

**TOWN OF DILLON
PLANNING AND ZONING COMMISSION
REGULAR MEETING**

Wednesday, October 7, 2015

5:30 p.m.

**Dillon Town Hall
275 Lake Dillon Dr.**



1. **Call to Order**
2. **Approval of the minutes** of the July 1st, 2015 regular meeting.
3. **Approval of the minutes** of the August 5th, 2015 regular meeting.
4. **Public Comments:** Open comment period for planning and zoning topics not on tonight's agenda.
5. **Consideration of Resolution No. PZ 14-15, Series of 2015;** A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO TO RECOMMEND THE AMENDMENT OF CHAPTER 16, "ZONING," ARTICLE V, "PLANNED UNIT DEVELOPMENT," SECTION 16-5-120 "PUD DEVELOPMENT STANDARDS," OF THE DILLON MUNICIPAL CODE OF THE TOWN OF DILLON, TO ADD ADDITIONAL PROVISIONS TO ALLOW FLEXIBLE OFF-STREET PARKING LOT DESIGN; AND, SETTING FORTH DETAILS IN RELATION THERETO. **PUBLIC HEARING**
6. **Consideration of Resolution No. PZ 15-15, Series of 2015;** A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, ADOPTING A THREE-MILE PLAN FOR THE TOWN. **PUBLIC HEARING**
7. **Consideration of Resolution PZ 16-15, Series of 2015;** A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING THE ADOPTION OF A COMPREHENSIVE PLAN FOR THE TOWN OF DILLON. **PUBLIC HEARING**
8. **Consideration of Resolution PZ 17-15, Series of 2015;** A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, APPROVING THE PERMANENT SIGNS FOR 817 LITTLE BEAVER TRAIL, DILLON, COLORADO.
9. Other Business
10. Adjournment

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DRAFT

**TOWN OF DILLON
PLANNING AND ZONING COMMISSION**

**REGULAR MEETING
WEDNESDAY, JULY 1, 2015
5:30 p.m.
Town Hall**

CALL TO ORDER

The regular meeting of the Planning and Zoning Commission of the Town of Dillon, Colorado, was held on Wednesday, July 1, 2015, at Dillon Town Hall. Commissioner Peterson called the meeting to order at 5:37 p.m. Commissioners present were: Amy Gaddis, Kyle Hendricks, and Jerry Peterson. members absent were Brad Bailey and Nat Nosari. Staff members present were Dan Burroughs, Town Engineer; Debbie Wilkerson secretary to the commission.

APPROVAL OF THE MINUTES OF JUNE 3, 2015 REGULAR MEETING

Approval of the June 3, 2015 minutes tabled to August 5, 2015 meeting.

ELECTION OF CHAIRMAN OF THE PLANNING AND ZONING COMMISSION.

Election of Chairman of The Planning and Zoning Commission tabled to August 5, 2015 meeting.

PUBLIC COMMENTS

There were no public comments.

CONSIDERATION OF RESOLUTION PZ 09-15, SERIES OF 2015

A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING THE APPROVAL OF AMENDING A PLAT FOR LOTS 16R, 17A AND 17B IN BLOCK 1, NEW TOWN OF DILLON SUBDIVISION, FOR THE PURPOSE OF ADDING UTILITY EASEMENTS. PUBLIC HEARING.

SUMMARY:

The Town has a received a Class S-2 subdivision application from the Town of Dillon to amend a Plat for Lots 16R, Lot 17A and Lot 17B in Block A, New Town of Dillon subdivision, for the purpose of adding utility easements. The Plat amendment creates easements for all of the existing utility encroachments on these three lots including, Comcast cable mains, Century Link Fiber Optic lines; Gas service and a cable service to Colorado Mountain College, XCEL electric mains and switching cabinets.

This plat does not create easements for Town owned irrigation systems, parking lot lighting and associated wiring. These items are planned to be abandoned or completely removed as part of the redevelopment of these lots.

Acting Chairman Peterson opened the public hearing at 5:39 pm, there was no public comment, public hearing was closed at 5:42 pm.

Town staff recommends approval of Resolution PZ 09-15, Series of 2015 to add utility easements to the existing lots to protect the existing utilities on those lots.

Commissioner Gaddis moved to approve Resolution PZ 09-15, Series of 2015.

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Commissioner Hendricks seconded the motion, which passed unanimously upon roll call vote.

CONSIDERATION OF RESOLUTION NO. PZ 10-15, Series of 2015; A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, APPROVING A LEVEL III DEVELOPMENT APPLICATION FOR A NEW TELECOMMUNICATIONS TOWER AT 134 LAKE DILLON DRIVE, DILLON, COLORADO; AND, SETTING FORTH DETAILS IN RELATION THERETO. PUBLIC HEARING

SUMMARY:

Towers and Antennas are regulated by Article XII, "Telecommunications Antennas and Towers." Section 16-12-70 of the Dillon Municipal Code of the Town of Dillon ("Code") requires that a new tower be approved in conjunction with a Conditional Use Permit. The concurrent Conditional Use permit for this application will be reviewed after this agenda item under resolution PZ11-15, Series of 2015. Both applications require a separate public hearing.

The Town has received a Level III Development Application for a new 60' telecommunications tower at 134 Lake Dillon Drive, Lot 1B, Block B, New Town of Dillon subdivision. The new 60' tower will replace an existing 52' tower located on the west side of the existing building located on the lot. The antennas will be moved from the existing tower to the new tower in a similar configuration.

The applicant is proposing to move the tower to the edge of the property to free up the remainder of the property for redevelopment at some point in the future. This application is being reviewed in the context that the existing building will remain at this time. The property, 134 Lake Dillon Drive, is currently under contract to be sold from the applicant to another company. An affidavit for support from the new property owner is attached for your review.

DISCUSSION:

The development proposal simply removes the 52' existing tower from its location behind the building and installs a new auxiliary building and a 60' high freestanding tower closer to the south property line. **The subject property, Lot 1B, Block B, is zoned Commercial.**

Tower Design: The applicant is proposing a self-supporting Rohn 65G tower with a galvanized steel finish and a concrete foundation. This type of tower will not require any guy wires for support. The Tower and its foundation will need to be designed to conform with the Summit County Building Inspection wind load and other permit requirements.

Since the tower is next door to a gas station and a Century Link switching facility, which has several types of towers and numerous antennas, the proposed tower is compatible with the existing built environment on two of the adjacent lots.

Auxiliary Building Design: The applicant is proposing a 6'x10' Switzer Cabinet to handle the auxiliary telecommunications equipment needed to support the antennas on the tower. This cabinet will be installed behind a 6' high wood privacy fence to screen it from view.

Lighting: The applicant stated in his letter (Item #16) that there will be no outside lighting.

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Antennae Information: The applicant provided the following information about the three antenna tenants on the tower:

- Multiple Panel Antennas for **Resort Internet**
- **KKVM** – FM1 a repeater for KKVM Vail (Nicom BKG 77FM one bay antenna)
- **K264AG Dillon** – FM translator (Nicom BKG 77FM one bay antenna)

Parking Lot: The applicant has reconfigured the parking lot to accommodate the ten (10) parking spaces that are required for the building. The plan shows the required 24’ drive aisle between the parking spaces as well. Two of the parking spaces will be parallel spaces installed along the east side of the lot. The accessible parking space has the required aisle. The drawing shows the accessible route to the building.

The applicant will be required to submit final design drawings prior to construction which will include contours and spot elevations to demonstrate that the accessible parking and route to the building meet code. The drawing will also need to show how drainage and snow melt from the parking lot is conveyed to the right of way, snow storage locations and indicate the landscaping required by Code for the parking lot.

Setbacks: The proposed site plan demonstrates that setbacks for the side yard and the front yard are met by the proposed design. The front yard is measured from the unnamed 40’ R.O.W.

Yard Type	Required (Minimum)	Provided @ Building
Front Yard	25’	30’+
Side Yard	10’	14’

Height: The maximum allowable height for a building in the Commercial zone is 40 feet. Code Section 16-12-80(f)(3)(a) sets the maximum height of a tower at the allowable height for the zone district plus 12’. In this case the Code allows a 52’ tower, which is the height of the permitted tower. The applicant has requested an additional 8’ in height for a total tower height of 60’.

Code Section 16-12-80(f)(3) also allows the Town to waive the height criteria if the “Town concludes that the goals of this section are better served thereby.”

The applicant stated in Item #30 of their letter dated 6/12/15, that the additional height would be used to accommodate additional equipment. This is why they are asking for additional height.

Town staff believes that supporting the additional tower height could support more equipment in the future which would hopefully limit the need for an additional tower at some point in the future.

Co-Location Requirements: In order to minimize the total number of telecommunications towers within the Town limits, the Town code requires Tower owners to allow co-location of other entities’ antennas on this tower. The applicant addressed this requirement in Item #20 of their letter and stated that *“The applicant would allow telecommunications competitors to use the tower subject to the parties agreeing to a lease.”* This statement satisfies the intent of the code.

As a condition of approval, the applicant will be required to finalize and sign the **Development Permit Agreement**, a draft of which is attached to this staff summary for reference. Section 3 of this agreement between the applicant, property owner and the Town, outlines the co-location requirement.

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Noah Klug, attorney speaking for the applicant, the taller the tower the more space to rent out to other vendors. The additional vertical space also opens up the additional use and potential larger range. This would help consolidate and minimize the number of towers around town, with additional antennas able to use the same tower and better facilitate the need and service to the citizens of Town.

Commissioner asked if there has been any interference with the current tower, Staff replied not any that we are aware of. Dan stated that the Fire Department doesn't have any problem with the tower, it will not have any lights on it and it doesn't require a beacon for FFA.

Acting Chairman Peterson opened the public hearing at 5:58 p.m.

Noah Klug, attorney for the applicant stated that the property is under contract to be sold. If the property is sold they will still include space for the new tower. The property easement has a lot of communication lines in it, this will bring the tower closer to easement line. They are building a new tower, not moving the old tower, they will be moving any antennas attached to the old tower to the new tower. The life expediency is forever or until a taller or bigger tower is needed. They shouldn't have any trouble putting the tower up, this isn't a big tower compared to what they normally do.

Public hearing closed at 6:03 p.m.

STAFF RECOMMENDATION:

Based on the information presented staff recommends approval of Resolution PZ 10-15, Series of 2015, because the applicant appears to have complied with the intent and the requirements of the code.

The conditional use permit requirement for a communications tower will be handled under the review of Resolution PZ 11-2015 on July 1, 2015.

Commissioner Hendricks moved to approve Resolution PZ 10-15, Series of 2015 with the following conditions.

1. The concurrent Level III development application for a Conditional Use Permit (Resolution PZ 11-2015, Series of 2015) for a telecommunications tower at 134 Lake Dillon Drive is also approved by the Planning and Zoning Commission of the Town of Dillon.
2. The applicant and property owner shall enter into a Development Permit Agreement with the Town of Dillon prior to issuance of a development permit.
3. The tower foundation shall be designed by a Colorado Registered Professional Engineer to accommodate the actual soils onsite and the required wind loads. A Summit County Building Permit will be required for the Tower Installation.
4. Prior to construction, a final site and grading plan shall be prepared by a Colorado Licensed Engineer and submitted to the Town for review and approval. The plan shall include the necessary spot elevations, contours and construction details to demonstrate that the grades of the accessible route and parking space and aisle meet code, indicate drainage conveyance(s) as necessary to convey drainage to the 40' ROW and not

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through the adjacent lot(s), designate the required snow storage area for the parking lot and indicate the proposed parking lot landscaping required by code.

5. The applicant is limited to one 6'x10' auxiliary building as shown on the approved plan.
6. The tower, accessory cabinets and the auxiliary building shall be screened behind a 6' high wood privacy fence with a gate located to access the facility. Non-natural composite materials are not allowed.
7. No outside lighting shall be installed on this facility.
8. This tower is approved with the following antennas, (1) Resort Internet Panel antennas, (2) KKVM – FM1 a repeater for KKVM Vail, (3) K264AG Dillon – FM translator. The applicant is solely responsible for resolving any signal interference issues with any existing or future telecommunication facilities in the area. This zoning approval does not approve or deny any of the frequencies used by the proposed antennas and FM translators or repeaters.

Commissioner Gaddis seconded the motion, which passed unanimously upon roll call vote.

CONSIDERATION OF RESOLUTION PZ 11-15, Series of 2015; A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING APPROVAL OF A LEVEL III DEVELOPMENT APPLICATION FOR A CONDITIONAL USE PERMIT FOR A TELECOMMUNICATIONS TOWER AT 134 LAKE DILLON DRIVE, DILLON, COLORADO. PUBLIC HEARING

SUMMARY:

Towers and Antennas are regulated by Article XII, “Telecommunications Antennas and Towers.” Section 16-12-70 of the Dillon Municipal Code of the Town of Dillon (“Code”) requires that a new tower be approved in conjunction with a Conditional Use Permit. The concurrent Telecommunications Tower approval for this project was reviewed under Agenda Item 6 under Resolution PZ 10-15, Series of 2015. Both applications require a separate public hearing and approval.

The Town has received a Level III Development Application for a new 60' telecommunications tower at 134 Lake Dillon Drive, Lot 1B, Block B, New Town of Dillon subdivision. The new 60' tower will replace an existing 52' tower located on the west side of the existing building located on the lot. The antennas will be moved from the existing tower to the new tower in a similar configuration.

CONDITIONAL USE PERMIT CRITERIA:

Town Code Section 16-5-220 requires the following conditional use criteria to be evaluated as part of a telecommunications tower application:

- o The use is listed as an allowed conditional use within the zone, or is otherwise identified as a conditional use and is consistent with the intent and purpose of the Comprehensive Plan and applicable zoning district.

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- *The site is zoned Commercial (C). A telecommunications tower is specifically allowed by code section 16-12-70(a)(2), which allows this type of facility to be constructed in the Commercial Zone District.*
- The parcel is suitable for the proposed conditional use, considering such factors as size, shape, location, topography, soils, slope stability, drainage and natural features.
- *The proposed telecommunications tower is suitable for the parcel which is relatively flat. The size, shape, location, topography, soils, slope stability, drainage, and natural features are not anticipated to be affected by the proposed telecommunications tower project.*
- The proposed conditional use will not have significant adverse impacts on the air or water quality of the community.
- *The existing site is developed with appropriate drainage and vegetation, and any areas disturbed during the project are to be re-vegetated to ensure soil stability and thus the protection of air and water quality.*
- The proposed conditional use will not substantially limit, impair or preclude the use of surrounding properties for the uses permitted in the applicable zoning district.
- *The proposed telecommunications tower is actually a relocation of an existing telecommunications tower located on the same site. The proposed location of the telecommunications tower will allow the remainder of the site to be more effectively redeveloped in the future.*
- Adequate public utilities and services are available or will be made available to the site prior to the establishment of the conditional use.

The existing site is already served by gas, electric, water, and sanitary sewer facilities. No additional utility needs have been identified by the applicant.

STAFF RECOMMENDATION:

Based on the information presented in this report, staff recommends approval of Resolution PZ 11-15, Series of 2015, because the applicant has complied with the intent and the requirements of the code.

Acting Chairman Peterson opened the public hearing at 6:09 p.m. there was not public comment, public hearing was closed at 6:10 p.m.

Commissioner Peterson moved to approve Resolution PZ 11-15, Series of 2015 with the following conditions:

1. The concurrent Level III development application for a telecommunications tower at 134 Lake Dillon Drive (Resolution PZ 10-15, Series of 2015) is also approved by the Planning and Zoning Commission of the Town of Dillon.
2. The existing 52' tower shall be removed within 30 days after the new 60' tower is installed and operational.

Commissioner Gaddis seconded the motion, which passed unanimously upon roll call vote.

CONSIDERATION OF RESOLUTION No. PZ 12-15, Series of 2015; A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO TO RECOMMEND THE AMENDMENT OF CHAPTER 16, “ZONING,” ARTICLE V, “PLANNED UNIT DEVELOPMENT,” SECTION 16-5-110 “PUD REQUIREMENTS,” AND SECTION 16-5-120 “PUD DEVELOPMENT STANDARDS,” OF THE DILLON MUNICIPAL CODE OF THE TOWN OF DILLON, TO ADD ADDITIONAL PROVISIONS FOR PARKING LOT DESIGN AND WETLANDS BUFFER AREAS.

SUMMARY:

Town Staff has been reviewing the Planned Unit Development Code (“PUD”) and is recommending the following changes to allow adjustments to wetlands buffer areas and parking lot grades through the PUD process. The PUD process allows staff to evaluate these changes for reasonableness and these changes can allow redevelopment on lots that may not otherwise be developable.

Change to Section 16-5-110(a): This code states what dimensional standards can be altered through the PUD process. The phrases in red would be added to the code.

- (a) The PUD development plan may establish density, height, setback, lot size, **wetlands buffer areas, parking lot design standards**, architectural, signage and landscaping standards that differ from those in the underlying zone or in this Code, provided that the standards further the objectives of the PUD regulations, the Comprehensive Plan, and the specific PUD development plan.

Changes to Section 16-5-120: The following new sub sections are proposed.

(m) Wetlands Buffer Areas. The PUD shall provide adequate wetlands buffer areas to protect the wetlands from damage during and after construction activities. The Required Wetlands Buffer Areas set forth in Section 5 of Appendix 17-C “Wetland Regulations,” of the Dillon Municipal Code of the Town of Dillon, Colorado may be reduced to a minimum of 5’ from edges of any type of wetlands area except those specifically identified as fen wetlands. The required wetlands buffer area for fen wetlands may not be any less than one hundred fifty (150) feet. In order to reduce the wetlands buffer area, the applicant must submit a written report for approval containing the following information:

- 1) A topographic survey drawing showing the delineated wetlands boundary in relation to the property boundaries and other existing surface features on the property.
- 2) The applicant must submit a copy of the accompanying wetlands delineation report.
- 3) A narrative and description on how the wetlands will be protected during and after construction, and how the proposed development will not adversely affect the health of the wetlands.
- 4) A narrative on how the wetlands buffer area and the wetlands will not be utilized for the storage of snow removed from buildings, streets, sidewalks and parking areas and what steps they will take to ensure compliance with their tenants and snow removal personnel. This narrative should also include a discussion on how snow melt and storm runoff from these areas will be handled to protect the wetlands area.

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- 5) A narrative on how the proposed development conforms with any current restrictions or conditions of approval put on a particular wetlands by the Town or any State or Federal governmental agency. In some cases final approval from a federal government agency may be required.

Sub section (m) allows for the Wetlands Buffer Area (WBA) to be reduced down to as little as 5'. The current 50' and 75' WBAs does not allow development on the lots next to the wetlands at Dillon Ridge Marketplace. The developer says that only a 5' buffer will allow for these lot to be developed with enough parking to support restaurants. This gives the Town a good tool to help develop the Dillon Ridge lots plus the lots along Little Beaver Trail next to Straight Creek. The current 50' and 75' wetlands buffer areas are onerous on all of these lots. The PUD gives the Town a tool to encourage development plus this process allows for working out a permanent protection mechanism for the wetlands, which would be part of the development agreement in perpetuity.

(n) Parking Lot Design Standards. The PUD shall provide parking lot grades that are suitable for use in Dillon's severe snow and ice climate. Parking lot grades may be increased beyond the maximum requirements outlined in Section 16-6-60 of the Dillon Municipal Code of the Town of Dillon, Colorado, if the owner provides a written statement justifying the reasonableness of the grades proposed in the PUD proposal and includes language holding the Town of Dillon, its officers and employees, harmless from any adverse effects and claims arising from the steeper grades.

Sub-section (n) allows for steeper parking lots in excess of the 4% maximum code requirements. The Dillon Ridge marketplace parking lot as is, was constructed with slopes in the 5%-6% neighborhood...so those have proven to work in years past. One developer has spoken with staff about allowing a steeper parking lot slope as part of their redevelopment to match the slope of the existing adjacent road which is in the 5-6% range. This allows the developer to put an access to the street at each end, without excessive ramp slopes and minimizes retaining walls.

STAFF RECOMMENDATION:

Town Staff recommends approval of Resolution PZ 12-15, Series of 2015.

Acting Chairman Peterson moved to table agenda #8 resolution PZ12-15 Series of 2015 until the August 5, 2015 regularly scheduled meeting. No public hearing was held.

Commissioner Gaddis seconded the motion, approved by vote of a majority of the members present.

TOWN CENER STANDARDS DISCUSSION.

The commissioners had a brief discussion about how to move forward with the work that has been done and create a simple checklist for developers to follow.

ADJOURNMENT

There being no further business, the meeting adjourned at 8:00 p.m.

Respectfully submitted,

Debbie Wilkerson

Debbie Wilkerson
Secretary to the Commission

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DRAFT

**TOWN OF DILLON
PLANNING AND ZONING COMMISSION**

**REGULAR MEETING
WEDNESDAY, AUGUST 5, 2015
5:30 p.m.
Town Hall**

CALL TO ORDER

The regular meeting of the Planning and Zoning Commission of the Town of Dillon, Colorado, was held on Wednesday, August 5, 2015, at Dillon Town Hall. Chairman Bailey called the meeting to order at 5:34 p.m. Commissioners present were: Amy Gaddis, Kyle Hendricks and Nat Nosari, Jerry Peterson was absent. Staff members present were Ned West, Town Planner, Town Inspection Engineer; Scott O'Brien, Public Works Director, Debbie Wilkerson Secretary to the Commission.

