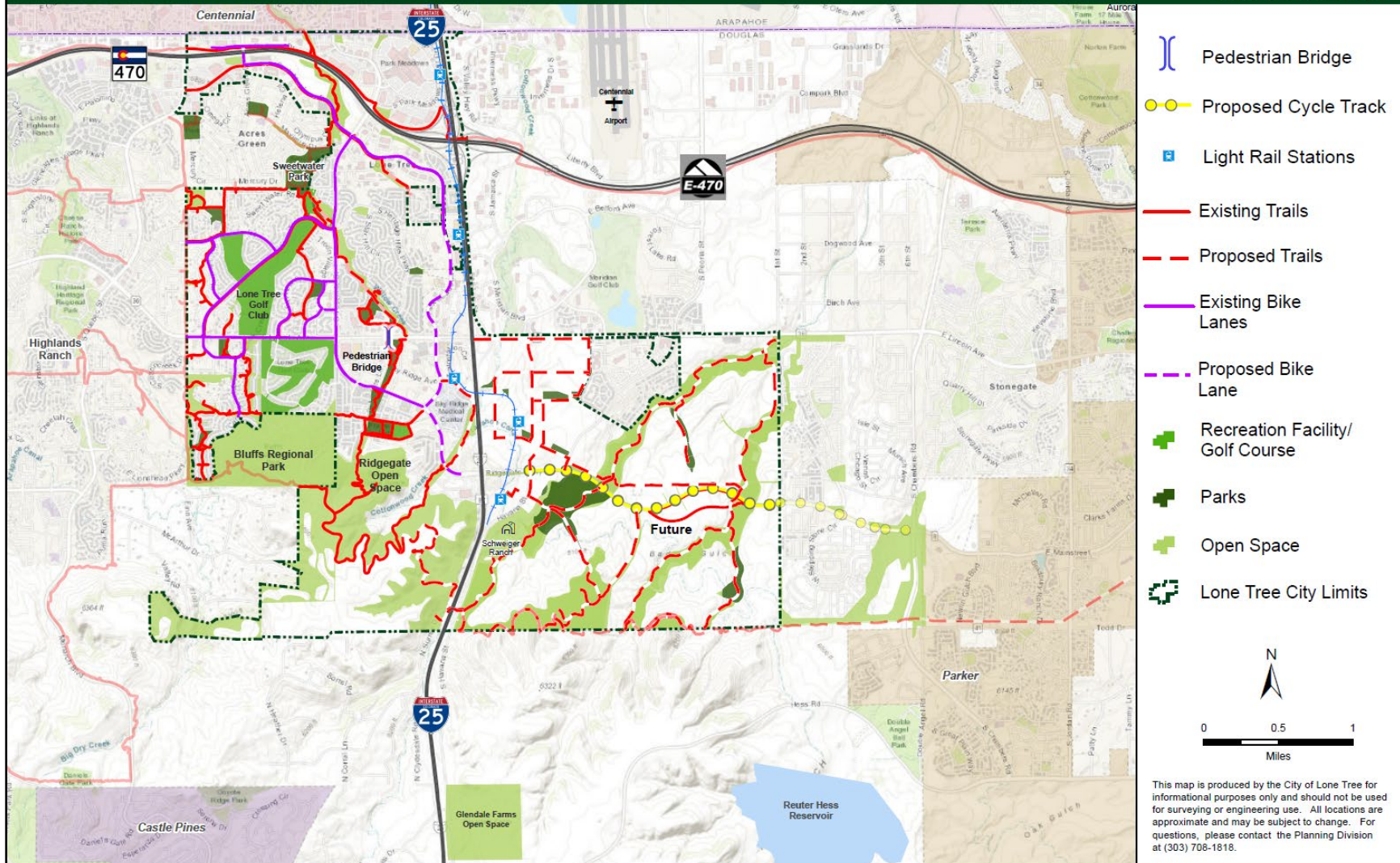
www.cityoflonetree.com

June 2019

# City of Lone Tree Parks, Trails & Open Space Plan



CITY OF LONE TREE



[www.cityoflonetree.com](http://www.cityoflonetree.com)