APPROVAL OF THE MINUTES OF JUNE 3, 2015 REGULAR MEETING

Commissioner Nosari motioned to approve the minutes from the June 3, 2015 meeting. Commissioner Gaddis seconded the motion, which passed unanimously upon roll call vote.

APPROVAL OF THE MINUTES OF JULY 1, 2015 REGULAR MEETING

Chairman Bailey motioned to postpone the approve of July 1, 2015 minutes, Commissioner Nosari Seconded the motion, which passed unanimously upon roll call vote.

ELECTION OF CHAIRMAN OF THE PLANNING AND ZONING COMMISSION.

Commissioner Nosari nominated Commissioner Bailey to continue as Chairman of the Planning and Zoning Commission. Commissioner Gaddis seconded the nomination, which passed unanimously upon roll call vote. Chairman Baily nominated commissioner Nosari to continue as Vice Chairman of the Planning and Zoning Commission. Commissioner Gaddis seconded the nomination, which then passed unanimously upon roll call vote.

PUBLIC COMMENTS

There were no public comments.

CONSIDERATION OF RESOLUTION PZ13-15, SERIES OF 2015

A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING THE APPROVAL A CLASS S-1 RESUBDIVISION OF LOT E AND PORTIONS OF THE PUBLIC AREA, PARKING AREA AND OPEN AREA IN BLOCK A, NEW TOWN OF DILLON SUBDIVISION, FOR THE PURPOSE OF CREATING NEW PARCELS, TO BE CALLED LOTS SW-1,SW-2, SW-3, SE-1, SE-2, SE-3, SE-4, NE-1, NW-1, NW-2 AND NW-3, BLOCK A AND DEDICATING STREET RIGHT OF WAY AND PUBLIC AREAS ADJACENT TO THESE PARCELS IN DILLON, COLORADO. PUBLIC HEARING.

SUMMARY:

The Town has a received a Class S-1 application for the re-subdivision of Lot E and portions of the Public Area, Parking Area and Open Area in Block A, New Town of Dillon subdivision, for the purpose of creating new parcels, to be called Lots SW-1,SW-2, SW-3, SE-1, SE-2, SE-3, SE-4, NE-1, NW-1, NW-2 and NW-3, Block A and dedicating street Right of Way and public areas adjacent to these parcels.

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DISCUSSION:

The Dillon Town Council has directed staff to create development opportunities within the Town Center (Block A) in an effort to promote the revitalization of this important part of the Town.

Between February of 2014 and February of 2015 Town Staff conducted a parking study in the Town Center. The number of vehicles parked in each lot was counted at different times of the day and on different days of the week. The Town gathered 188 data points (days of data) and observed that not more than 280 of the parking spaces are typically used at the same time. There are 518 parking spaces in the study area. Town Staff took this data and developed a program to maintain over 90% of the parking in the Town Center by reconfiguring some of the parking lots and at the same time creating some news lots that future buildings could be built on.

Based on this information, the Town of Dillon is interested in reconfiguring portions of the parking areas and undeveloped land in the Town Center into 11 new parcels. Since Block A already has parcels labeled in a series of numbers and a series of letters, the new lots were named with the compass ordinal directions. Once created, the Town intends to transfer the properties to the Dillon Urban Renewal Authority (DURA). The DURA would put out a request for proposals for each of the lots and see if there is any interest in the development community. The new lots are shown on two separate plats as follows:

DILLON MAIN STREET LOTS:

This plat creates four lots along the south side of Main Street and the Main Street Right of Way between Lake Dillon Drive and Fielder Avenue. Up to this point, Main Street has never been a platted right of way. The proposal would straighten out Main Street between Fiedler Avenue and Lake Dillon Drive and install parallel parking on both sides of the street in order to replace some of the parking lost by the proposed developable lots. See the attached drawings.

Lot NE-1 sits at the southwest corner of the Main Street and Fiedler Avenue intersection. This 5,624 square foot (76'x74') lot is proposed to occupy a portion of Parking Lot E. As shown on the attached **Parking Lot 'E'** plan, the parking lot can be reconfigured into an "L" shape and the parking can be increased from 19 spaces to 44 spaces. ***This development of course assumes that the existing building on Lots L, M and N would be demolished prior to development of Lot NE-1.*** Additional parallel on street parking would be constructed next to Lot NE-1 on Main Street and Fiedler Avenue. Alternate configurations could be developed should the building remain.

Lot NW-1 sits along Lake Dillon Drive between Main Street and Village Place. This parking lot will occupy the present location of parking lot 'D'. The 12 spaces from parking lot 'D' will be moved to Village Place which would be reconfigured as a one-way street with diagonal parking on both sides increasing the Village Place parking count from 20 spaces to 38 spaces. Lot NW-1 would be 10,374 square feet and would create a prime retail opportunity on Lake Dillon Drive.

Lots NW-2 and NW-3 sit along the south side of Main Street between Lake Dillon Drive and Schroeder Avenue. Each lot is 80'x41' and contains 3,283 square feet. Nine parallel parking spaces are proposed on the south side of Main Street in front of these buildings, and an additional 2 accessible spaces would be built off Schroeder Avenue next to Lot NW-3. These 11 spaces would replace the 10 parking spaces in Parking Lot C that the new buildings will sit on.

DILLON EAST LABONTE LOTS:

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This plat creates seven lots along the north side of East LaBonte Street between Lake Dillon Drive and Fielder Avenue. The proposal widens the LaBonte Street right-of-way from 60' to 69' in order to allow for parallel parking on both sides of the street and a new 12' wide sidewalk between the new lots and the parallel parking on the north side of the street.

Lot SE-1 sits at the northwest corner of the LaBonte Street and Fiedler Avenue intersection. This 4,508 square foot lot is proposed to occupy a portion of Parking Lot I. The parking lot can be reconfigured into an "L" shape and the parking would be decreased from 52 spaces to 39 spaces. An additional 5 parallel parking space would be constructed on Fielder Avenue and LaBonte Street adjacent to the lot so the net loss would only be 8 parking spaces. Historically this parking lot typically only needed between 20-30 spaces most of the day and at peak times needed upwards of 40 spaces. It should be noted that the parallel parking on the south side of LaBonte Street is seldom used.

Lots SE-2 and SE-3 are created in case a developer wants to use more of the parking lot for a proposed development and provide public underground parking in exchange for the land as an option.

Lot SW-1 sits at the northeast corner of the Lake Dillon Drive and LaBonte Street intersection. This 8,046 square foot lot is proposed to occupy a portion of Parking Lot G. The parking lot can be reconfigured into an "L" shape and the parking would be decreased from 50 spaces to 45 spaces. An additional 8 parallel spaces would be built along the adjacent streets for a total of 52 spaces or a net gain of 2 spaces. Historically this parking lot sees about 20-40 cars a day. This premium corner lot will hopefully develop as a prime commercial, retail and restaurant complex.

Lots SW-2 and SW-3 are created in case a developer wants to use more of the parking lot for a proposed development and provide public underground parking in exchange for the land as an option.

Lot SE-4 is created so a master developer could perhaps utilize all the SE and SW lots and combine them with Parcel D to create a new master development from Lake Dillon Drive all the way to Fiedler Avenue.

ZONING:

The existing properties are all currently zoned CA – Core Area.

The proposed properties will also remain zoned as CA – Core Area.

The purpose of the Core Area Retail Zone is restated below from Town Code Section 16-3-150(1):

Purpose. The purpose of this zone is to preserve and enhance areas within the commercial core of the community for concentrated retail sales and businesses that will serve the pedestrian shopper. This district is the retail, commercial and entertainment core of the community for both visitors and residents. The intent is for this area to be a dominant retail and entertainment center, and thus more intensive development of the area is encouraged than elsewhere in the community. Core Area uses should be buffered from surrounding areas to minimize adverse impacts. The intent is to create a pedestrian environment with automobile access encouraged in the peripheral areas through parking lots or structures. Wholesale trade class 1 uses may be allowed as a conditional use upon a finding that the aesthetic, environmental and noise impacts to adjacent uses are minimal. Multi-family residential dwelling unit uses are allowed in this district as a permitted use if located above the ground floor level, or as a conditional use on the ground floor level if such conditional use is approved as part of a separate PUD application and approved

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PUD plan. Design, landscaping and signage should complement the intimate character of this area as a retail and entertainment center.

CONFORMANCE WITH THE COMPREHENSIVE PLAN:

The proposed subdivision is in conformance with the adopted Comprehensive Plan and encourages the redevelopment of underutilized parcels within the Town Center/Core Area. That vision from page 6-4 of the Comprehensive Plan is restated below:

Town Center. The Dillon Town Center was improved by the community in the early to mid-1990 through extensive streetscape and street improvements. The Town needs to continue to build on these improvements and encourage private investment in the Town Center that will strengthen the economic climate in downtown Dillon. The Leland Study and the Dillon Town Center Vision and Direction report both recommended the formation of an Urban Renewal Authority. The formation of an Urban Renewal Area encompassing the Town Center areas will provide funding mechanisms for incentives to promote redevelopment of outdated and underused commercial spaces, as well as provide an opportunity to develop housing for year round residents. The key to revitalization will be to bring more people for longer periods of time to the Town Center to dine, shop, and enjoy public spaces and spectacular views.

STAFF RECOMMENDATION:

In the interest of creating potential development opportunities in the Town Core, Town Staff recommends approval of the application for Resolution PZ 13-15 to create new development opportunities with the Town Center.

Chairman Bailey opened the public hearing at 6:15 pm

Commissioner Hendricks read two letters, one from Dan Burnett and one from Peter W. Rietz. Both opposing the RESOLUTION PZ13-15, SERIES OF 2015 A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING THE APPROVAL A CLASS S-1 RESUBDIVISION OF LOT E AND PORTIONS OF THE PUBLIC AREA, PARKING AREA AND OPEN AREA IN BLOCK A, NEW TOWN OF DILLON SUBDIVISION, FOR THE PURPOSE OF CREATING NEW PARCELS, TO BE CALLED LOTS SW-1,SW-2, SW-3, SE-1, SE-2, SE-3, SE-4, NE-1, NW-1, NW-2 AND NW-3, BLOCK A AND DEDICATING STREET RIGHT OF WAY AND PUBLIC AREAS ADJACENT TO THESE PARCELS IN DILLON, COLORADO. They both feel there is not enough parking now and if you proceed with this resolution there will be even less parking.

The following individuals present at the Planning and Zoning meeting spoke in opposition to this resolution:

Mark Richman, 400 Pitkin Street, Frisco and Dillon business owner;
Collee Richman, 400 Pitkin Street, Frisco and Dillon business owner;
Eddie O'Brien, Silverthorne Resident, Dillon property and business owner;
Mike Orlin, 44 Cascade, Silverthorne and Dillon property owner at 130 Main Street;
Travis Holton, 1168 Royal Buffalo Dr, Silverthorne resident and Dillon business owner.

Chairman Bailey closed the public hearing at 6:30 pm.

Chairman Bailey stated he knows what was present seems very aggressive, but Town will still have time to talk and plan what it is going to do with the Town Core area.

Commissioner Nosari made a motion to approve Resolution PZ 13-15, Series of 2015 as stated and as presented, Commissioner Gaddis seconded the motion, which passed unanimously upon roll call vote.

Planning and Zoning meeting took a break 7:00 pm to 7:10pm

CONSIDERATION OF RESOLUTION PZ 12-15, SERIES OF 2015; A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO TO RECOMMEND THE AMENDMENT OF CHAPTER 16, “ZONING,” ARTICLE V, “PLANNED UNIT DEVELOPMENT,” SECTION 16-5-110 “PUD REQUIREMENTS,” AND SECTION 16-5-120 “PUD DEVELOPMENT STANDARDS,” OF THE DILLON MUNICIPAL CODE OF THE TOWN OF DILLON, TO ADD ADDITIONAL PROVISIONS FOR PARKING LOT DESIGN AND WETLANDS BUFFER AREAS. PUBLIC HEARING

SUMMARY:

Town Staff has been reviewing the Planned Unit Development Code (“PUD”) and is recommending the following changes to allow adjustments to wetlands buffer areas and parking lot grades through the PUD process. The PUD process allows staff to evaluate these changes for reasonableness and these changes can allow redevelopment on lots that may not otherwise be developable.

Change to Section 16-5-110(a): This code states what dimensional standards can be altered through the PUD process. The phrases in red would be added to the code.

- (a) The PUD development plan may establish density, height, setback, lot size, **wetlands buffer areas, parking lot design standards**, architectural, signage and landscaping standards that differ from those in the underlying zone or in this Code, provided that the standards further the objectives of the PUD regulations, the Comprehensive Plan, and the specific PUD development plan.

Changes to Section 16-5-120: The following new sub sections are proposed.

(m) Wetlands Buffer Areas. The PUD shall provide adequate wetlands buffer areas to protect the wetlands from damage during and after construction activities. The Required Wetlands Buffer Areas set forth in Section 5 of Appendix 17-C “Wetland Regulations,” of the Dillon Municipal Code of the Town of Dillon, Colorado may be reduced to a minimum of 5’ from edges of any type of wetlands area except those specifically identified as fen wetlands. The required wetlands buffer area for fen wetlands may not be any less than one hundred fifty (150) feet. In order to reduce the wetlands buffer area, the applicant must submit a written report for approval containing the following information:

- 1) A topographic survey drawing showing the delineated wetlands boundary in relation to the property boundaries and other existing surface features on the property.
- 2) The applicant must submit a copy of the accompanying wetlands delineation report.

RECORD OF PROCEEDINGS

- 3) A narrative and description on how the wetlands will be protected during and after construction, and how the proposed development will not adversely affect the health of the wetlands.
- 4) A narrative on how the wetlands buffer area and the wetlands will not be utilized for the storage of snow removed from buildings, streets, sidewalks and parking areas and what steps they will take to ensure compliance with their tenants and snow removal personnel. This narrative should also include a discussion on how snow melt and storm runoff from these areas will be handled to protect the wetlands area.
- 5) A narrative on how the proposed development conforms with any current restrictions or conditions of approval put on a particular wetlands by the Town or any State or Federal governmental agency. In some cases final approval from a federal government agency may be required.

Sub section (m) allows for the Wetlands Buffer Area (WBA) to be reduced down to as little as 5'. The current 50' and 75' WBAs does not allow development on the lots next to the wetlands at Dillon Ridge Marketplace. The developer says that only a 5' buffer will allow for these lot to be developed with enough parking to support restaurants. This gives the Town a good tool to help develop the Dillon Ridge lots plus the lots along Little Beaver Trail next to Straight Creek. The current 50' and 75' wetlands buffer areas are onerous on all of these lots. The PUD gives the Town a tool to encourage development plus this process allows for working out a permanent protection mechanism for the wetlands, which would be part of the development agreement in perpetuity.

(n) Parking Lot Design Standards. The PUD shall provide parking lot grades that are suitable for use in Dillon's severe snow and ice climate. Parking lot grades may be increased beyond the maximum requirements outlined in Section 16-6-60 of the Dillon Municipal Code of the Town of Dillon, Colorado, if the owner provides a written statement justifying the reasonableness of the grades proposed in the PUD proposal and includes language holding the Town of Dillon, its officers and employees, harmless from any adverse effects and claims arising from the steeper grades.

Sub-section (n) allows for steeper parking lots in excess of the 4% maximum code requirements. The Dillon Ridge marketplace parking lot as is, was constructed with slopes in the 5%-6% neighborhood...so those have proven to work in years past. One developer has spoken with staff about allowing a steeper parking lot slope as part of their redevelopment to match the slope of the existing adjacent road which is in the 5-6% range. This allows the developer to put an access to the street at each end, without excessive ramp slopes and minimizes retaining walls.

DISCUSSION – WETLANDS BUFFERS:

The Army Corp of Engineers only approves the delineation of wetlands. Once the boundary is set they do NOT have an additional buffer requirement. It should be noted that in many cases, an applicant can remove up to 0.50 acre of wetlands under what is called the "Nationwide Permit" and not have to mitigate the wetlands lost in this process. Typically when wetlands are removed in this scenario, every bit of the 0.5 acre of developable land created is used for development.

The Wetlands Buffer Areas (WBA) are created in the Town's code to create a general framework for a property owner to work with which would allow development and at the same time not involve any thought on the part of the property owner as to how they would affect the wetlands.

RECORD OF PROCEEDINGS

Through the proposed PUD process, the Town can allow development closer to a wetlands area and at the same time protect the wetlands by dictating certain design parameters and creating binding long term wetlands maintenance rules to protect the wetlands through the PUD agreement.

The other communities in Summit County have the following wetlands buffers:

- The Town of Breckenridge does not have a Wetland Buffer Area regulation. They promote wetlands preservation through their subdivision process.
- The Town of Silverthorne has a very complicated buffering process. The inner buffer is between 10 and 25 feet, and the outer buffer is an additional 0-100 feet. These buffers are determined through a multitude of requirements.
- The Town of Frisco does not have a wetlands buffer definition in their code.
- Summit County has a 25 foot setback prohibiting soil disturbance and structures within the setback. However they will allow work/structures in the setback with an approved mitigation plan or allow development in the setback in cases where there is “no practicable alternative.”

In summary, most of the surrounding communities strive to protect wetlands, but offer a mechanism to allow for a discussion as to what is appropriate for a specific wetlands case. Town staff is simply asking for a similar tool in order to evaluate each project in the context of how development can be maximized while at the same time protecting the wetlands.

STAFF RECOMMENDATION:

The Town is simply trying to create tools which will allow staff to work with developers to develop more difficult sites, and when necessary, create a set of binding conditions through a PUD agreement that will help ensure the health & welfare of the wetlands.

Staff recommends approval of Resolution PZ 12-15, Series of 2015.

Chairman Bailey opened the public hearing at 7:21 pm, No public comment, Chairman Bailey closed the public hearing at 7:22 pm

Commissioner Nosari made a motion to approve RESOLUTION PZ 12-15, SERIES OF 2015; A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO TO RECOMMEND THE AMENDMENT OF CHAPTER 16, “ZONING,” ARTICLE V, “PLANNED UNIT DEVELOPMENT,” SECTION 16-5-110 “PUD REQUIREMENTS,” AND SECTION 16-5-120 “PUD DEVELOPMENT STANDARDS,” OF THE DILLON MUNICIPAL CODE OF THE TOWN OF DILLON, TO ADD ADDITIONAL PROVISIONS FOR PARKING LOT DESIGN AND WETLANDS BUFFER AREAS, as presented, Chairman Bailey seconded the motion, Which passed upon roll call vote with Commission Gaddis opposing.

TOWN CENER STANDARDS DISCUSSION.

Dickey BBQ is ready to open.

Native Roots, the 2nd retail marijuana store is now open, the 3rd marijuana store is still doing remodeling.

RECORD OF PROCEEDINGS

There is a lot of remodeling going on all over Town properties.

ADJOURNMENT

There being no further business, the meeting adjourned at 7:40 p.m.

Respectfully submitted,

Debbie Wilkerson

Debbie Wilkerson

Secretary to the Commission

**TOWN COUNCIL ACTION ITEM
STAFF SUMMARY
October 7th, 2015 PLANNING AND ZONING COMMISSION MEETING**

DATE: September 30, 2015

AGENDA ITEM NUMBER: 5

ACTION TO BE CONSIDERED:

Consideration of Resolution No. PZ 14-15, Series of 2015; A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO TO RECOMMEND THE AMENDMENT OF CHAPTER 16, “ZONING,” ARTICLE V, “PLANNED UNIT DEVELOPMENT,” SECTION 16-5-120 “PUD DEVELOPMENT STANDARDS,” OF THE DILLON MUNICIPAL CODE OF THE TOWN OF DILLON, TO ADD ADDITIONAL PROVISIONS TO ALLOW FLEXIBLE OFF-STREET PARKING LOT DESIGN; AND, SETTING FORTH DETAILS IN RELATION THERETO. PUBLIC HEARING

SUMMARY:

Town Staff has been reviewing the Planned Unit Development Code (“PUD”) and recommends the following additional code changes to allow additional adjustments to the parking lot design standards to provide greater flexibility to help develop difficult sites within the Town. Previously the Planning and Zoning commission adopted some PUD changes which included language to allow parking lot grades to be adjusted to better match existing onsite conditions. This language is the same from PNZ Resolution PZ12-15 and is contained in Subpart (1) of Section 16-5-120 (n). The proposed code language also includes four additional code sub-sections to allow for additional design flexibility as follows:

- (2) **Parking Garage Ramp Grades:** The code has never really addressed the urban entrance into a parking garage that may require slopes in excess of 10%. This code provision allows parking garage ramps to be constructed in the 10% to 20% slope range in conjunction with a PUD. The code also requires ramps in excess of a 10% grade to be heated with a snowmelt system.
- (3) **Parking Garage Ramp Widths:** In addition to providing steeper ramp grades for a below ground parking level, the width of the parking ramp should also be allowed to be adjusted down to minimum width of 20’. The code really doesn’t address design standards for parking ramps, but this code change would give staff a tool to allow low volume parking ramps to be constructed narrower than 24’. 24’ is the required width of a normal driveway and is derived from the fact that a vehicle needs about 24’ in order to safely back out of a perpendicular parking space adjacent to the drive aisle. In this case a steep parking garage ramp would not have any parking on it and a 20’ width would allow for two 10’ lanes. It is quite common in many cities to see lane widths in the 10’-11’ range.
- (4) **Compact Parking Spaces:** There is no code language that allows compact parking spaces at this time. Through a PUD process, this code addition would allow developers to

propose up to 20% of their parking spaces as compact spaces. Allowing compact parking is common in many cities and is in fact mandated by many cities as well. The useful dimensions of the parking space, in the context of the number and location of these spaces, can be negotiated through the PUD process and are not specified at this time. Allowing compact spaces can be a valuable tool when a developer is trying to design an enclosed parking level.

(5) The Town has a 40' dead end Right-of-Way which serves as a parking lot drive aisle for perpendicular parking on one side. This is located next to the Old Town Hall property. The only legal parking on this lot requires that these vehicles back into the 40' ROW, which is not allowed by the current parking regulations. As redevelopment of this parcel is anticipated in the near future, the Town wants to make sure that the ability to use the 40' ROW for a similar parking configuration is maintained into the future. This change would also apply to the Lot IDEF on the other side of the 40' ROW as well. The PUD process will guarantee good design and can evaluate the proposed parking impact in the context of snow storage needs and future traffic projections. The PUD process can impose conditions on the project to make it beneficial for the developer and the Town in order to provide the best solution for the Town and the developer for these two lots. Due to traffic circulation considerations in the rest of the Core Area Zone, it does not may since to allow vehicles back out into any other ROWs within the Town.

STAFF RECOMMENDATION:

The Town staff believes it is in the best interest of the Town to adopt these parking design guidelines to help Core Area (CA) development move forward with the greatest degree of flexibility that the Town can provide.

Staff recommends approval of Resolution PZ 14-15, Series of 2015.

PLANNING AND ZONING COMMISSION ACTION:

The Planning and Zoning Commissions may approve the application, choose to deny the application, or may table the application to a future meeting and request additional information.

Town staff recommends approval of Resolution PZ 14-15, Series of 2015.

ACTION REQUESTED: Motion, Second, Roll Call Vote.
Resolutions require the affirmative vote of a majority of the members present.

STAFF MEMBER RESPONSIBLE:

Dan Burroughs, Town Engineer – Community Development Coordinator.

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RESOLUTION NO. PZ 14-15
Series of 2015

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO TO RECOMMEND THE AMENDMENT OF CHAPTER 16, “ZONING,” ARTICLE V, “PLANNED UNIT DEVELOPMENT,” SECTION 16-5-120 “PUD DEVELOPMENT STANDARDS,” OF THE DILLON MUNICIPAL CODE OF THE TOWN OF DILLON, TO ADD ADDITIONAL PROVISIONS TO ALLOW FLEXIBLE OFF-STREET PARKING LOT DESIGN; AND, SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the Planning and Zoning Commission of the Town of Dillon desires to amend Chapter 16, “Zoning,” Article V, “Planned Unit Development,” Section 16-5-120 “PUD Development Standards,” of the Dillon Municipal Code of the Town of Dillon, Colorado, to add additional provisions to allow flexible off-street parking lot design; and

WHEREAS, following the required notice, a public hearing was held on October 7, 2015, before the Planning and Zoning Commission of the Town of Dillon on the amendment of Chapter 16, “Zoning,” Article V, “Planned Unit Development,” Section 16-5-120 “PUD Development Standards,” of the Dillon Municipal Code of the Town of Dillon, Colorado; and

WHEREAS, following the public hearing the Planning and Zoning Commission of the Town of Dillon has determined that it is in the best interest of the Town to make a recommendation to the Town Council of the Town of Dillon to amend Chapter 16, “Zoning,” Article V, “Planned Unit Development,” Section 16-5-120 “PUD Development Standards,” of the Dillon Municipal Code of the Town of Dillon, Colorado as set forth herein below.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, AS FOLLOWS:

Section 1. That the Planning and Zoning Commission of the Town of Dillon hereby makes a recommendation to the Town Council of the Town of Dillon to amend Chapter 16, “Zoning,” Article V, “Planned Unit Development,” Section 16-5-120 “PUD Development Standards,” of the Dillon Municipal Code of the Town of Dillon, Colorado, as set forth herein below.

Section 2. That Chapter 16, “Zoning,” Article V, “Planned Unit Development,” Section 16-5-120 “PUD Development Standards,” of the Dillon Municipal Code of the Town of Dillon, Colorado, be amended to add a new sub-section (n) to read as follows:

(n) Parking Lot Design Standards.

(1) Parking Lot Grades: The PUD shall provide parking lot grades that are suitable for use in Dillon's severe snow and ice climate. Parking lot grades may be increased beyond the maximum requirements outlined in Section 16-6-60 of the Dillon Municipal Code of the Town of Dillon, Colorado, if the owner provides a written statement justifying the reasonableness of the grades proposed in the PUD proposal and includes language holding the Town of Dillon, its officers and employees, harmless from any adverse effects and claims arising from the steeper grades.

(2) Parking Garage Ramp Grades: As part of a PUD, parking lot ramp grades with a maximum longitudinal slope of 20% may be considered. A snowmelt system is required for grades in excess of 10%.

(3) Parking Garage Ramp Widths: As part of a PUD, a parking garage access ramp may be reduced to a minimum of 20' wide.

(4) Compact Parking Spaces: When a project requires more than forty (40) off street parking spaces, the applicant can designate up to twenty percent (20%) of the commercial or residential parking required for a PUD project as compact parking.

(5) Backing onto Public Right-of-Way: As part of a PUD and after considering traffic impacts and Town snow storage needs, the Public Works Director may approve off-street parking spaces that back into the Town Right-of-way when all of the following conditions are met:

(i) The property must be located within the Core Area (CA) zoning district.

(ii) The Right-of-Way must be a dead end right of way and may only be connected to another Town Right-of-Way at one end.

(iii) The applicant shall provide snow storage on the PUD parcel for the Town's use or install a snow melt system for that Portion of Right-of-Way between the Right-of-Way line and the edge of the asphalt road adjacent to the parking spaces.

**APPROVED AND ADOPTED THIS 7th DAY OF OCTOBER, 2015 BY THE
PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON,
COLORADO.**

**PLANNING AND ZONING COMMISSION,
TOWN OF DILLON**

By: _____
Brad Bailey, Chairperson

ATTEST:

By: _____
Debbie Wilkerson, Secretary to the Commission

**TOWN COUNCIL ACTION ITEM
STAFF SUMMARY
OCTOBER 7TH, 2015 PLANNING AND ZONING COMMISSION MEETING**

DATE: September 18, 2015

AGENDA ITEM NUMBER: 6

ACTION TO BE CONSIDERED: Consideration of Resolution No. PZ 15-15, Series of 2015:

A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING THE ADOPTION OF THE THREE-MILE PLAN FOR THE TOWN OF DILLON.

SUMMARY: The purpose of this plan is to address the specific statutory requirements of Colorado Revised Statutes (C.R.S.) 31-12-105, which requires that a municipality adopt an annexation plan prior to the annexation of any land into the municipality, and that it provide direction to the municipality and land owners concerning land use issues and infrastructure improvements needed upon annexation into the Town of Dillon.

The minor updates to the Three Mile Plan include the accurate presentation of the Oro Grande Trail, in lieu of the reference to County Road 765 which is not accurate. Although the County does now in some map locations refer to the trail as County Road 65, it is more widely known as the Oro Grande Trail, and is so presented in this update to the Three Mile Plan. Other minor amendments include some word smithing to improve readability, as well as some more accurate utility information.

STAFF RECOMMENDATION: Staff recommends the adoption of the Three-Mile Plan as attached and approval of resolution PZ 15-15, Series of 2015.

ACTION REQUESTED: Following a public hearing; Motion, Second, Roll Call Vote. Resolutions require the affirmative vote of a majority of the members present.

STAFF MEMBER RESPONSIBLE: Ned West, Town of Dillon

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RESOLUTION NO. PZ 15-15
Series of 2015

**A RESOLUTION BY THE PLANNING AND ZONING
COMMISSION OF THE TOWN OF DILLON, COLORADO, ADOPTING
A THREE-MILE PLAN FOR THE TOWN.**

WHEREAS, the Planning and Zoning Commission of the Town of Dillon has found it to be in the best interests of the citizens of the Town of Dillon to review the Town's Three-Mile Plan, and to adopt a new Three-Mile Plan; and

WHEREAS, study and recommendation concerning the proposed Three-Mile Plan has taken place before the Planning and Zoning Commission, and the Commission has recommended approval of the Plan by the Town Council.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DILLON, COLORADO, AS FOLLOWS:

Section 1. That the Dillon Town Council does hereby adopt the attached Three-Mile Plan.

ADOPTED AND APPROVED THIS 7TH DAY OF OCTOBER, 2015, BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO.

TOWN OF DILLON,
a Colorado municipal corporation

By: _____
Brad Bailey, Chairman

ATTEST:

By: _____
Debbie Wilkerson

TOWN OF DILLON

2015 THREE MILE PLAN

A. INTRODUCTION

I. Purpose.

The purpose of this plan is to address the specific statutory requirements of Colorado Revised Statutes (C.R.S.) 31-12-105, which requires that a municipality adopt an annexation plan prior to the annexation of any land into the municipality, and that it provide direction to the municipality and land owners concerning land use issues and infrastructure improvements needed upon annexation into the Town of Dillon. This plan is also referred to on occasion as the Three Mile Plan for Annexation due to the statutory limit which does not allow a municipality to annex further than 3 miles from the existing municipal limit in any one calendar year.

II. Methodology.

This plan was prepared by evaluating various areas, both within the three mile distance from the existing Dillon Town boundaries, and outside of that distance to determine which areas were suitable for annexation and inclusion within the Town of Dillon for possible future development or preservation. For purposes of this plan, it is assumed that land designated for annexation is necessary to fulfill community needs. These include providing additional developable land to meet specific needs of the community such as economic growth, combining or reducing service requirements, providing efficient services and/or providing for recreational and open space areas for citizens of the community.

The areas designated for annexation and included within this plan are lands that have one or more of the following characteristics. They all may:

- be necessary and suitable for future urban uses.
- be served by urban services and facilities, or appropriate alternatives.
- be desirable and necessary for expansion of the urban area.
- improve the economic stability of the Town.
- be annexed to help preserve open space or recreational opportunities critical to the Town of Dillon.

Through the identification of land appropriate to include in the Town's annexation plan, consideration was given to the future needs of the community. These included several considerations including:

- the need for future additional residential and resort development
- the need to improve the economic well-being of the Town
- the need to protect critical open space areas for wildlife habitat and recreational opportunities
- the desire to maintain and preserve the unique landscape and habitat in and surrounding the Town.

Consideration was also given to the existing infrastructure of the Town, including services such as sewer and water, police and fire protection, and the location of trails, bike paths, and other public facilities in relation to the candidate properties. Steep slopes, existing road systems (both improved and primitive), the location of National Forest Service parcels, and the existence of neighborhoods already served by adequate public services and facilities were all major factors in establishing the annexation plan boundary in a logical manner.

The basic criteria used to assess the viability of annexation were as follows:

1. Include those areas which broaden the Town's ability to provide a diverse selection of housing choices for the community and accommodate population growth in the Town and the County;
2. Include enough developable land so all desired uses can be accommodated without creating a limited market;
3. Include those areas close enough to be served by the Town with urban services, including police protection, and adequate sewer and water facilities.
4. Include those areas which can provide opportunities for the Town's economic growth.
5. Establish the boundary in a logical manner, utilizing property boundaries where possible, and natural or manmade features where they dominate or create a logical boundary;
6. Do not include subdivisions or areas that cannot be reasonably served due to steep slopes, poor road systems or drainage problems. Areas already served by other political subdivision, including metropolitan service districts (Dillon Valley, Piney Acres, Summerwood, and Summit Cove, among others) will not be considered without a full and complete evaluation of their potential impacts on the community. Existing subdivisions may be considered on a case by case basis, as each may add to the character and diversity of the Town.
7. Include those areas that provide for the recreational and open space needs for the community.

B. ANNEXATION PLAN BOUNDARY

I. Areas and parcels included within the annexation plan boundary.

Based on the criteria previously established in this document, the Town has determined that the boundary for annexations should be as shown on Exhibit "A". This boundary provides some land for limited residential ~~and resort~~ expansion adjacent to the community.

The areas that are included in the annexation plan boundary for the Town of Dillon at this time are:

Area 1: Denver Water Board Property between Tenderfoot Addition and County Rd. 51.

Area 2: Forest Service parcels adjacent to the Corinthian Hill Subdivision.

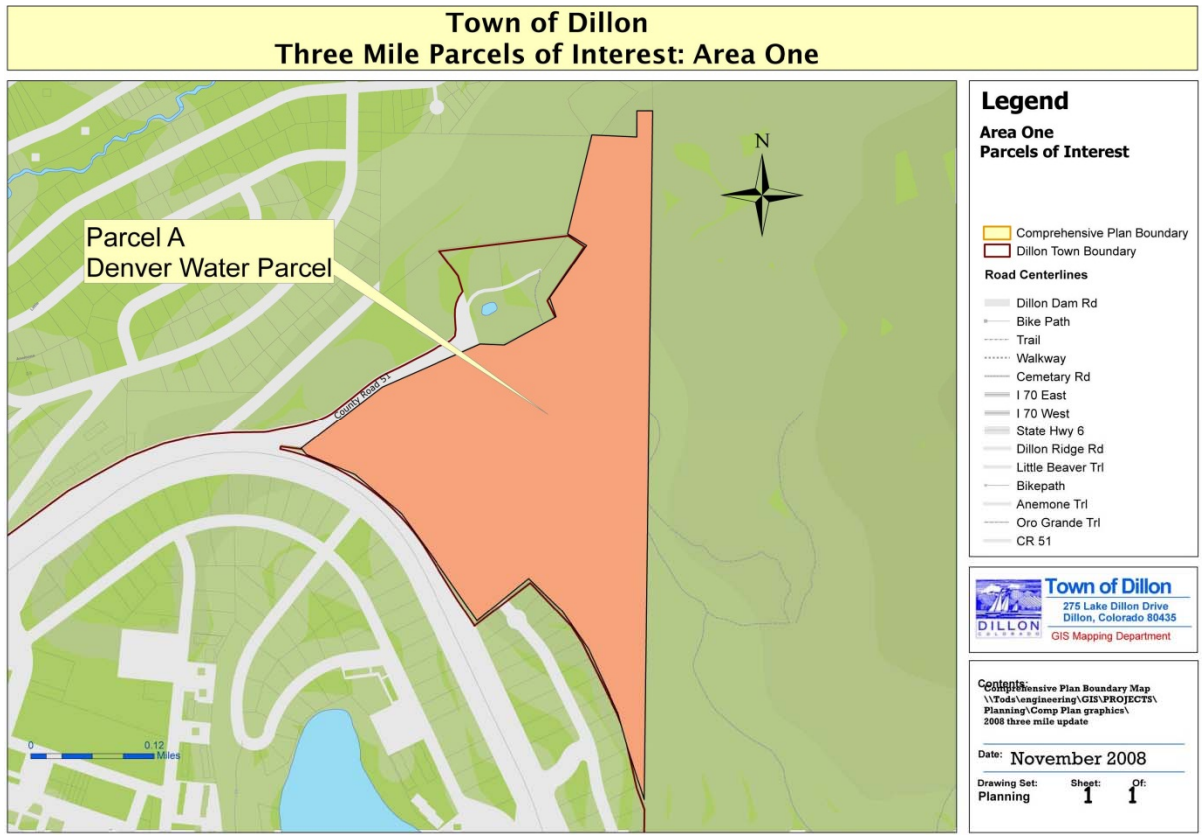
Area 3: Miscellaneous parcels near the Dillon water treatment plant.

Area 1 (Parcel A): Denver Water Board Property (Tenderfoot Addition to County Road 51).

Description.

This area is located in the northeast corner of the existing community where Highway 6 bends from the east to the southeast. The area is surrounded by Highway 6, the Tenderfoot Addition subdivision to the south, County Road 51 to the north and ~~County Road 765~~ the Oro Grande Trail to the east.

Parcel A is characterized by vacant land which slopes upward from Highway 6 to ~~County Road 765~~ the Oro Grande Trail. The site is very open and is dominated by native grasses and a number of smaller tree stands throughout the site. This area is bisected by water and sewer easements, and has the Denver Water Board Straight Creek Diversion running through it which makes it a difficult site to develop. The site may also present geologic challenges hindering potential development. While this site is included within the annexation plan boundary, it is highly unlikely that this site will be annexed and developed in the near future.



Land Use.

If the area is ever made available for development the proposed land use for this area should be for lower density residential development in character with existing residential uses to the south in the Tenderfoot Addition subdivision. All new development should be assessed through the Town’s zoning process and should be based on the following criteria:

- Any development should provide appropriate setbacks to accommodate an ample buffer zone. This buffer will help maintain the rural character along the highway as well as mitigate noise from Highway 6.

Development should work with the existing contours of the land and not be designed in a manner that would require extensive cut or fill slopes.

- Development should be concentrated on those portions of the site that are under 20% in slope as required by the Dillon Municipal Code. Cluster development is preferred to maintain the critical natural features of the site.
- Development should not be placed in a manner that would significantly impact the existing residential uses in the Tenderfoot Addition Subdivision.

This area should be placed in the Town’s RE zoning classification upon annexation in order to protect the site’s natural amenities and produce coordinated neighborhood infrastructure.

Transportation.

County Road 51 borders the site to the north. Oro Grande Street dead ends at the southern boundary of the site, but the area is not currently serviced by public roads. Proper access with minimized cut and fill shall be required. It appears from the existing plat for the Tenderfoot Addition Subdivision that access into this site was contemplated though an extension of Oro Grande Street where the right of way is contiguous to this parcel. Secondary access should be considered from CR 51, as coordinated with fire department approval, to potentially lessen any impacts to the existing residents of the Tenderfoot Addition Subdivision.

A direct access to Highway 6 could be an alternative solution. This option should be examined, but steep grades and highway access control requirements on the highway may make it unfeasible.

Utility Provisions.

This site would be served by the joint sewer authority sewer lines located in easements that bisect the parcel and by the Dillon water system which is also located within the parcel. Water lines include a 10" main line through the parcel, plus an additional 12" water line in County Road 51. 6" line that serves adjacent parcels.

Community Services.

The property now lies within the Summit School District and Lake Dillon Joint Fire protection-Lake Dillon Fire Rescue district. These governmental agencies would continue to serve the property upon annexation. Police protection would change from the Summit County Sheriff's Office to the Dillon Police Department.

Open Space, Parks, Recreation.

There are no specific needs for the preservation of open space or parks or recreational facilities that have been identified at the present time that relate to the annexation of this parcel. These issues should be evaluated in greater detail prior to annexation of the parcel. Development should be accomplished in a manner that preserves open space parcels and provides appropriate recreational facilities.

Trails should be provided that tie this parcel into existing and proposed trails systems located in the Tenderfoot Mountain area above the site.

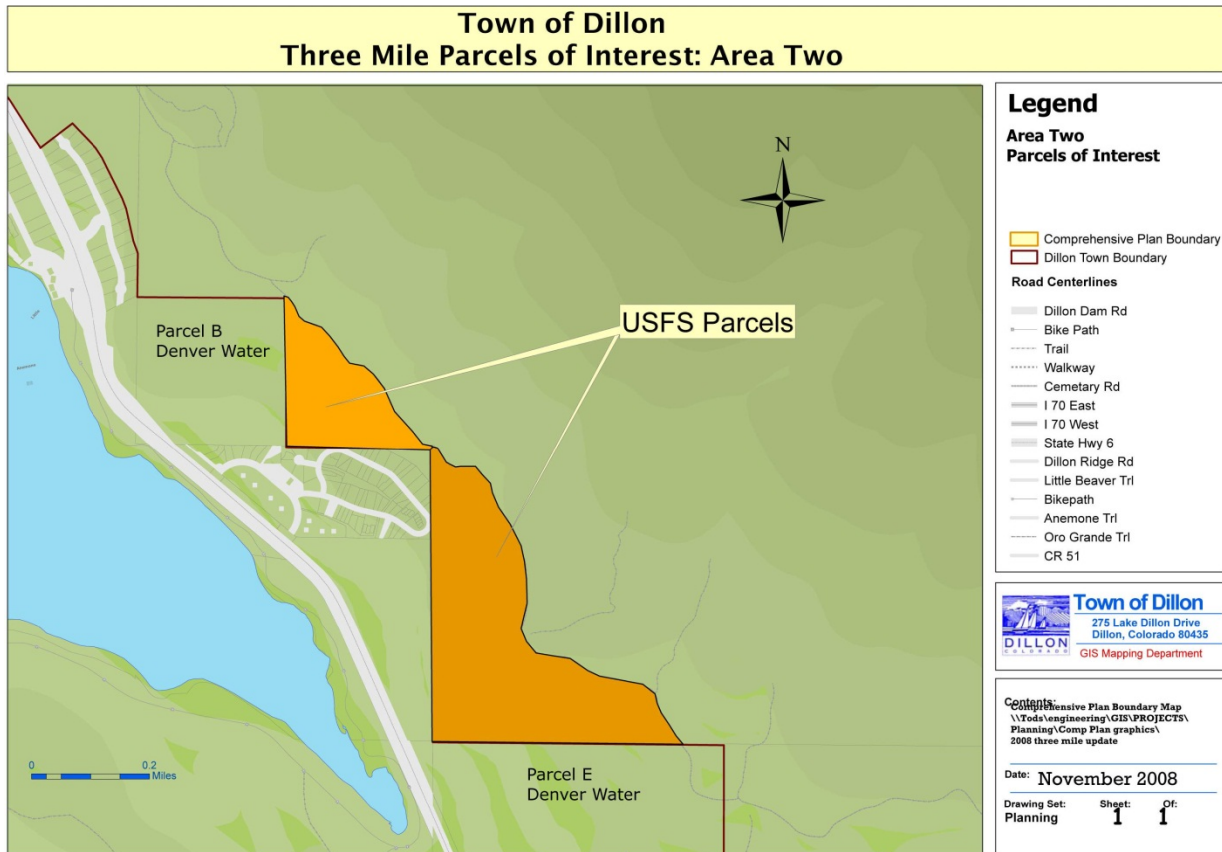
Area 2: Forest Service parcels adjacent to Corinthian Hill and ~~County Road 765 the Oro Grande Trail.~~

Description:

There are two parcels included in this area, both owned by the U.S. Forest Service. One is located to the northwest of the Corinthian Hill Subdivision, between the subdivision and County Road 765 the Oro Grande Trail. The second is located to the southeast, and also lies below County Road 765 the Oro Grande Trail.