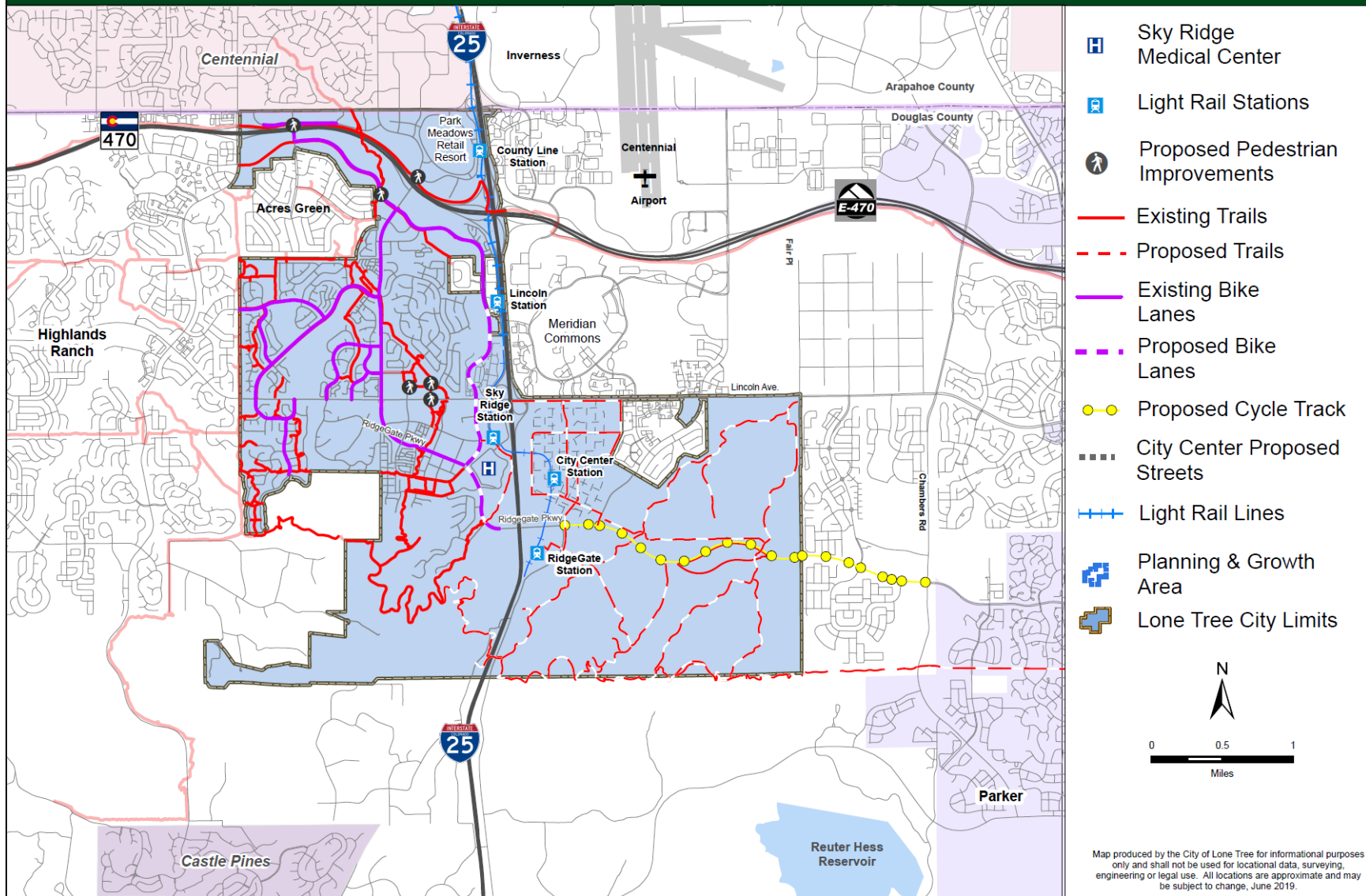
June 2019



# City of Lone Tree Transportation & Mobility Plan



CITY OF LONE TREE



[www.cityoflonetree.com](http://www.cityoflonetree.com)

June 2019