The first site is triangular in shape and is characterized by gently sloping terrain running upward from Corinthian Hill to County Road 765 the Oro Grande Trail. Existing vegetation includes native grasses and aspen trees. The second site is also a triangular shaped parcel of land that lies between Corinthian Hill and the Dillon Cemetery. This site is gently sloping at the bottom, but slope increases steeply near County Road 765 the Oro Grande Trail (Oro Grande Trail). Vegetation on this site is characterized by native grasses and sages, as well as a critical fen wetland.

Both sites represent a portion of a larger parcel of Forest Service land that runs throughout the Tenderfoot Mountain area. The Forest Service land on the north side of County Road 765 the Oro Grande Trail (Oro Grande Trail) has been left out of the annexation plan, but these two sites (south side of County Road 765 the Oro Grande Trail) are included in the plan to allow acquisition if the Forest Service opts to dispose of the parcels. Inclusion of the parcels allows the Town to respond to any future requests for development. It also ensures that the parcels, if acquired by a private developer, will not be developed in a manner that has the potential for adverse impacts on the community.



Land Use:

Several considerations must be made concerning whether the parcels should be considered for development, and the form any development might take. There has not been a definitive decision by the community as to the best and most appropriate use of these parcels. Many people believe that these areas, along with all remaining Forest Service parcels in the Dillon area, should be retained by the Forest Service and used to provide recreational and visual amenities for the community. Others believe that the Forest Service parcels that lie below County Road 765 the Oro Grande Trail should be made available for acquisition and be privately developed for lower density residential uses. A 2000 slope analysis undertaken by Design Workshop for the Denver Water Board indicated that relatively small portions of both parcels were under 20% slope. The future of these parcels depends on the actions of the Forest Service, and the Town needs to consider the possibilities presented by possible federal government decisions.

If the sites are retained by the Forest Service, they should continue to be used for passive recreational uses and the area should remain undeveloped. This is the primary goal of the community at the present time.

In the event the Forest Service disposes of the property, the Town and other local governmental agencies could request the lands to be deeded for public use. These public uses could include future recreational uses, resident housing, open space, or other needs identified by the Town.

If the parcels are disposed of to private parties and considered for development, they should be developed in a manner that is consistent with good planning practices, including meeting the following criteria:

- Development should be accomplished in a manner that provides a buffer between Corinthian Hill and development within these sites;
- Development should be accomplished in a manner that preserves the character of the large stand of trees on the upper portion of the northwest parcel;

- Development should be accomplished in a manner where excessive cut or fill slopes are not necessary for the development of the site;
- Development should be accomplished in a manner where the size of buildings do not overwhelm the surrounding neighborhood, or the existing landscape;
- Development should be clustered in a manner where it will have the least impact on the visual characteristics of the site. Large lot development, spread out over the entire site, is not appropriate in this location. Clustered development near existing subdivisions is more appropriate in this situation;
- ~~No development should be allowed on any slope over 20%; and all development should be kept below what is considered to be the toe of the slope;~~
- No development should be allowed to encroach in any manner on the fen wetland in this area because of its ecological fragility and value to the community;
- Pedestrian ties should be established between these parcels and existing adjacent neighborhoods.

To accomplish these goals, ~~development shall zoning regulations. and upon~~ acquisition by a private party, the parcels should be zoned RE (Residential Estate) zoning classification.

Transportation:

The northwestern site presently has access only to ~~County Road 765 the Oro Grande Trail~~, which is not an acceptable access for any future development. If this property is to be developed access will need to be acquired. The two possible access points are through the Corinthian Hill street system or through the Denver Water Board property that lies between this site and Highway 6.

The site southeast of Corinthian Hill ~~is~~ also requires access through adjacent properties as the site has no acceptable access to a public street. Access would need to be acquired through the adjacent Denver Water Board property to Highway 6.

Development of either site will not be allowed without adequate access being provided at the expense of the developer.

Utility Provisions:

Sewer and water service can be provided through an extension of the joint sewer authority lines and the Town's water systems that serve Corinthian Hills. The adequacy of these lines and future capacities would need to be confirmed prior to annexation and development. Any upgrades or extensions of the systems to serve new development would be the financial responsibility of the developers.

Community Services.

The property now lies within the Summit School District and ~~Lake Dillon Joint Fire Protection Lake Dillon Fire Rescue~~ District. These governmental agencies would continue to serve the property upon annexation. Police protection would change from the Summit County Sheriff's Department to the Dillon Police Department.

Open Space, Parks, Recreation.

Until a development proposal is approved, both parcels should be utilized for open space or recreational uses, whether in the ownership of the National Forest Service or others.

Area 3: Dillon Water Treatment Plant Area, adjacent to County Road 51.

Description. This area is located in the northeast corner of the existing community in close proximity to the Town's water treatment plant. The landscape is characterized by a combination of uses including the treatment plant, the Forest Service work center, and the Town maintenance shops. While the neighborhood is characterized by light industrial and governmental uses, the surrounding neighborhood within Town limits is zoned RL, which is located on

the south side of US 6. The water plant and maintenance facility are zoned Public Facility There are three parcels in this area that should be considered for annexation.

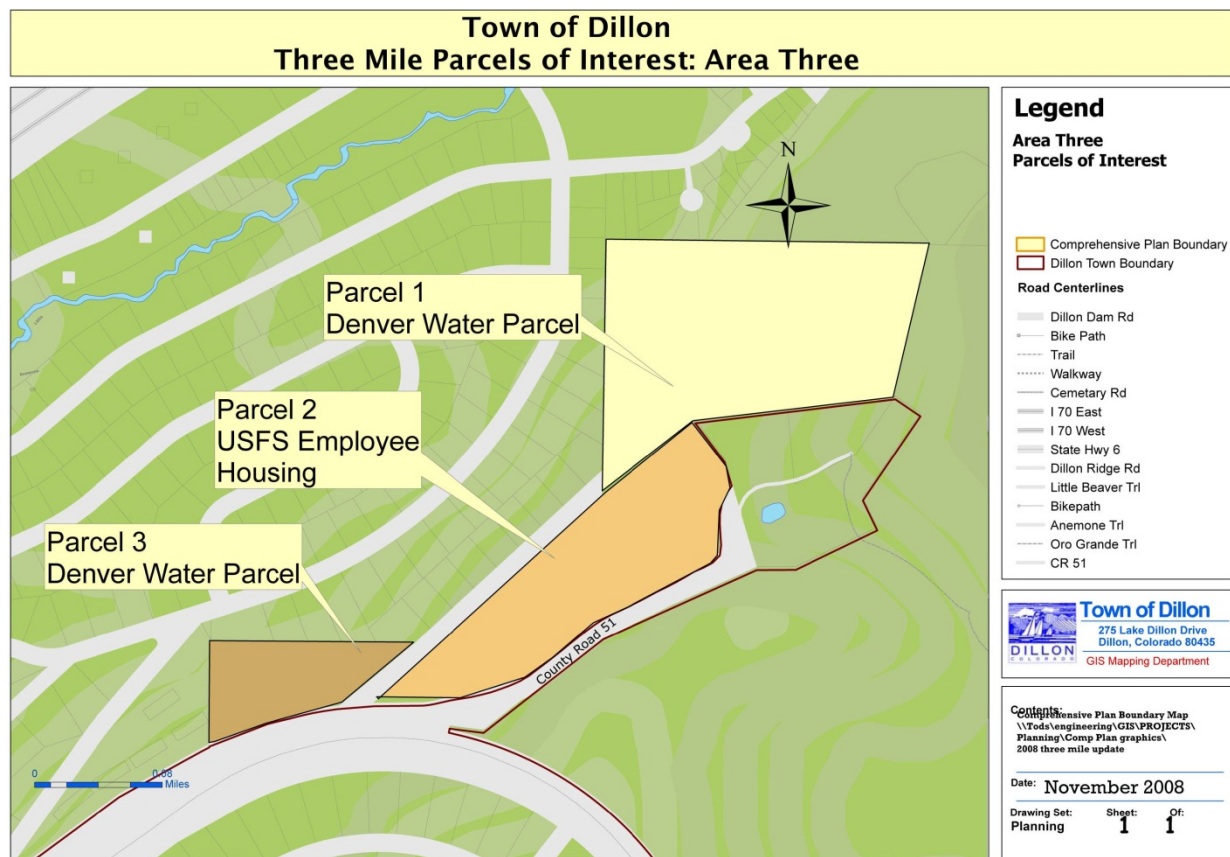
The first parcel Parcel 1 is a site north of the Town maintenance building that is owned by the Denver Water Board. This site has slopes of approximately 10 to 20 percent and ~~runs from County Road 51 down to and past~~ is located to the northeast of the cul-de-sac at the east end of Forest Canyon Road to the north.

Parcel 2 contains the Forest Service work center located between the north side of County Road 51 and Forest Canyon Road. This parcel is characterized by the remaining Lodgepole trees and a number of buildings used by the forest service to house their employees and provide storage for Forest Service uses.

~~The third property~~ Parcel 3 is Denver Water Board land that lies on the north side of County Road 51, west of the intersection of County Road 51 and Forest Canyon Road. This parcel is located downhill from the road, and is characterized by a north-facing slope with Lodgepole pines.

Land Use.

Appropriate uses for this area include low to medium density residential development. Residential uses could provide housing for either citizens of the community and/or employees of the Town and other public entities. An alternative use could expand Town or county maintenance facilities or provide additional new facilities. This may include shops,



storage, water tanks, or other similar uses. Since all three sites have some remaining tree stands and moderate slopes, the intensity of development should not be such that the natural characteristics of any of the sites are destroyed. Characteristics of development for these sites should include:

- Development should work with the existing contours of the land and not be placed in a manner that would require extensive cut or fill slopes.

- Development should be concentrated on those portions of the sites that are under 20% in slope and clustered if necessary to maintain the critical natural features of the sites.
- Development should not be placed in a manner that would significantly impact the existing natural character of the site.

Any proposed development shall be processed through the Town's Planning and Zoning process, at which time the appropriate zoning district shall be assigned. The density allowed for residential uses should be determined prior to annexation and contained within an annexation agreement, as the underlying RL or RM zoning districts may each allow density that is greater than the carrying capacity ~~of any~~ of any specific parcel. Each site should be evaluated on its own merits and a density determined that will preserve the natural characteristics of the site. Zoning and densities should be compatible with the goals of the Comprehensive Plan. Densities lower than that recommended in the underlying zoning districts would be appropriate if non-resident housing is proposed, while densities close to those recommended in the underlying zoning districts are appropriate for restricted resident housing developments.

Transportation.

The area is not well served by existing public streets, with the exception of County Road 51 which borders all three sites and provides access to the water treatment plant, maintenance shops, forest service work center, and the Forest Service trail accesses further to the east. This road is and existing asphalt road owned and maintained by the Town of Dillon which could accommodate additional traffic from these areas. a county road which could accommodate additional limited traffic, but should not be required to carry heavy traffic loads. the current road has been paved and ~~However,~~ the access to Highway 6 is awkward with limited site lines for turning onto Evergreen Street located at the west end of the road.

Utility Provisions.

These sites would be served by the joint sewer authority sewer lines, and by Town of Dillon water lines that are located within or adjacent to the three sites. The adequacy of these lines and future capacities would need to be reconfirmed prior to annexation and development. Any required upgrades or extensions of the systems necessary to serve the sites will be the financial responsibility of the developers.

Community Services.

These parcels are within the Summit School District and ~~Lake Dillon Joint Fire Protection~~ Lake Dillon Fire Rescue District. These governmental agencies would continue to serve the parcels upon annexation. Police protection would change from the Summit County Sheriff's Department to the Dillon Police Department.

Open Space, Parks, Recreation.

There are no specific needs for the preservation of open space or parks or recreational facilities that have been identified for these sites. Recreational needs and improvements should be evaluated in greater detail prior to the annexation of the parcel. Development should be planned to preserve critical open space parcels and provide improved recreational facilities.

II. Areas excluded from the Annexation Plan Boundary:

There are only three ~~or four~~ areas currently under consideration for the Town's annexation plans. However, there were a number of areas located within three miles of the Town that were considered for inclusion but are not practical to include in the plan at this time. These are shown on Exhibit "A", and represent a number of existing subdivisions and other parcels that are excluded due to difficulty in providing services or other critical factors. Various areas within three miles of the Town that relate to other communities or are difficult to provide services to have also been left out of the three mile plan for Dillon, and include Ptarmigan Subdivision, Wilderndest, Mesa Cortina and other similar areas. The areas excluded, and the reasons why they have been excluded are as follows:

Area E1. Dillon Reservoir. The Dillon Peninsula and several other lands along the shore already are within the Town limits. It is not planned to annex any additional lands from the Dillon Reservoir. The reservoir is owned and operated by the Denver Water Board and offers little or no potential for future development.

Area E2. Dillon Valley. Dillon Valley, north of the Dillon Town Core between Highway 6 and Interstate 70, is an existing residential community presently served by all necessary urban services and represented by a homeowners association. Dillon Valley has not been included in the three mile plan for annexations primarily because it is already developed at urban levels, and is served by urban services.

Area E3. Piney Acres: This area is located immediately north of the Town of Dillon and accessed from County Road 739. This area is dominated by 1/2 acre lots with single family residential development occurring on most parcels. Piney Acres is adjacent to and relates closely to Dillon Valley as it is accessed from the same major intersection and has similar types of urban services. This area has been excluded from consideration for annexation because it is an existing neighborhood which contains adequate public services in relationship to the areas needs.

Area E4. Town of Silverthorne: The Town of Silverthorne is located to the west and northwest of Dillon, and has been left out of the area designated for future annexation because municipalities can not annex land within another municipality.

Area E5. Dam Road (Dillon to Frisco): The area west of the Dillon Dam, along the Dillon Dam Road to the Town of Frisco, is characterized by forest service lands that serve the recreational needs of the county and state as a whole. This area would be difficult for the Town to serve, and should be preserved for recreational purposes. It will not be included in those areas designated for future annexation.

Area E6. Summerwood: Summerwood is an existing residential subdivision southeast of the Town of Dillon that contains some multifamily units, but is dominated primarily by single family residential development. Summerwood contains private paved streets, and is served by a public water and sewer system. Summerwood has not been included in those areas appropriate for annexation because the Town does not anticipate annexing any existing subdivisions that have adequate public facilities already in place.

Area E7. Summit Cove/Swan Meadow: The Summit Cove/Swan Meadow areas are existing subdivisions located south of the intersection of Swan Mountain Road and Highway 6 approximately one and one half miles east of the existing Town boundaries. The Summit Cove/Swan Meadow area is characterized by urban levels of development and includes single family, modular housing and multifamily housing in a concentrated area. This area has not been included in the Town of Dillon's potential annexation plan because it represents an existing neighborhood that has all necessary public facilities already in place.

Area E8. Keystone: The Keystone area is a concentrated resort development located approximately three miles from the existing Dillon municipal limits. Keystone is a combination of multifamily housing, single family housing, and commercial development concentrated at the base of the Keystone Ski area. A number of recreational facilities exist at Keystone including the ski area, two golf courses, a tennis facility, and an ice skating pond. Keystone is an existing Summit County PUD and has all necessary urban services and facilities in place. Even though the future development of Keystone will have a major effect on the Town of Dillon, it has not been included in the areas to be considered for future annexation because Keystone does not require any additional public facilities be provided by

the Town of Dillon. An extension of the Town's jurisdiction and facilities is not currently warranted. While it has been determined that the Keystone area should not be included in the annexation plan at the present time, there are a number of community benefits and goals that could be achieved by either annexing Keystone into the Town of Dillon, or consolidation of the two communities. The potential for annexation should continue to be evaluated, and the annexation of this area kept open for future boards and commissions to consider.

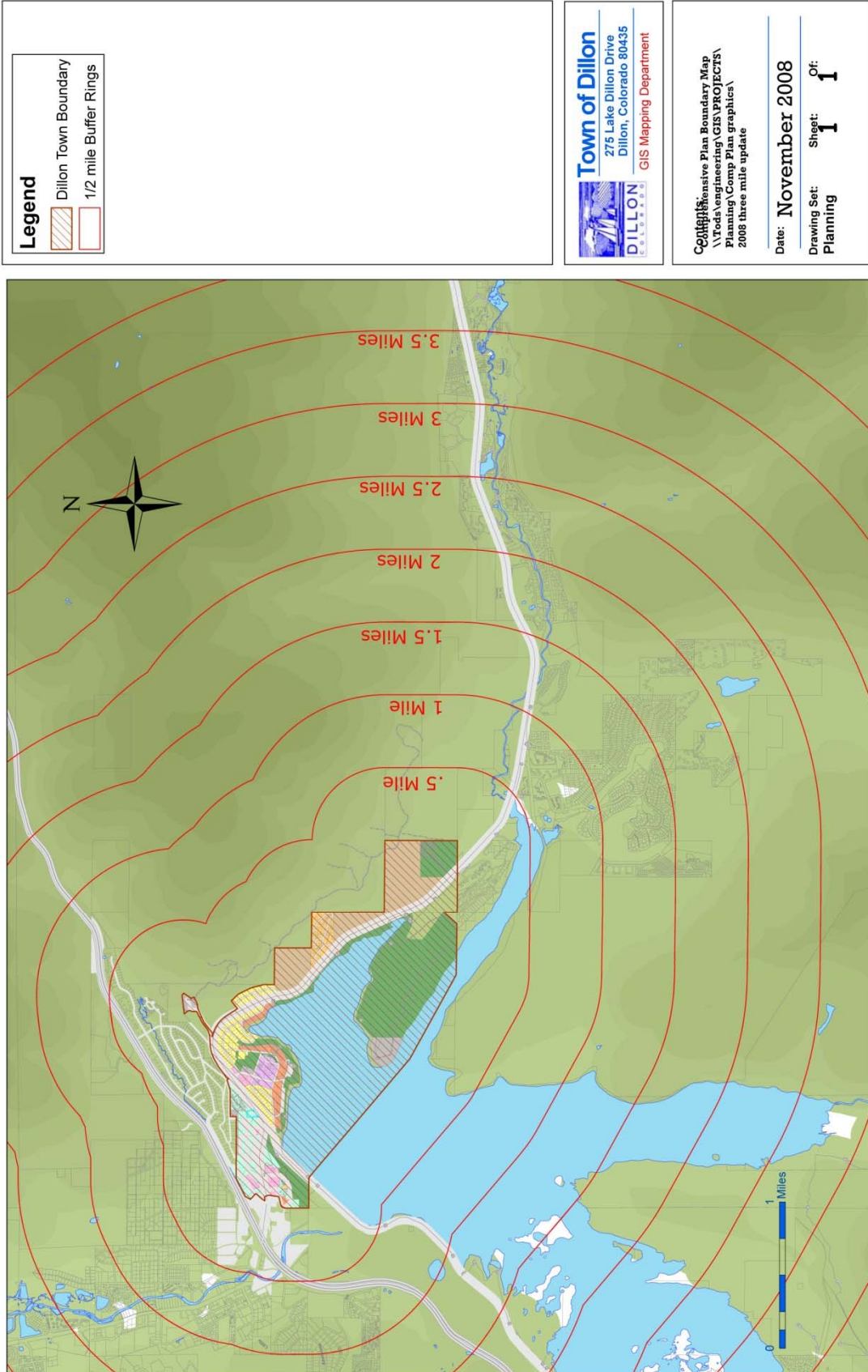
Area E9. Blue River Park Area: The Blue River Park area contains an existing park at the base of Dillon Dam, the Blue River, the Summit County Fairgrounds, and some vacant parcels on the west side of the Blue River. This area would be better served by public infrastructure and access by the Town of Silverthorne. This area has been excluded from the plan as it offers no great benefit through annexation to the Town of Dillon.

Area E10. Forest Service land (northeast): The forest service land above ~~the Oro Grande Trail County Road 765~~ has been left out of the annexation plan because the Town believes this area should be retained by the Forest Service for recreational purposes. ~~Provision of~~ Providing public facilities to the area above the ~~county road Oro Grande Trail~~ would be difficult. A new water system would have to be constructed with a new water tank to serve this area because it is above the top of the existing water tanks. This area represents an asset for the county and would only be considered for annexation if the federal government decided to dispose of the land, and the Town would consider annexation as a means of controlling land use in this area.

C. AMENDMENTS AND ANNUAL UPDATE:

Colorado Revised Statute requires that the Town's plan for annexation be updated on an annual basis. It should be the responsibility of the Town to evaluate this plan in January of each year, and to either make necessary updates or to readopt this plan in February or March following their evaluation.

**Town of Dillon
Three Mile Extent of Study**



**TOWN COUNCIL ACTION ITEM
STAFF SUMMARY
OCTOBER 7TH, 2015 PLANNING AND ZONING COMMISSION MEETING**

DATE: September 29, 2015

AGENDA ITEM NUMBER: 7

ACTION TO BE CONSIDERED: Consideration of Resolution No. PZ 16-15, Series of 2015:

A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING THE ADOPTION OF A COMPREHENSIVE PLAN FOR THE TOWN OF DILLON.

SUMMARY: The Comprehensive Plan is a long-range, evolving document that guides the Town in achieving the vision and goals of the community by establishing a framework for developing regulatory tools and advising decision making for the future of the Town of Dillon. Under the stewardship of the Planning and Zoning Commission, this dynamic document strives to promote the community's values, goals, and vision for the Town. The Comprehensive Plan is not a regulatory document, but provides the background for advised decision making for establishing policies, for the delivery of services, for providing orderly growth and development criteria, embodies both current and long-term needs, and provides for a balance between the natural and built environment.

Updates to the Town of Dillon Comprehensive Plan are typically performed every three years, thus ensuring the document's relevancy in an ever changing world. The previous update was adopted in 2012. The 2015 updates reflect the improvements that the Town has performed on the parks, facilities, and recreation path system within the Town limits. The update also includes current data such as sales tax collections.

The update includes some changes in text where the existing form was somewhat confusing or written in an awkward manner. The changes in these instances were done to improve the readability of the document and message being conveyed. Time references to previous studies or developments were update to reflect the passage of time. For instance, a reference to the Dillon Ridge Marketplace being developed ten years ago was revised to twenty years ago. A reference to a "recent" study might have been revised with the actual date of the culminating report of the study.

Some sections had minor changes in the order in which material was presented. For instant, on page 2-2 in the discussion on existing land use patterns and the presentation of open space and public land, a discussion about Forest Service land was incorporated in the portion detailing public open space and public land, rather than after a brief reference to private recreational facilities. This was done so that similar topics are grouped together for clarity.

In Section 3 "Economic Overview", under subsection II. "Concerns", some of the negatively presented information was re-written to offer a more positive perspective, as well as removing references that have been shown to not be entirely true. A reference to Town Center high vacancy rates throughout was changed to reflect what has been observed. That is that there are some vacancies in some buildings, but many buildings are fully occupied. The point is made that there exists a perception that there are high vacancies, but that is not necessarily true throughout the Town

Center. The fact that the Town Center is functioning rather successfully as an office park, yet lacks the vibrancy of a downtown with many shops and restaurants is made to bolster why the high vacancy rate perception exists.

In Section 4 “Natural & Manmade Environment”, a subsection heading of “Issues” was replaced with the word “Values” as this more accurately represents the information presented therein. It also replaces a negative word with a much more positive one. As the Comprehensive Plan is a presentation of the Town of Dillon’s values, physical setting, business community, and goals for the future, it is important that they be presented in a positive light. Elsewhere a statement with the word “concerns” was changed to “opportunities to improve” (sheet 4-8).

Also in Section 4, some references in the noise pollution portion of the section were removed. The reference to noise reducing pavement was removed. This pavement type is not produced in this region and has not proven to perform in the temperature ranges experienced in our mountain climate. The policy statement to “encourage new residential units to be designed in a manner where bedrooms are not located on the Highway 6 frontage” was removed as no mechanism exists in the Dillon Municipal Code to support such a policy. Also, a reference to the installation of signage on Highway 6 was removed, as this is an operation of CDOT, and not the Town.

Lake Dillon has been changed to the accurate name of Dillon Reservoir throughout. Also, references to the Comprehensive Plan Boundary have been capitalized, as this is a boundary defined by the Plan.

On sheet 4-4 a sentence was added to reflect the current adopted Fire Code requiring defensible space inspections for new structures and additions.

Section 5 “Urbanization” was cleaned up with the removal of the extensive information presented in subsection IV “Annexations”. This was done because the annexation process and details pertaining to potential annexable land is presented in the stand alone Three Mile Plan. In an effort to be concise with the Comprehensive Plan and to avoid the potential presentation of conflicting information, this section was reduced to a reference to the Three Mile Plan.

The update also includes additional language reflecting the vision of a revitalized Town Core. A row was added to the table on sheet 6-2 to reflect the Town Council’s commitment to continue to work towards a revitalized Core Area, as has been the focus of Town Councils and advisory committees since the 1980’s. Also on sheet 6-2, a reference to the lack of need for high density housing within the Comprehensive Plan Boundary is false. There is a significant demand for more high density, attainable housing throughout the County, and Dillon is no exception. The statement is true if the high density zone of the Core Area realizes an increase in residential uses, so a statement to that effect was added. Also, “Town Center” and “Core Area” are used throughout as the primary names describing Dillon’s central business district or downtown. For consistency, those names are used to replace the numerous other names used to describe the area.

References to the need to form a Dillon Urban Renewal Authority have been changed to reflect its formation in 2009. This appears to have been overlooked during the previous Comprehensive Plan update in 2012.

The description of permitted uses in the residential zones discussed on sheet 6-5 was amended to

reflect the permitted uses and conditional uses found for those zones in the Dillon Municipal Code.

A new Zoning Map was inserted on sheet 6-8 to reflect the 2013 adoption of the Official Zoning District Map for the Town of Dillon.

Section 7 “Circulation” underwent several minor amendments to reflect the roadway and multi-use path system improvements in Town.

Section 8 “Community Facilities and Utilities” was amended to improve readability, accuracy, and to group appropriate discussion items together. It was also amended to reflect newer master plans and projects on going or completed since prior Comprehensive Plan updates.

STAFF RECOMMENDATION: Staff recommends the adoption of the 2015 Comprehensive Plan as attached.

ACTION REQUESTED: Following a public hearing; Motion, Second, Roll Call Vote. Resolutions require the affirmative vote of a majority of the members present.

STAFF MEMBER RESPONSIBLE: Ned West, Town of Dillon

RESOLUTION NO. PZ 16-15
Series of 2015

**A RESOLUTION BY THE PLANNING AND ZONING
COMMISSION OF THE TOWN OF DILLON, COLORADO,
RECOMMENDING THE ADOPTION OF A
COMPREHENSIVE PLAN FOR THE TOWN OF DILLON.**

WHEREAS, the Planning and Zoning Commission of the Town of Dillon has found it to be in the best interest of the citizens of the Town of Dillon to review the Town's Comprehensive Plan, and to recommend the adoption of a new Comprehensive Plan; and

WHEREAS, a public hearing, study and recommendation concerning the proposed changes to the Comprehensive Plan has taken place before the Planning and Zoning Commission.

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING
COMMISSION OF THE TOWN OF DILLON, COLORADO, AS FOLLOWS:**

Section 1. That the Planning and Zoning Commission of the Town of Dillon does hereby recommend the adoption of the attached Comprehensive Plan by the Dillon Town Council.

**RECOMMENDED FOR ADOPTION THIS 7TH DAY OF OCTOBER, 2015 BY
THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON,
COLORADO.**

**PLANNING AND ZONING COMMISSION,
TOWN OF DILLON**

By: _____
Brad Bailey, Chairperson

ATTEST:

By: _____
Debbie Wilkerson, Secretary to the Commission

Town of Dillon 2015 Comprehensive Plan

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ACKNOWLEDGEMENTS

Town Council

Kevin Burns, Mayor

R. Louis Skowryra III, Mayor Pro-Tem

Erik Jacobsen

Terry King

Mark Nickel

Ben Raitano

Tim Westerberg

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Jason Smith

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Planning and Zoning Commission

Brad Bailey, Chair

Nathan Nosari, Vice Chair,

Amy Gaddis

Kyle Hendricks

Dr. Jerry Peterson

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Bill Gibson¶

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Deleted: Jeff Shibley¶

Contributing Staff:

Dan Burroughs, Community Development Coordinator

Ned West, Town Planner

Theresa Wosham, Former Town Planner

Melissa Wyatt, Former Town Planner

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- Annexations

Exhibit 1: Comprehensive Plan Boundary Map

Exhibit 2: Three Mile Plan Map

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Section 1: Introduction and Administration

I. Introduction

The current Comprehensive Plan was adopted in 2012.

The Dillon Comprehensive Plan is intended to be general, which means the policies and proposals adopted within the Plan are broad in nature and do not necessarily indicate specific locations of activity or use, or specific actions. As used in this document, Comprehensive Plan means a generalized, coordinated land use map and policy plan for the Town of Dillon, Colorado. The Plan is also comprehensive in nature, meaning all-inclusive, both in terms of the geographical areas, and the activities, systems, and issues addressed by the Plan.

In general, the Comprehensive Plan:

- Is an expression of public policy in the form of policy statements, generalized maps, standards and guidelines.
- Will be used as the basis for future Town decisions dealing with capital improvements, Town projects, open space acquisitions, urban design projects, and the evaluation of annexations and development proposals.
- Will be used as the basis for more specific rules, regulations, and ordinances that implement the policies expressed through the Comprehensive Plan.
- Has been prepared to help assure that public actions are consistent and coordinated with the policies expressed through the Comprehensive Plan.

The Town has adopted a "Mission Statement" that relates directly to the comprehensive plan and the future of the Town. The mission statement, in concert with the Town Council's existing "Vision Statement", guides the goals and policies contained within the remainder of this plan. These statements are:

Mission Statement

Dillon is a vibrant community with a proud history and an exciting future that enhances its unique recreational, economic, educational, and environmental characteristics. The Town is dedicated to providing high quality services to its residents, businesses, and guests through responsive government and through enhancement of cultural and recreational activities in a pedestrian friendly environment.

II. Purpose

The primary purpose of the Dillon Comprehensive Plan is to provide a framework for decision making which encourages public and private decisions be made in a manner that enhances the livability of the community, by adopting goals and policies that encourage local development decisions that are in the best interest of the community.

III. Plan Development

The 2015 Town of Dillon Comprehensive Plan is a minor update to the previously adopted plan which involved extensive and concentrated community outreach and effort.

IV. Plan Revisions and Updates

As per the Dillon Town Charter, it is the responsibility of the Town Council to maintain a Comprehensive Master Plan for the physical development of the Town. It is the responsibility of the Planning and Zoning Commission to review the plan at least once every three years and to recommend plan changes and revisions to the Town Council to ensure the plan continues to represent the goals of the community.

Minor changes to the plan which have little effect on the Town should be made as needed to maintain the plan as an up to date guideline for community decision-making.

In addition to review of the Comprehensive Master Plan on a three-year time frame, the Town shall evaluate the Three Mile Plan for Annexation and revise it, or reaffirm the policies contained within the Three Mile Plan on a yearly basis, as required by Colorado State Statute, C.R.S. 31-12-105 et. seq.

Private Citizens and entities may also initiate a request to revise the Plan upon the payment of a plan amendment fee. Plan amendments requested by private citizens and/or entities will be considered only once a year with requests to be submitted in November for consideration by the Planning and Zoning Commission in February. A public

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Deleted: The Town has been intensely involved in community outreach and public planning efforts throughout the formulation of the Parks and Recreation Master Plan, the 2006 Leland Study, the Dillon Economic Revitalization Advisory Committee (DERAC) recommendations and the marina master planning process. As such, the Comprehensive Plan update process will be more streamlined than past updates. The process includes:¶

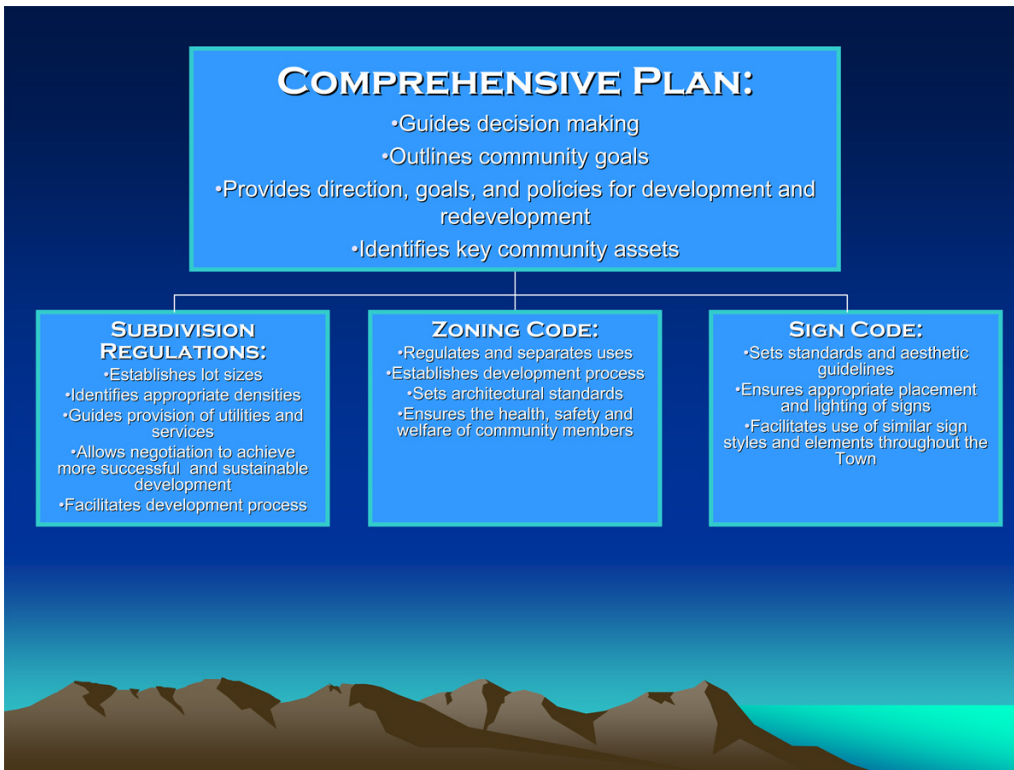
¶ **<#>Review of Key Documents: the Commissioners and Town Council should familiarize themselves with the relevant documents.¶**
 <#>2008 Comprehensive Plan¶
 <#>Three Mile Plan (2008 version)¶
 <#>Leland Study executive summary ¶
 <#>GreenPlay Parks and Recreation Plan executive summary ¶
 <#>JJR Marina Master Plan recommendations ¶
 <#>Town Center Design Guidelines¶
<#>Process and Purpose of the Update¶
 <#>Identify key policies and evaluate their relevance to the current planning and economic environment in Dillon¶
 <#>Review and incorporate new goals and policies from the endorsed master plans and recommendations¶
 <#>Integrate and evaluate the compatibility of new and old goals and policies, and modify if necessary to produce a coherent vision for the Comprehensive Plan (i.e. ask if the goals and policies complement each other)¶
<#>Timeline¶
 <#>Commissioners should review and become very familiar with the existing planning documents (staff is available to assist if necessary)¶
 <#>Joint Town Council and Planning and Zoning Work Session(s): Evaluation and discussion of changes/additions/deletions¶
 <#>Review and endorsement of changes ¶
 <#>Recommendation to the Town Council for adoption ¶
 <#>Council review and edits ¶
 <#>Adoption by Council ¶

hearing will be held by the Planning and Zoning Commission and the request evaluated according to the following criteria:

- Conformance with community goals and policies.
- Compatibility with existing and planned land uses.
- Conformance with community desires and interests.
- The request should not result in detrimental impacts to public facilities and services.
- The request should not result in negative impacts to the transportation system.
- The request should demonstrate a land usage need, consistent with environmental and economic goals, which are not being provided for in Dillon.
- The request should not have a negative impact on the Town's image and character.

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The Planning and Zoning Commission, after conducting a public hearing, shall forward their recommendation to the Town Council, who will review the request at a public hearing and make a final decision based on the criteria listed above.



V. Goals and Policies

Administration

Goal: *To achieve public interest, understanding, and support of the planning process and to provide adequate opportunities for the community to participate on a continuous basis in the preparation and review of the Town's Comprehensive Plan.*

Policies: Maintain the Dillon Comprehensive Plan as an ongoing decision making guide for planning and development actions within the Town of Dillon. The Plan must respond to changes in economic conditions, public values, human needs, social interests, technology changes, legislative actions, and other various influences.

Undertake a general review of the Plan once a year to determine if any changes have taken place within the community that warrants a full review of the Plan. This general review should occur in conjunction with the re-adoption of the Three Mile Annexation Plan.

Review the Plan every three years as required by the Town Charter to ensure the Plan continues to represent the goals of the community.

Ensure all Town ordinances are in compliance with the adopted maps and policies of the Plan. Ordinance amendments, deemed in the public interest, that are contrary to the intent of the adopted Comprehensive Plan should be reviewed and amended as Comprehensive Plan changes prior to any action on the ordinance.

Maintain a Capital Improvement Program which contains a schedule of public improvements, costs, and revenue sources consistent with the Comprehensive Plan.

Encourage elected and appointed officials and staff to solicit citizens' involvement and opinions related to land use issues.

Continue to update all development ordinances to improve the process by which subdivisions and development proposals are reviewed.

Section 2: Background and Setting

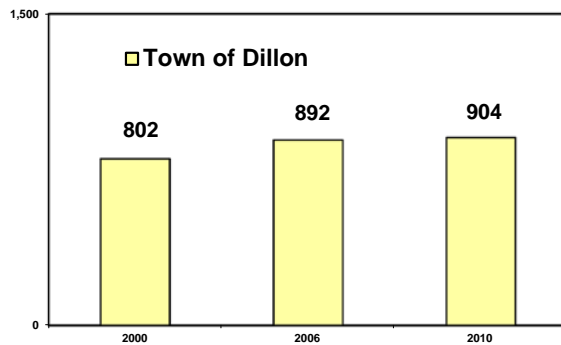
I. Background

The Town of Dillon is located approximately 70 miles west of Denver, just south of I-70 in Summit County, Colorado. The original town was established in 1883. The Town was moved three times before the last move in 1961 in response to the construction of Dillon dam and reservoir. Prior to moving, Dillon was the most populated Town in Summit County with approximately 814 residents and 39% of the County's population. The 1970 census indicates Dillon had a population of 182 people, shortly after its relocation, and ranked fourth in population in Summit County behind Breckenridge, Silverthorne, and Frisco.

In 2006, Dillon had a population of 892 and continues to rank as the fourth most populated Town in the County. The 2010 U.S. Census data shows that the population of Summit County reached 27,994 in 2010. The 2010 permanent population of the Town of Dillon was recorded at 904. Dillon represents approximately 3.2 percent of the County's total population, compared to 7 percent in 1970. Although limited in permanent population, the peak population can range between 900 and 5000 people due to the nature of the seasonal tourism and second home ownership in Dillon.

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Town of Dillon Population Trends



II. Geographical Setting and Planning Influences

Within the Snake River basin, the Town of Dillon is located at the northern edge of Dillon Reservoir and runs from a joint boundary with Silverthorne on the west to the east end of the Dillon Cemetery property on the east end of Town. The Snake River basin can best be described by incorporated urban areas at the west end, with open space and residential uses at its midpoint, and Keystone, a destination resort, at the east end. While most of Dillon is located in areas that are relatively flat, portions of Dillon on the north side of Highway 6 including the Corinthian Hill subdivision have been developed on hillsides. Most of Dillon is located in areas that have little potential for future natural disasters relating to avalanches or earth slides, but as Dillon continues to grow and looks at developing areas that contain steeper hillsides, the potential for development to conflict with areas with natural hazards increases.

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A number of natural and manmade features have had an influence on the development of Dillon since it was moved to its present site in 1961. These include Dillon Reservoir, Highway 6, Dillon Valley to the north, development in neighboring Silverthorne, the completion of Interstate 70, and other similar actions and facilities.

The Town is surrounded by a mixture of land uses. The Town of Silverthorne and the unincorporated subdivision of Dillon Valley are located immediately to the west, north and northwest, and immediately east are a number of residential subdivisions including Summerwood and Summit Cove. The Dillon Reservoir to the south of the Town has a major influence on the Town, providing summer recreation opportunities, but also creating a physical barrier to future development in that direction. Forest service property dominates the area northeast of Town on the north side of Highway 6 and provides an open space buffer and backdrop for the community.

Dillon's location close to the intersection of Highways 9 and 6 and Interstate 70 has a major influence on the Town. It provides primary access to the Town from across the nation and provides a direct link to the Denver metropolitan area 70 miles to the east.

III. Existing Land Use Patterns

The existing pattern of development within Dillon has been influenced by a number of factors including existing land use regulation, natural features and constraints, ownership patterns, transportation systems, other manmade facilities, and numerous private development decisions.

The relocation of Dillon to its present site during the construction of the Robert's Tunnel and Dillon Dam in 1964 established the primary framework for Dillon, and this decision continues to have an impact on the community today.

Residential. Land designated for residential uses accounts for the majority of land within the Dillon Comprehensive Plan area. Residential land use is primarily of three types: single family residential, medium-density multi-family residential, and high-density multi-family residential.

Residential land uses have developed in a pattern that surrounds the Dillon Town Center. Low-density single-family uses were developed both east and west of the Town Center. These developments can be found adjacent to Buffalo, Three Rivers, and West LaBonte Streets to the west, and primarily adjacent to Tenderfoot and Gold Run Circle to the north and east of the Town Center. Multi-family uses were primarily developed adjacent to Lake Dillon. This overall pattern has changed slightly over time as the Tenderfoot Addition and Corinthian Hill subdivisions were developed east of the Town ~~Center adjacent to Highway 6, expanding Dillon linearly along Highway 6.~~ Lookout Ridge Townhouses developed near the Dillon Ridge Market Place.

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The development of low density and multi-family residential units within Dillon has been dependent upon market conditions and has not shown any steady pattern of development over the past twenty years. The Town does not expect this erratic timing to change significantly in the near future, and anticipates future residential growth will occur in response to a number of national and local factors. These include the ability for many professionals to work from home using improvements in communication systems and transportation, and the need to provide various types of housing opportunities for local permanent residents and short-term residents employed in the resort industry. The first factor should have the effect of increasing the need for larger, high quality single-family homes, while the second factor, the need to house residents, will increase the need for attainable housing and multi-family units such as townhouses and duplexes. Workforce housing has been identified as a priority in several of the master plans as well as in Summit County comprehensive planning goals. The Town may also see changes in the occupancy patterns in existing housing units as more second home owners retire permanently to the area.

Commercial. There are two primary commercial areas within Dillon. The first and most important at the present time, based on sales generated, is the commercial center Dillon Ridge Market Place and the area surrounding it. Dillon Ridge Market Place is comprised of a major grocery store, sporting goods store, home furnishings stores, restaurants and real estate offices, and other supporting commercial uses within Dillon Ridge as well as along Anemone Trail. The Dillon Ridge Marketplace center is located north of the intersection of Highway 6 and the Dillon Dam Road, and was developed over the past ~~twenty~~ years. A Walgreens store, three quick serve restaurants and three smaller retailers have been completed as part of the Ridge at Dillon PUD located between Little Beaver Trail and Dillon Ridge Road.

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The size of Dillon Ridge and its location have made it the primary commercial center in the community. Previously the Dillon Town Center, or downtown, was the primary commercial center. As the Dillon Ridge Market Place has increased in importance as Dillon's primary commercial center, the Town Center has become more of an office location than a commercial center. The Town Center has become the focus of an economic revitalization planning process guided by the Dillon Town Council and the ~~Dillon Urban Renewal Authority.~~ Goals of these recent studies include increasing the year-round residential population in the Town Center, redevelopment of viable businesses, and to promote the connections between the Marina and the Town Center as a way to experience the many valuable assets of the Town.

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Denver Water Board Vacant Land. The Denver Water ~~Board~~ owns four larger parcels of land within the Town limits, ~~and one outside of the Town limits.~~ The parcels consist of the parcel near the Town maintenance facility and water plant and between County Road 51 and the Tenderfoot Addition Subdivision - Oro Grande (Parcel A) ~~which is not in the Town limits;~~ the Denver Water caretaker's parcel to the west of Corinthian Hill, zoned Urban Reserve (Parcel B); the parcel east of Corinthian Hill, zoned Urban Reserve (Parcel C); and the parcel adjacent to the Dillon Nature Preserve, zoned for 14 units of residential density (Parcel E). Parcel E is also owned by Denver Water, but it resides within the Dillon Nature Preserve parcel deeded to the Town of Dillon from the Denver Water Board. A fifth parcel, Parcel D, is potentially partially developable, but has a large portion of it designated as the wetland fin that is to be preserved, and it is anticipated that the entire parcel would remain undeveloped. Denver Water stated their intentions in 2007 as follows:

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Denver Water parcels



■	Parcel A - 70 ac total - unknown acres developable
■	Parcel B - 41 ac total - 25 acres developable
■	Parcel C - 29 ac total - 26 acres developable
■	Parcel D - 85 ac total - 48 acres developable
■	Parcel E - 49 ac total - 14 units allowed

- Parcel A – This parcel will be retained by Denver Water for the possibility of a future water diversion structure from Straight Creek. Denver Water has discussed subdividing this parcel to sell a small portion of it to the Town for an expanded Town maintenance facility or possible water storage.

- Parcel B – The “caretaker’s parcel”. Denver Water would continue to use this parcel for the use of their maintenance shop and workers’ residences.

- Parcel C – Corinthian Hill East. . Development could occur in conformance with this Comprehensive Plan. Denver Water has no plans for disposal of this property at this time.

- Parcel D – The wetland parcel. Limited development could occur in conformance with this Comprehensive Plan. Denver Water has no plans for disposal of this property at this time.

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- Parcel E – Adjacent to the Nature Preserve. Currently, Denver Water is allowed 14 units of residential density per the Nature Preserve IGA. Denver Water has no plans for disposal of this property at this time.

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The Town continues to maintain an open dialogue with Denver Water concerning their holdings both within and adjacent to the Town boundaries.

Open Space and Public Land. Dillon is located in a recreationally oriented county dominated by winter sports and water oriented recreational activities, thus the provision of recreational facilities and services is an important component of community life in Dillon. A Parks and Recreation Master Plan was developed through a community planning process in 2006. Recommendations from this plan were adopted by the Town Council in 2007. This document will be used to inform parks and recreation planning decisions into the future.

Recreational facilities within the community include the existing Dillon Town Park just north of the Town Center, the Dillon Marina Park and amphitheater adjacent to Dillon Reservoir, and the Dillon Nature Preserve, located on the Robert’s Tunnel Peninsula. This 173-acre Nature Preserve parcel was acquired from the Denver Water Board as a component of an annexation, and provides the community with a large permanent open space parcel. In addition, the Town maintains the bicycle and pedestrian systems that now tie the community into the countywide system. In 2003, the Town worked cooperatively with the Town of Silverthorne to tie the bike path through Lot 31 on East Anemone Trail. The Parks and Recreation Master Plan noted the need to complete connections within Dillon to the countywide recreation trail. This has been accomplished by the construction of recreation paths on lower Gold Run Circle and Tenderfoot Street, as well as

the path along Lodgepole Street that connects to the existing path system by running through Marina Park. In 2015, the Town completed improvements on a disc golf course through a cooperative effort with Denver Water and Summit County on their land near the Dillon Cemetery.

Forest Service lands around the edge of Town and the Summit County open space parcel (formerly known as the Fishhook Property) just east of the Town of Dillon's boundary, form an important backdrop to the community. The Forest Service continues to evaluate the importance of their holdings throughout Summit County.

Land utilized for public uses within the Comprehensive Plan area, other than for recreational and open space uses, include the Dillon Town Hall, the Post Office, the Fire Station, the Town Maintenance facilities, the Town Water Treatment Plant, the Dillon Marina, Colorado Mountain College, the Old Town Hall, and the Summit Historical Museum.

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Dillon Amphitheatre

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Private Recreational Facilities. Private recreational facilities are somewhat limited within Dillon, and consist primarily of the Dillon Bowling Alley located in the La Riva del Lago building in the heart of Town, and the movie theater at Dillon Ridge Market Place. The Lake Dillon Foundation for the performing Arts operates a theater that hosts plays and musicals in the Old Dillon Town Hall building located at 176 Lake Dillon Drive; they have plans to move out of Dillon in 2016 or 2017.

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A private gym and a Pilates/yoga studio are also located in the Town Center. Several of the condominium complexes have private clubhouses.

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Section 3. Economic Overview

I. Introduction

Dillon's economy is tied closely to the rest of Summit County, and is influenced to a great extent by the tourist industry. Summit County's economy has grown from a mining and agricultural base in the 1950s and 60s to one that today is dominated by the ski / winter sports industry. Annual winter sports enthusiast visits have increased in Summit County from 60,515 during the 1960-1961 season to over 3.8 million for the 2010-2011 season. Summit County's four ski areas- Breckenridge, Copper Mountain, Keystone and Arapahoe Basin- annually account for over 30 percent of all skier visits within Colorado, and host more skiers per year than any other county in the United States.

Dillon has enjoyed a moderate rate of growth since its move in 1961. The Town has become a residential resort community and depends primarily on tourist trade for revenue. Dillon's location next to the reservoir is a major attraction for tourists. The Town has two revenue producing areas: the Town Center which includes specialty stores, restaurants, and offices, and the Highway 6 area, which is a highway oriented commercial area containing several restaurants, small retail stores, and Dillon Ridge Market Place shopping center.

Dillon's strategic location along Highway 6 near I-70 should allow Dillon to capture a consistent share of retail sales associated with the ski and winter sports industry each year. Until the development of the Dillon Ridge Market Place, retail facilities and short-term lodging were limited. The Town Center originally hosted a variety of retail and restaurant establishments, but is somewhat remote from the main thoroughfare provided along US Highway 6. Over time businesses left the Town Center as traffic bypassed the area. The development of Dillon Ridge Marketplace has proven successful and provided the Town with much needed sales tax revenue. This is reflected in the annual retail sales shown below. While retail sales have increased along the busy US Highway 6 corridor, the Town Center has not seen a similar growth. Dillon undertook improvements to the Town Center in the early 1990's. These efforts helped improve the image of the downtown, but the Town Center continues to have high vacancy rates and lower rental values. In 2006 the Town conducted an economic revitalization study, often referred to as the Leland Study. The Dillon Economic Revitalization Advisory Committee (DERAC) was formed in 2007 to evaluate the recommendations from the Leland Study, which looked at economic revitalization strategies for the Town Center. The DERAC report and recommendations were adopted by the Town Council in September 2007. These recommendations will inform development and planning decisions for the whole Town, with a specific focus on the Town Center.

II. Statistics

Sales tax in Dillon has increased with the development of Dillon Ridge Market Place and other associated developments. Dillon captured approximately 8.0% of countywide retail sales in 2006. This is a trend that should continue as Dillon Ridge Market Place and surrounding area is fully developed. Dillon remains a small generator of overall County sales tax in comparison to the other towns. Losing market share in the larger County economy continues to be a concern.

The continued success of the Dillon Ridge Marketplace development, additions of retail and restaurant uses along Highway 6, and the construction of a Walgreens store and other complementary retail at the Ridge at Dillon should continue to improve the Town's retail sales standing in the County. Redevelopment of the Town Center is a remaining untapped source for future retail improvements which is anticipated to be addressed through the formation of the Dillon Urban Renewal Authority (DURA).

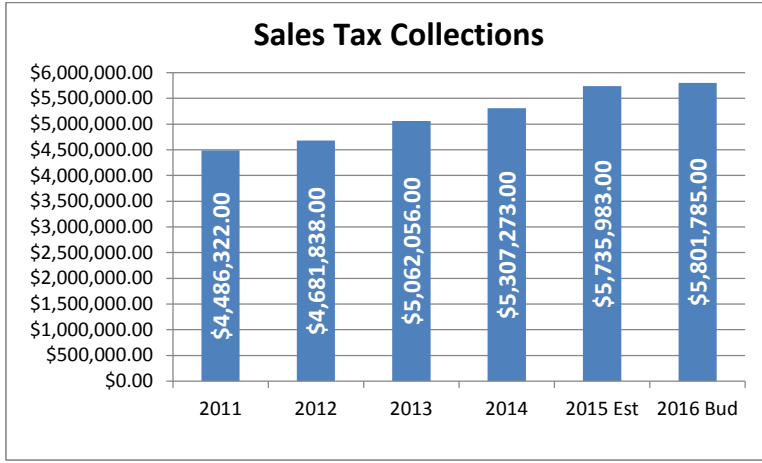
The Town of Dillon faces some unique challenges to improve its economic viability. There is a perception that much of the Town Center has high vacancy rates. While vacancies do exist in the La Riva and Dillon Plaza buildings, available spaces are limited in the majority of the other buildings in the Town Center. The majority of the businesses in the Town Center are service based offices; as such, the number of retail stores is somewhat limited. As an office park the Town Center is successful, but the Town Center lacks a vibrant downtown with many shops, bars, and restaurants. Dillon Ridge and the surrounding commercial areas have remained stable. The Town is limited in its ability to develop additional commercial opportunities due to the scarcity of vacant land and the limitations to annexation, with Silverthorne directly to the west and the surrounding unincorporated neighborhoods and open space to the north and east. Thoughtful and purposeful implementation of Town Center revitalization will help bolster and stabilize the economy of the Town.

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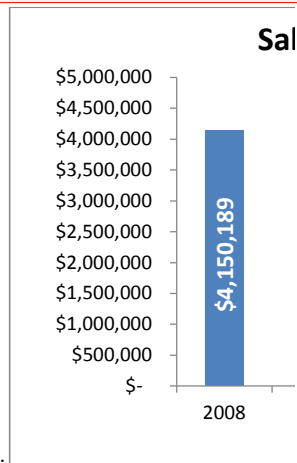
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Graph of Annual Sales Tax Collections by the Town of Dillon between 2011 and Projected to the end of 2016.



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III. Goals and Policies

Goal: *To broaden and enhance Dillon's long-term vitality while at the same time establishing the Town Center with a unique and lasting sense of place.*

- Policies:**
- Strive to provide an economic environment that helps promote, expand, and strengthen existing commercial activities.
 - Encourage a diversified economic base for the community that emphasizes niche markets and supports retail, while strengthening the viability of businesses and is compatible with the environmental resources of the community.
 - Continue to zone adequate land for commercial uses and establish land use patterns that promote a strong economic climate.
 - Promote economic development in a responsible manner with due consideration to public cost, energy availability, land use compatibility, and transportation access.
 - Promote year-round tourism by creating opportunities for entertainment, recreation, and the enjoyment of the natural environment.
 - Promote a synergistic relationship between all town businesses through the creation of a merchant's association.
 - Increase the number of year round residents in the Town Center to promote a pedestrian and lively atmosphere, encouraging both day and evening activities.

Goal: *To revitalize the Town Center utilizing opportunities for economic expansion, tenant stabilization and diversification aimed at strengthening Dillon's year-round economy.*

Policies: Continue to pursue and implement recommendations from the DERAC report, the Leland Study, the Parks and Recreation Master Plan, and the Marina Master Plan.

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Utilize the Dillon Urban Renewal District to support redevelopment activities within the Town Core.

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Create a portfolio to provide to prospective new businesses that outlines the results of the market survey, demographic data, and incentives to attract new businesses.

Research alternative incentives to attract new businesses. These could include incentives for taxes, creation of public gathering spaces, zoning, financing, parking, and increased density facilitated through an Urban Renewal Authority (URA).

Enhance the social vitality of the Town by creating a sense of place through streetscapes, events, and building design elements.

Encourage the preservation and enhancement of commercial development and redevelopment in the Town Center as a method to better serve residents and visitors.

Intensify land uses in the Town Center to promote more activity. Retail, restaurants, and entertainment uses should be encouraged over the use of the town center for office or other uses that do not generate sales revenues.

Encourage the development of additional hotels and/or owner-occupied housing in or near the Town Center to promote human activity.

Continue to evaluate the Town Center and identify additional improvements that can boost the economic climate of the community.

Strengthen connections between the Marina and lakefront and the Town Center through physical design changes, signage, and activities which encourage experiences not just at the lake but also in the Town Center.

Section 4: Natural & Manmade Environment

I. Introduction

The purpose of this section is to develop goals and strategies that will ensure that the environment within and adjacent to the community is preserved and enhanced. These resources are necessary to ensure the health and well-being of the community, and include such diverse components as wildlife protection, wetlands protection, air and water quality, erosion control, steep slope protection, and issues related to noise pollution and various visual aspects of the community.

II. Values

Air Quality:

Preservation of air quality within the community is of utmost importance, as air pollution from various sources could have a detrimental effect on the quality of life for residents and visitors to Dillon and presents various health concerns. Air pollution is presently created by automobile and truck traffic that travels through Dillon on Highway 6 and on adjacent Interstate 70 in addition to pollution created by wood-burning appliances within the community. U.S. Highway 6 is a main artery in Summit County, but is also a heavily used route for trucking companies driving through Colorado, and vehicle emissions can impact the Town's air quality. Highway 6 is the only allowed route for hazardous materials traveling east or west over the continental divide, except when Loveland Pass is closed. Another significant potential source of particulate air pollution is the potential for a significant forest fire in the area.

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Water Quality:

Preservation of water quality within and adjacent to the community is of extremely important as well, as poor water quality can affect the health of the citizens of the community and the community's economic viability. The health of Straight Creek and Dillon Reservoir, from which the community derives much of its summer tourism and activity, is critical to continued economic and recreational activities within the Town. An unhealthy lake, including impacts from phosphorous loading, would have a negative impact on the community. Erosion and runoff into the lake and into the Blue River below Dillon should be controlled in a manner that maintains or reduces pollution into these critical water bodies. Another source of pollution into these water bodies is sanding and snow-storage during the winter months. The Town and other governmental agencies need to create snow storage and sanding programs that keep pollution from entering the various water systems in and adjacent to the community. In March 2002 the Town enacted water quality and erosion control regulations.

Perhaps the highest concern for water quality is within Straight Creek since the Town derives up to 2.26 million gallons per day (mgd) from this water source. Several years ago the Town joined with CDOT and adjacent entities and obtained a grant for clean-up efforts. The grant paid for work to rid the floodplain of Straight Creek of traction sand from I-70 and to improve flows. The potential for both non-hazardous and hazardous spills into Straight Creek from I-70 is a concern since such would directly affect the Town's use of this primary water source. CDOT continues to maintain this project to ensure its ongoing success.

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Wetlands:

The protection of wetlands is critical to the health of the community. Wetlands provide wildlife habitat, help reduce pollution downstream, act as a water filtration system, and provide natural islands within the community. There are at least two varieties of wetlands found within the community. The most important is the fen located along Highway 6, just to the west of the Dillon Cemetery. This fen is of nationwide importance as it is a rare sedge wetland created from glacial waters (for more information, see the 1997 Summit County Conservation Inventory report on file at Town Hall). The fen creates a natural break between land available for development and land that should be preserved. The Land Use Focus Groups during the 1999 and 2004 plans believed that the fen was of such importance that it should be the eastern edge of any development that is allowed within the Town. The fen and the land east of the fen should be preserved for open space uses, and/or community recreational purposes. Several other wetland areas exist in Town at Dillon Ridge Market Place and along Straight Creek. In March 2002, the Town adopted new wetland regulations (under Section 17: Subdivision Regulations, Dillon Municipal Code) which limit development activity in and around wetland areas.



Wildlife Protection:

There are a number of species of wildlife that either live within the Dillon environs or travel through Dillon to get to winter range as a part of their normal migration patterns, as outlined in the Department of Wildlife's WRIS (Wildlife Resource Information System) maps. Much of the critical wildlife activity and habitat within Dillon is located along Highway 6, east of the community near the cemetery, and above these areas in the National Forest Service lands found to the north. Although wildlife habitats exist elsewhere in the community, the variety and quantity of wildlife species along Highway 6 is the greatest.

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Noise Pollution:

Noise pollution within Dillon is created by various activities related primarily to traffic and commercial uses found along Highway 6. Homes built near Highway 6 are impacted by the success of the county in terms of increased traffic on the highway, as well as vehicles entering and exiting the commercial areas adjacent to it.

Noise pollution is of critical importance to Dillon's residents. Both highway noise and tavern noise are concerns of the residents, and the Town has instituted a noise ordinance addressing a maximum decibel level for nighttime uses. As Keystone Resort continues to expand and draw tourists and the Summit Cove area continues to grow, the Town is impacted by increases in traffic to these areas via Highway 6. Expansion of travel lanes on Highway 6 combined with existing residential housing along the highway impacts residents with noise pollution on a daily basis. The Town should buffer existing (if feasible) and future residential development along the highway and increase enforcement of noise impacts.

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In 1999, the Town enacted a Jake brake ordinance that declared the use of engine brakes a nuisance. Since that time, the Town now defers to the state regulations governing the use of brake mufflers and has collaborated with CDOT to erect signs communicating the requirement to truckers. The Dillon Police Department also received a grant in 2007 for training from the Colorado Division of Criminal Justice. This grant support will be used for ongoing training and development of an equipment inspection program to monitor the high volume of semi-truck traffic through the Town.

Aesthetics:

There are a number of values within the Comprehensive Plan Boundary that relate to the visual and aesthetic quality of the community, including pollution from lighting to the quality of the built environment. A critical aspect of the community is the built environment. The Town should set goals to develop key new amenities, including:

- New structured and underground parking
- Redesign of Lake Dillon Drive including a substantial pedestrian parkway with landscaping, art and design features to the lake front
- New town square to accent the Town Center public venue and arrival
- New community gathering centers
 - Public, year-round, indoor recreation opportunities
 - Meeting rooms
 - All ages gathering
 - Event venue
 - Other public uses
- New Town Hall / Government Center
- New Performing Arts/Event Center



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- Comprehensive pathway system
- Lake front enhancements
- Landscape enhancements
- Town Park redesign
- Right of way design:
 - Way finding
 - Street improvements
 - Lighting
- Event design
- Town identity/landmark program
- Public art

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The Dillon community values the Town's identity and history. The Town border is directly adjacent to Silverthorne and it is important for people to notice and recognize the separation. Dillon should have its own character or identity; and it should be consistent throughout the Town.

The Town Center needs consistency in architectural design that strives for unity and interest. Community gathering spaces in the Town Center and a link to the Marina should be planned. The Town should research and enact a program for incentives for redesign of older, outdated buildings. The Town should also encourage people to live and work in the Town Center. Since a large portion of Dillon's residences are second homes, the Town should implement policies that encourage year-round, owner-occupied housing. Small and diverse support retail should be encouraged.

Light pollution:

Lighting along Highway 6 is a prime concern for many residents as the lights from vehicles adversely impacts their ability to sleep as well as inhibiting clear views of the mountain night sky. Some residents are also impacted by lighting within the commercial developments in and adjacent to the Dillon Ridge Market Place. These light sources (both moving and fixed) create glare for residents located near the source, and adversely affect the night time sky.

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Mountainous areas naturally create lighting conflicts in urbanized areas, as, downcast lighting from one area might cause light pollution for a property at a lower elevation. The Town continues to have problems with commercial lighting impacting residential areas. Dillon could be dark sky compliant, where appropriate, with the implementation of codes for full cut-off lighting. The Town should consider different lighting regulations for the Town Center; refer to the Light Pollution Goals and Policies in Part three of this section. The Town should also encourage the use of energy efficient light fixtures. The Town has recently started replacing all Town owned street light fixtures with new LED street lights with a singular design style (pictured left). The redevelopment of the Town Core should incorporated lighting regulations specific to that district to include up-lighting of trees and building facades, and to create lighting for pedestrian safety to make the core an enticing, pedestrian friendly environment at night.



Landscaping:

Recognizing that trees and landscaping grow at a slower rate at this altitude than in areas such as the Front Range, it is important that plantings in Dillon are of a high quality and are successful beyond the first year. The Town should provide education to development applicants and homeowners regarding the native species most likely to survive in this climate and altitude.



<object>

Mountain pine beetles have become a serious threat to the tree health of Summit County and Dillon. Although it may be difficult to battle a statewide infestation and given the maturity of trees within Dillon's forests, Dillon should continue to encourage diversity of tree species, maintenance of tree health, and retention of healthy trees. Thinning of trees on private property is reasonable, even if it is for views. However, the Town should protect healthy and viable old-growth trees. The Town also should aggressively implement the Forest Management and Reforestation Plan adopted in 2009. Annual budgets should continue to support reforestation and silviculture on Town lands

The Town maintains a weed management program aligned with the County weed management program. The Town should continue these joint efforts and maintain a current

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inventory of invasive species. The Town should also continue to assist residents in identifying and eliminating weed infestations on private land.



Wildfire:

The Town has been actively participating with the Summit County Wildfire Council in the establishment of a Wildland Urban Interface (WUI) map. These efforts allow the County to apply for federal assistance in establishing defensible space around buildings under threat from wildfire. The incidence of wildfire has increased exponentially in the West over the past twenty years, and the climate trends indicate the threat could increase in the future. Summit County has not experienced extensive wildfires in recent years, and with the abundance of deadwood from the pine beetle kill, the entire County is at risk. The Town should implement policies to assist homeowners in responsible landscaping choices, and educate the public about the importance of defensible space. Current adopted fire codes require defensible space inspections for new structures or additions.

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III. Goals and Policies

Natural Environment

Goal: *To protect the environment and improve it whenever and wherever possible.*

Policies: Discourage development within or adjacent to areas identified as potential hazardous areas (steep slopes, unstable soils, flood plains, etc.), and developments proposed for any areas considered to pose a hazard should submit engineering investigations of the site and mitigate any potential negative impacts.

Limit development on slopes of greater than 20% and require engineering investigations of sites over 20% during project review. Development on slopes in excess of 20%, if allowed, should maintain the maximum vegetative cover possible to protect soils, prevent land slippage, and retain wildlife habitat, view corridors and open space resources.

Require that the implications of any potential geological and geo-technical constraints be appropriately addressed by persons experienced and legally qualified to do so. Such evaluative and mitigation procedures should incorporate analytical and design methods representing current generally accepted professional practices.

Require proposals for all new developments to recognize the value of existing on-site natural vegetation and inventory, and preserve these resources to the maximum extent feasible, including the preservation of large trees. Every effort should be made to use native plants and to emulate the surrounding mountain landscape. Diversity in tree selection is a priority following the recent mountain pine beetle infestation.

Encourage new and existing developments to provide adequate measures to control any adverse effects to the water quality and groundwater resources of the region.

Goal: *To preserve and foster the unique natural, physical, and man-made characteristics and cultural aspects of Dillon.*

Policies: Establish criteria within the Chapter 16 Zoning to encourage new projects to be designed so they do not block views to prominent features such as Dillon Reservoir, the Robert's Peninsula, and other natural and man-made features.

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Inspect and enforce landscape warranties to ensure that vegetation in new developments establishes itself.

Work with the Division of Wildlife to ensure that new developments minimize adverse impacts on fish and other wildlife habitat, breeding areas, and migration routes in and adjacent to Dillon.

Preserve shorelines and wildlife habitats from intensive development. If development occurs, developers should be encouraged to develop on land with minor constraints, and utilize clustering of development to minimize development impacts on sensitive areas.

Goal: *To maintain, protect and improve the health of trees in Dillon.*

Policies: Endorse landscaping policies which reflect a native plant list to educate property owners on the species most likely to survive at this altitude and climate.

Require disease and pest resistant evergreens as well as deciduous options, such as Colorado Blue Spruce, Engelmann Spruce, Douglas Fir, and other species as recommended by the Town of Dillon Municipal Code, Section 7-5-140.

Create a tree education program, through the Town's Tree City USA program, via a pamphlet, or in the Dillon Website.

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Air Quality:

- Goal:** *To preserve and improve air quality within the community.*
- Policies:** Work with relevant governmental agencies to create programs to lessen impacts of wintertime road sanding and applications of magnesium chloride.
- Work with relevant agencies to reduce the impacts of automobile and truck traffic within the Dillon community.
- Encourage the utilization of mass transit as a method to reduce automobile trips within the community as a method to reduce air pollution.
- Develop additional sidewalks and bicycle ways, and develop programs that encourage additional pedestrian and bicycle travel as a method to reduce air pollution.
- Consider developing a community wide program that encourages the conversion of wood burning appliances to gas.

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Deleted: Research and implement strict regulations for vehicle emissions and possibly institute a metering program to ensure compliance.

Water Quality:

- Goal:** *To preserve community water sources, and the water quality of the community to enhance the livability of the Town.*
- Policies:** Improve the Town's landscaping regulations including the adoption of regulations that would reduce the amount of water utilized for the maintenance of landscaping.
- Continue to enact watering restrictions in times of drought and encourage voluntary water reduction at all times.
- Provide guidance to the community in selection of drought resistant xeriscape plant species.
- Amend wetland regulations to relate the wetland definition to the Army Corps of Engineer standards and updates.
- Work with Denver Water Board to preserve the areas near the lake to reduce erosion.
- Work to reduce point source pollution that may enter the lake, or other water bodies, including Straight Creek.
- Monitor areas of high mortality due to pine beetle infestation, and take steps to mitigate erosion following tree removal.

Wildlife:

- Goal:** *The Town should evaluate potential impacts on wildlife, and work to provide adequate wildlife protection.*
- Policies:** Require new developments to take into consideration the existing species found within the immediate area, and take actions to mitigate any potential negative impacts to wildlife.
- Investigate the creation of best management practices that would help preserve the existing wildlife species found within the community.
- Preserve large wildlife corridors in the east Dillon area in order to protect the species found in this area.

Deleted: Continue cooperation with the Denver Water Board, Summit County, the US Forest Service and other partners to expand Old Dillon Reservoir.¶

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Noise Pollution:

Goal: *Work to reduce the impacts of noise on ~~the Town's existing and future residents.~~*

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Policies: Allow individual property owners to develop noise mitigation improvements such as berms and landscaping. The Town should consult with CDOT to best determine what measures are appropriate.

Work with future developers to maintain an adequate horizontal buffer between any proposed residential uses and Highway 6. This should include a combination of berms and landscaping to help mitigation any potential impacts.

Goal: *Increase enforcement of noise pollution violations.*

Deleted: Encourage new residential units to be designed in a manner where bedrooms are not located on the Highway 6 frontage.¶
¶ Explore mitigation measures such as noise reducing pavement.¶

Policies: Increase awareness by the trucking industry of the Jake-brake muffler requirements and Dillon's noise ordinance by communicating with local waste management and local trucking companies.

Goal: *Preserve the quality of life for residents along the Tenderfoot Trail (Oro Grande and Corinthian Hill).*

Deleted: . . . Install additional muffler signs along Highway 6, especially in the areas of the east entrance to Town (Cemetery road) and both sides of Highway 6.¶
. . . Lobby CDOT to reduce the speed limits through town (including out to the Cemetery road) and request their assistance for noise metering on an annual basis.¶
¶

Policies: Closely monitor and work with the US Forest should changes occur to allowed uses along the Oro Grande Trail.

Educate users about the allowed and prohibited areas for motorized uses through increased signage, speed limits, trailer requirements and right-of-way restrictions.

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Aesthetics:

Goal: *Additional gateways into Dillon should be developed to provide a sense of arrival, and to give Dillon a distinct identity. Gateways should include more than just signs; they should include landscaping, art, and decorative median designs as well.*

Policies: Develop a plan for public and private improvements that will act as a gateway statement for the community. This plan should include entry signage, a median design that is distinct to Dillon, a significant amount of landscaping, and coordinated transit facilities. These guidelines should be echoed throughout the Town, from the Town Center, to Dillon Ridge and to the Marina to present a unified aesthetic stating "This is Dillon". Continue using the Dillon Landmark Guidelines from May of 2004 to design key features in Town rights of way and at prominent gathering spaces such as the Dillon Amphitheater and Marina.

Goal: *The Marina should be a high quality public facility for both boaters and non-boaters that sets an example for public facilities for the rest of the community. The marina is a critical focal point within the community, and should be improved to put the community's best foot forward.*

Policies: Evaluate the recommendations of the Marina Master Plan, and develop a priority implementation plan.

Budget for phased implementation of key priority Marina projects.

Goal: *Develop a "Community Gathering Space" as a primary focal point of the community in close proximity to shops, cafés, park amenities, etc.*

Policies: Identify potential community gathering spaces and determine if one or more are appropriate for future development. These should include spaces of various sizes. Some of these spaces may be fairly small scale, provide resting areas (benches), areas for children, public art, historic and natural interpretations and limited community activities. Other spaces should be able to host

large events such as the Farmer's market, art festival and other events with potentially large attendance.

Goal: *Develop design guidelines addressing the opportunities to improve the aesthetics of the Town Center area.*

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Policies: Design guidelines should address building facades, storefronts, facilitation of first floor pedestrian movement, encouragement of outdoor uses, art, balance and unity, and taking advantage of the Town's history and incorporating modern elements.

Develop design guidelines for street amenities, including benches, street lights, materials, and design character.

Light Pollution:

Goal: *The Town should work to reduce the impacts of light pollution on the community.*

Policies: Continue to limit the installation of lights that have negative impacts on the community.

Develop strict regulations that will help reduce the impacts of future development and associated lighting on the community.

Work with property owners and CDOT to create a plan to reduce the impacts of light coming from activities along Highway 6. This may include the installation of berms, fencing, or landscaping, and where necessary modifications to existing light fixtures.

Develop Town public lighting standards that will light streets and sidewalks adequately, but will have little or no additional negative impacts on residents.

Goal: *To preserve the quality of life at night for Dillon residents and adjacent communities.*

Policies: Research a program using "Dark Sky" lighting design criteria where appropriate, including full cut-off fixtures, a light metering program for enforcement, a homeowner education program about choosing lighting fixtures for their home, and stricter standards for fixture shielding.

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Strengthen the Town's standards for outdoor lighting requirements. Adopt standards for light intensity, direction and resolve issues surrounding lighting that exceeds the Town standards after it is installed.

Wildfire:

Goal: *The Town should continue to cooperate in wildfire preparation with other jurisdictions.*

Policies: Continue participation in the County Wildfire Council.

Assist homeowners in creating defensible space around homes.

Continue to remove and replace beetle kill trees throughout the Town.

Section 5: Urbanization

I. Introduction

Efficient land use in and adjacent to Dillon is a basic goal of the Comprehensive Plan. This means that land should be put to its best use; not only economically, but socially, physically, and aesthetically as well.

Efficient land use usually implies having clearly defined and stable areas for various land uses within the community. Dillon presently has clear and distinct patterns of land use and this Plan generally reinforces this structure through policy guidelines for future growth.

The purpose of this Section is to evaluate what parcels of land should be included within the Town's Comprehensive Plan boundary and to give a general overview of the policies related to the annexation of additional land into the Town.

II. Comprehensive Plan Boundary:

The Town Comprehensive Plan Boundary was created by evaluating various areas within a three-mile distance from the existing Dillon Town boundaries. This evaluation was used to determine which areas were suitable for annexation and possible future development or preservation under the control of the Town of Dillon, and which parcels should not be considered for annexation in the future.

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In general, the Comprehensive Plan Boundary contains areas which:

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- Have been determined to be necessary and suitable for future urban uses;
- Can be served today or in the future with adequate urban services and facilities;
- Are necessary in order to provide for the recreational and open space needs of the community;
- Are needed for the expansion of the urban area.

Land necessary for urban uses are those required for the proper build-out of the community, and those desired for adequate natural backdrops. Lands outside the Comprehensive Plan Boundary should be reserved for forestry, open space, and non-urban (rural) levels of development such as very large acreage home-sites where few urban services are required. The Town recognizes that there are many existing subdivisions and areas with urban levels of density and zoning that exist in the County outside of the Comprehensive Plan Boundary that are exceptions to this rule.

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In determining the Town's Comprehensive Plan Boundary, consideration was given to the future needs of each major land use category including residential and commercial uses in sufficient quantities to satisfy future needs and to allow for choice between properties.

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A major consideration in determining the Comprehensive Plan Boundary was also given to the community's ability to economically provide orderly public facilities and services including schools, parks, water and sewage facilities, storm drainage, fire and police protection, and other utilities and public services.

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Steep slopes and the location of public lands including Forest Service land were also a major factor in the location of the boundary, as landscape characteristics create a logical boundary separating urban areas from rural.

The basic principles and factors used to determine the Comprehensive Plan Boundary were:

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- Include all land located within the existing Town limits
- Include land served by Town water and sewer systems
- Include Town and other publicly owned developed parcels
- Include land that provides for future growth and has been determined to be necessary and suitable for urban uses
- Include land that can be accessed from existing and future Town streets and developed in a manner that generally meets Town standards
- Include those areas which allow for a mixture of housing types and expansion of the permanent population
- Include enough developable land so all desired uses can be accommodated without creating a limited market
- Include those areas which help strengthen the economy of the community

- Establish the boundary in a logical manner, utilizing property lines where possible, and natural features where the natural features dominate
- Do not include US Forest Service land that should be preserved and maintained for recreation, wildlife habitat, watershed protection, and as a natural backdrop to the community.

Utilizing the goals, objectives, and principles outlined above, the Town identified general areas adjacent to Dillon that should be included within the Town's Comprehensive Plan Boundary. Inclusion within the Town's Comprehensive Plan Boundary does not guarantee these areas will ever be annexed, nor does it mean other areas not now included within the Plan will not be included in the Plan in the future. Including these areas within the Plan represents the Town's belief that additional land is needed for future development and recreational needs, and should be included within the Town's municipal boundaries. The areas included with the Comprehensive Plan Boundary that are not now part of the Town include:

- Area 1: Denver Water Board property between Tenderfoot Addition and County Road 51.
- Area 2: Forest Service parcels adjacent to Corinthian Hill, Subdivision, below the Oro Grande Trail.
- Area 3: Miscellaneous parcels near the Dillon water treatment plant.

While these areas have been included in the Town's Comprehensive Plan Boundary, others were left out for various reasons. The reason a parcel was left out of the Boundary may have included:

- distance from Town
- the inability of the Town to provide adequate public facilities and services
- natural constraints
- desire to preserve the area in a natural or rural state, or

Areas near Dillon that were left out of the Boundary include Dillon Valley and Piney Acres to the north, Summerwood, Summit County Open Space and Summit Cove to the east, most Forest Service parcels, and lands that are adjacent to the Town of Silverthorne and more logically incorporated into Silverthorne rather than into Dillon.

Because the areas included in the Town's Comprehensive Plan Boundary have different characteristics, one land use designation or one general policy addressing annexations and future development is not adequate. The following section provides evaluation of these areas, recommendations for development and proper zoning for each upon annexation, and establishes specific annexation policies to guide future Town decisions.

III. Three Mile Plan

While not included in the Comprehensive Plan, the Town has adopted a Three Mile Plan which establishes goals and policies for future urban development and annexation. The Three Mile Plan also establishes the criteria to be used for the creation of the Town's Comprehensive Plan Boundary, and is adopted as a part of the Comprehensive Plan through this reference. Exhibit 1 and 2 indicate the Comprehensive Plan Boundary and those areas that could be considered appropriate for annexation. Exhibit 1 indicates the properties immediate to the Town boundaries, while Exhibit 2 indicates the three-mile boundary and potential properties for annexation within the Three Mile Plan.

IV. Annexations

The adopted 2015 Three Mile Plan should be referred to for detailed information regarding annexations to the Town.

V. Goals and Policies

Urbanization:

Goals: To provide for an orderly and efficient transition from rural to urban land use.

Policies: Provide for the growth and development of the community at a rate that will not overtax the community's ability to provide facilities and services, now or in the future.

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Deleted: Annexation can be initiated through either citizen petition process or a petition for election. The election alternative will take precedent if filed 10 days before an annexation petition hearing date. The timing of an annexation to the Town is of utmost importance as the annexation process, in conjunction with intergovernmental agreements and implied consent agreements, can be utilized to help control the rate of growth in the community, and to limit the Town's obligation to provide urban services and facilities.¶

¶ There are two primary types of annexations that may occur in Dillon. The first is the annexation of vacant land with the intention of development following annexation. The second is the annexation of existing built-up areas. Each type of annexation presents challenges for the Town. Vacant land annexations usually indicate that development is forthcoming and thus the Town must be able to provide new and additional services, while annexations of existing subdivisions may require the Town to assume existing service obligations.¶

¶ The Town should annex land within the Comprehensive Plan boundary when it can be shown that additional land is needed within the Town for development, or when the Town wishes to control or preserve a particular parcel of land through annexation. ¶

¶ The Town's basic annexation policies are:¶

¶ <#>The Town should annex all areas which it directly provides, or intends to provide with a full range of public services and facilities. This includes all areas within the Comprehensive Plan boundary.¶

<#>Annexation of a parcel(s) under one ownership should include the entire parcel or contiguous parcels unless justification is provided to allow otherwise.¶

<#>Annexations should be allowed only when it can be shown that public facilities and services can be provided by the developer in a manner consistent with Town standards and ...

Do not provide urban services outside of the corporate limits of the Town in those instances where it may lead to urban sprawl, and ~~where it will~~ not support new urban level development within the Comprehensive Plan boundary prior to annexation.

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Comprehensive Plan Boundary:

Goal: *To maintain a Comprehensive Plan **Boundary** that represents the land within the Dillon area which should be developed for urban uses in the future and become part of the Town.*

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Policies: Adopt or reaffirm the Comprehensive Plan **Boundary** at least once a year. The Comprehensive Plan **Boundary** shall correspond to the Three Mile Plan boundary required by state statutes, and identify potential urban lands from rural lands.

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Base all amendments to the Comprehensive Plan **Boundary** on the same or similar criteria and standards utilized to establish the existing **Boundary**. Any annexation requests outside the **Boundary** shall be preceded by a Comprehensive Plan **Boundary** amendment.

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Annexations:

Goal: *Annexation should be utilized as a growth control tool, as well as a tool to sustain the economy and needs of the Town. Annexations should show a need for additional land in a specific land use category, and adequate services and facilities can be provided by the petitioner, or when annexation is needed in order to protect various community assets.*

Policies: Annex land only on the basis of findings that support the need for additional developable land in order to maintain an orderly growth pattern within the Town's service capabilities.

Require preliminary development proposals to accompany annexation requests to ensure compatibility with the Town's **Comprehensive Plan** goals and policies, and to ensure that projects can be completed within a reasonable time period unless otherwise specified by the Town.

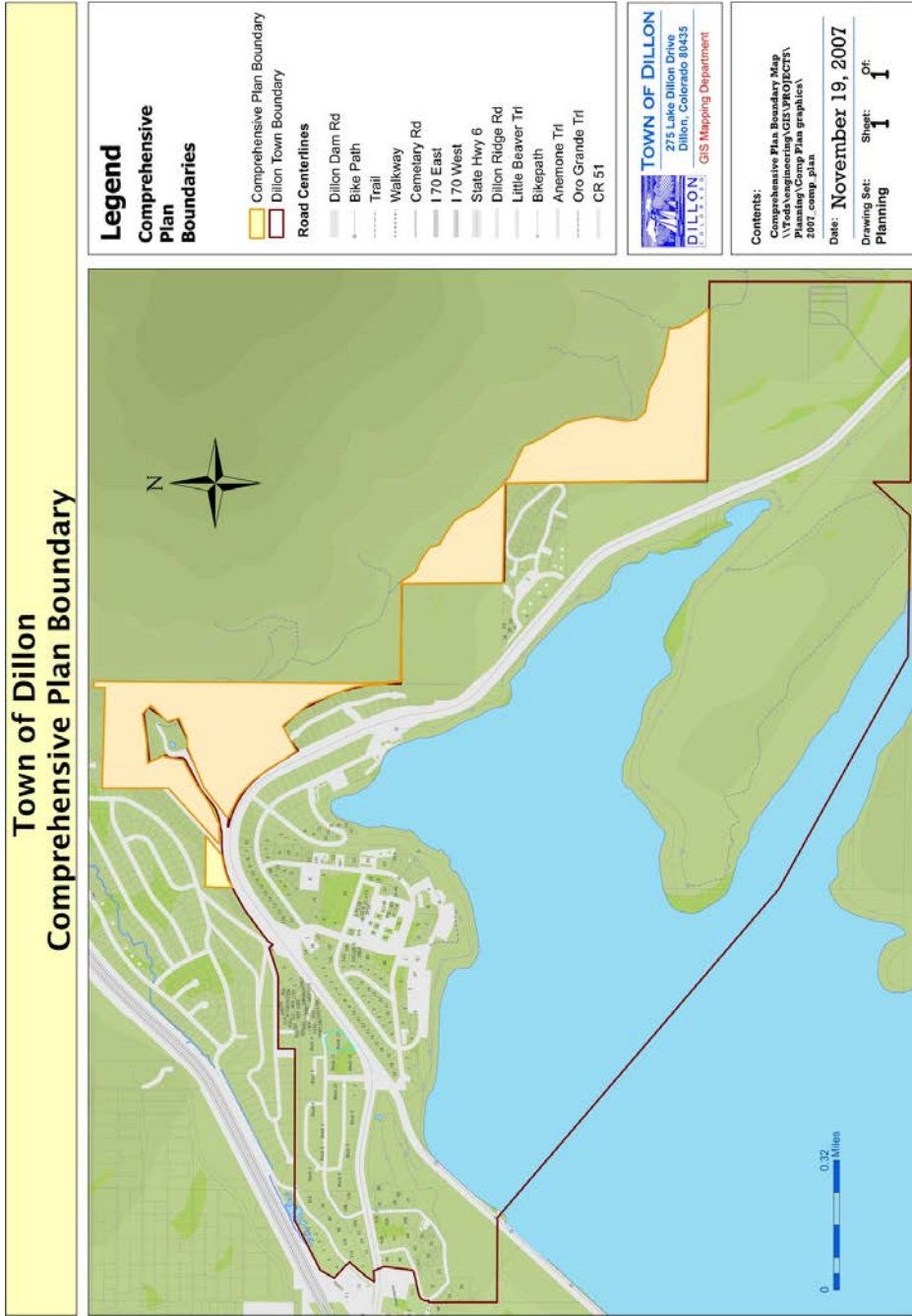
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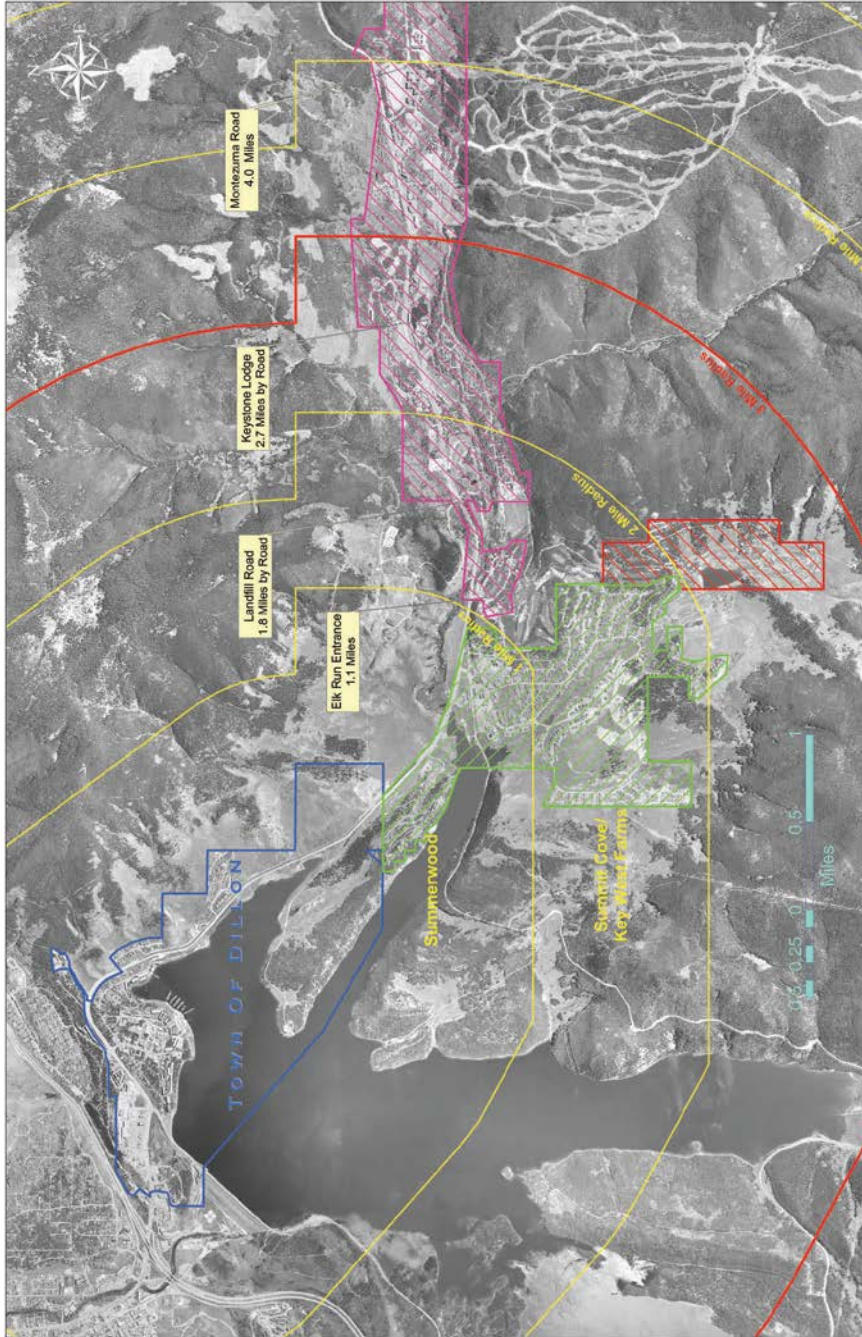
Do not annex those areas unwilling to provide needed facilities or services, or unwilling to upgrade existing substandard facilities prior to or upon annexation.

Annex undeveloped land based on the following general criteria:

- There is a need for additional developable land within the Town.
- The Town and other service entities have the physical and economic capabilities and capacity to provide urban level services to the development within a reasonable period of time.
- The developer of the site proposed to be annexed has the ability to develop the site within a reasonable period of time.
- There will be positive economic and/or social benefits to the community.



• Exhibit 1: Comprehensive Plan Boundary



• Exhibit 2: Three Mile Plan Map

Section 6: Land Use Element

I. Introduction

The primary purpose of this section is to develop appropriate land use patterns and densities throughout the Comprehensive Plan Boundary through the designation of land use zoning districts intended to implement the Town's basic goals.

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In determining the proper utilization of land within the Comprehensive Plan Boundary, the Town conducted an analysis of the land's suitability for development. Identifying land suitable for development and establishing densities for zoning districts was based on various factors including existing land use patterns, availability of services, distance from downtown, slope, natural features, and various goals of the community. Recommendations from the Leland Study and the Parks and Recreation Master Plan were also used to identify appropriate land uses.

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Deleted: The identification of areas suitable for development was completed using existing studies, other data generated by the Town, and a great deal of Planning and Zoning Commission and citizen input generated throughout recent master planning projects.

Several types of land use were identified and excluded from the plan. These areas are considered important to preserve at rural intensities, those representing community assets, and those having severe limitation for development as follows:

- Areas with steep slopes, defined as those above 20%;
- The Dillon Nature Preserve.
- Wetlands

Once these areas were identified, the Town was able to establish land use recommendations and densities based on the goals and objectives of the community. The uses and densities established in the Comprehensive Plan are based upon the criteria established below and address various natural, manmade and social issues.

The general criteria which guided the selection of lands for future urban uses, their locations, and densities were:

- Encourage the strengthening of the Dillon Town Center as a community focal point.
- Continuing to develop the commercial area adjacent to Highway 6 from the Town of Silverthorne to Dillon Dam Road into a viable commercial center.
- Densities and intensities of development should occur in a logical pattern with higher density occurring near the Town Center and/or adjacent to Highway 6 and existing services and facilities. Lower intensity development should radiate out towards the edges of the Comprehensive Plan Boundary, with the exception that innovative residential land use approaches should be considered throughout the Plan area in order to reduce the cost of providing urban facilities and services and to preserve critical natural characteristics of the community.
- Locate retail, service commercial and higher density residential projects near existing and proposed transportation systems.
- Provide an adequate supply of land for all types of future land uses identified in the Plan. The supply of land should provide for a mix of land use types and strive to provide a balance between land uses.
- Where applicable, consideration was given to existing zoning designations within developed subdivisions.
- Protect the Town's natural features and take into consideration environmental constraints such as topography, geology, poor soils, water resources, wetlands, critical natural vegetation, fish and wildlife resources, and the protection of other environmental assets.
- Protect critical open spaces and views to mountain ranges and other natural features.
- Locate land uses in relationship to the availability of existing and proposed community facilities, utilities and services.

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II. Land Use Guidelines

The Town has been working towards integrating its multiple master plans into a unified vision. Through this process several medium and high priority goals were identified. The Town should work to develop implementation plans and budget to achieve these goals over the next three to five years. The priority projects are identified in the following chart:

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High Priority Uses:

Suggested Facility/Service	Suggested Location(s)	Notes
New Cultural and Performing Arts Center	In or near Town Center.	Old Town Hall is now used by the Lake Dillon Foundation for the Performing Arts; the group has approached the Town about developing a new facility.
Expanded Marina Facilities as directed by the Marina Master Plan possibly including the following: <ul style="list-style-type: none"> • Restaurant • Improved facilities • Parking improvements • Landscaping 	Dillon Marina	Expand opportunities for year round enjoyment of the Marina. The Town has started implementing these plans.
Cross County Skiing Facilities	Dillon Marina/elsewhere	Winter activities, along with improved facilities.
Community Entry Statements	East entrance Dillon Dam Road	Not limited to signage, but landscaping and other design features as well. Improvements create a unique strong Dillon character statement.
Affordable Housing <ul style="list-style-type: none"> • smaller single-family • similar to the Breckenridge Wellington Neighborhood • workforce/attainable housing in multi-family context • use funds from the affordable housing impact fee to develop workforce/attainable housing opportunities with a focus on Town employee housing 	County Wide Water Treatment Plant Area Denver Water parcels Town owned land near Lookout Ridge Town Center (above the first floor)	Balanced to meet the needs of the entire community; and promote year-round occupancy (recommended by the Leland Study)
<u>Core Area Redevelopment / Infill</u>	<u>Core Area</u>	<u>Determine Town owned land that might be incorporated into a redevelopment of infill project.</u>

Four general land use types exist within Dillon that the Town will continue to promote. They are as follows:

Residential. The Town, through its comprehensive planning process, is trying to achieve diversity in housing types and densities to provide a choice to Dillon year-round residents as well as second homebuyers. Through the Comprehensive Plan, the municipal zoning ordinance, and capital improvement program, it is hoped that a diversity of housing types can be achieved.

Future high-density residential development is limited within Dillon’s Comprehensive Plan Boundary, and it does not appear to be necessary to designate any additional land for high density residential at the present time, so long as the Core Area expands residential use. Outward from the core of the community, gross residential densities should generally decrease in intensity, with the exception that development of the area north of Highway 6 just east of Town should be accomplished in a manner that encourages future development to be clustered. There are a number of critical community goals that can only be achieved if the allowed density in this area is clustered onto lands close to the existing Corinthian Hill Subdivision rather than spread out over the entire district. The goals that can better be achieved with clustering include:

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1. Protection of the fen (a critical wetland) that exists between the Corinthian Hill Subdivision and the Dillon Cemetery. This critical natural feature should be preserved and protected through the use of adequate buffering from any future development. Specific setback requirements should be developed by the Town based on the natural characteristics of the site, but generally the buffer between the fen and any disturbance should be between 100 and 150 feet in width per Town Code.

2. Protecting wildlife habitat and movement corridors. Clustering development and leaving larger connected open space provides wildlife with a greater chance for survival than does spreading the development density over the entire site and fragmenting open space.
3. Providing larger uninterrupted open spaces to help protect wildlife and provide a clear break between communities.
4. Maintaining a rural character adjacent to Highway 6. This can be accomplished through the use of a buffer adjacent to Highway 6, rather than allowing housing to be placed too close to the highway right of way. A buffer of between 100 and 200 feet should be considered depending upon the specific characteristics of the site, such as topography, vegetation, and the relationship of the site in elevation to the existing highway. Property which sits above the elevation of the highway should have greater setbacks to development than those that sit below the elevation of the highway.

The land held by the Denver Water Board on the south side of Highway 6, between the Dillon Nature Preserve and the Summerwood Subdivision, has been zoned Residential Low. In addition, this site has been allocated a density of 14 units through an annexation agreement with the Town. This parcel and its future are significant as it is immediately adjacent to the Preserve. Recent discussions with Denver Water indicate there is no intent to develop this parcel at this time. It is in the Town's best interest that this parcel remains undeveloped.

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Because the potential exists for development to occur within critical visual corridors and/or on important natural resources, development within the Highway 6 area should be carefully evaluated, and only allowed when in general compliance with strict standards.

The recent economic revitalization study examined possibilities for development of parcels C (the caretaker's parcel) and D. The Leland Study and the Dillon Economic Revitalization Advisory Committee endorsed planning for residential uses at densities similar to the surrounding Oro Grande and Corinthian Hill developments. The northeast sections of both these parcels feature steep slopes which are not suitable for development.

There were a number of goals that should be achieved if the property were to be developed including:

- Development should provide a buffer from Highway 6 in a manner that provides a noise buffer for the residents and maintains a continuation of the existing rural character along the highway. Retention of a 100-200 foot undeveloped area should be the goal depending upon the natural characteristics of the site.
- Development should work with the existing contours of the land and not be developed in a manner that would require extensive cut or fill slopes.
- Development should be concentrated on those portions of the site that are under 20 percent in slope, and most importantly clustered to maintain the critical natural features of the site.
- Development should not be placed in a manner that would significantly impact the existing residential uses in the adjacent subdivisions.
- Access should be developed in a location that creates the least adverse impact for the existing roadway system. If possible a grade separated ingress and egress should be utilized to allow for free flow onto Highway 6, and to allow for pedestrian and bicycle access to the existing Summit County bike path adjacent to the lake.
- Development should not encroach on the fen in a manner that would have negative impacts on the fen.
- Development should not be allowed east of the fen (near the Dillon Cemetery), unless the proposed use is for public purposes and maintains a feeling of open space.

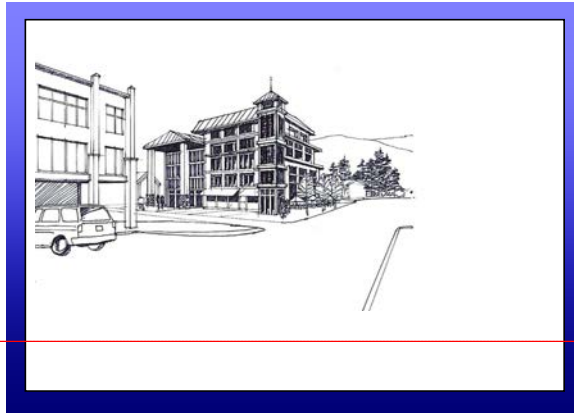
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The recent recommendations of the Leland Study and the Dillon Town Center Vision and Recommendations Document state the areas southeast of Dillon, currently owned by Denver Water, should be targeted for residential development at densities similar to the Corinthian Hill and Oro Grande neighborhoods.

Commercial. Future commercial uses should strive to continue to enhance the economic viability of the Dillon Town Center and that of the developed commercial center along Highway 6 between the Town of Silverthorne and the Dillon Dam Road. Where commercial uses abut existing or future residential uses or other incompatible uses, the commercial project should be designed in a manner to mitigate any adverse impacts, including those related to aesthetics, lighting, transportation, and noise.

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Town Center. The Dillon Town Center was improved by the community in the early to mid-1990's through extensive streetscape and street improvements. The Town needs to continue to build on these improvements and encourage private investment in the Town Center that will strengthen the economic climate in downtown Dillon. The Leland Study and the Dillon Town Center Vision and Direction report both recommended the formation of an Urban Renewal Authority. [The Dillon Urban Renewal Authority formed in 2009.](#) The formation of an Urban Renewal Area encompassing the Town Center provides funding mechanisms for incentives to promote redevelopment of outdated and underused commercial spaces, as well as provide an opportunity to develop housing for year round residents. The key to revitalization will be to bring more people for longer periods of time to the Town Center to dine, shop, and enjoy public spaces and spectacular views.



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The West Entry Monument was developed near the Town line between Dillon and Silverthorne. This entry monument complements the entry monument at Lake Dillon Drive. Further efforts should continue to use design elements from these projects to enhance the character of Dillon to provide continuity between the Town Center and the Highway 6 commercial corridor.

Recreation, Open Space, and Public Land. Recreational uses should be provided throughout the Comprehensive Plan area in locations that are compatible with existing and proposed uses. The Town should strive to provide an adequate selection of year-round recreational opportunities for citizens and visitors alike. Due to the resort nature of the Town and its reliance on visitors and recreational activities for its economic viability, it is critical for the community to provide and maintain exceptional year-round recreational facilities and services.

Open space provides for a variety of benefits including protecting ecologically sensitive areas, maintaining a mountain Town feeling, acting as a buffer between various incompatible land uses, providing a backdrop to urban development, creating a physical separation between urban and rural land uses, and a separation between communities.

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Forest Service parcels that help form the backdrop to the community should be preserved in their existing state and should not be sold for development. The Town should also encourage the retention of land over 20 percent slope for open space, and any development allowed on steep slopes should be accomplished in a manner where open space and significant natural features are not destroyed.

The Town acquired approximately 173 acres on the peninsula near Robert's Tunnel through a negotiation with Denver Water. This area is protected as the Dillon Nature Preserve, and limited to passive recreational uses only, such as hiking, picnicking and the enjoyment of nature.

Across the highway near the Dillon Cemetery open spaces exist on the undeveloped Denver Water Board Property. Within this property are a number of natural characteristics that should be preserved including an extensive wetland community, steep hillsides and a critical backdrop to the community.

III. Residential Zoning Classifications

Land appropriate for residential use within the Comprehensive Plan has been placed in various land use designations indicated below. While it is difficult to predict all possibilities related to the future use of these parcels, the various land use designations provided here are intended to give the Town, its citizens, and future developers guidance concerning possible development. Exhibit 3 reflects the zoning classifications within the Dillon Zoning Map.

Residential Estate. This land use classification is intended to primarily indicate areas that are suitable for large lot, estate single-family developments, or clustered single-family development, at a density that does not exceed one unit per acre of net land area. Development within any area designated RE should take place in a manner that is compatible with the natural characteristics of the site. Where the presence of critical natural resources do not allow

development of the entire site, such as mature tree stands, steep slopes, wetlands, or drainage ways, the property should be developed in a manner where the units are clustered into the most appropriate areas of the site. This will allow the full development of the allowed density, while preserving critical natural resources. This concept should be utilized on the northern Denver Water Board parcels, east along Highway 6, while larger lots are appropriate on the southern parcel owned by the Water Board. To distinguish which parcel is appropriate for which type of development (cluster vs. large lot), this land use classification should be separated into RE and RE-C, with the "C" delineating clustered development.

Low Density Residential. This classification is intended to include residential development of a density up to six dwelling units per acre. It does not mean every parcel will be allowed six units per acre, but rather that the density within a defined area will not exceed six units per acre (net). In addition to residential uses, accessory units, and limited public and quasi-public uses would be permitted within this zone. Secondary units are allowed in this category subject to the conditions established in the Dillon Municipal Code, provided the overall density does not exceed six units per acre. Limited other uses such as churches, child care centers and group homes may be considered under conditional uses.

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Medium Density Residential. This classification includes residential developments of single-family or two-family dwellings at a rate of six to fourteen dwelling units per acre. Accessory structures and uses associated with the residential uses are also permitted, so long as they are in keeping with the residential character of the zone. Density would be allowed in these areas in a manner that recognizes the physical characteristics of the site and the fact that different types and sizes of units have different impacts on the community. Multi-family units of up to eight units are allowed in this zone, only upon approval of a Conditional Use Permit. Other uses permitted only by a Conditional Use Permit include: boarding houses, child care facilities, hotels, churches, schools, utility substations, governmental structures and uses, planned unit developments, and parking and storage uses accessory to the residential use on an adjoining lot.

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Deleted: In addition to residential uses, this classification also permits accessory units and limited non-residential uses, subject to special review such as athletic clubs, offices, motels, laundry facilities, and similar limited commercial uses which tend to support the needs of residents located in these areas. This land use classification is intended to be used in those areas that the community believes are appropriate for resident (employee) housing

High Density Residential. In this classification two-family and multi-family residential developments of fifteen to twenty five dwelling units per acre would be allowed. Accessory structures and uses associated with the residential uses are also permitted, so long as they are in keeping with the residential character of the zone. Other uses permitted only by a Conditional Use Permit include: churches, schools, hotels, restaurants, group homes, governmental structures and uses, child care facilities, planned unit developments, and parking and storage uses accessory to the residential use on an adjoining lot.

Deleted: This classification includes the existing condominium areas and some limited areas appropriate for hotel/motel development. Additionally, related uses such as restaurants, personal services, and limited retail permitted upon special review and approval.

Mixed Use. This category is intended to allow medium density residential development, offices, and retail uses either separately or combined into a mixed-use development. Density allowed within this land use classification is based on the medium density residential classification for residential development and the commercial zoning classification for commercial or office uses with some slight modifications to ensure these areas would be developed at an intensity slightly less than that allowed in the commercial zoning district. A floor area ratio of 1 to 5 is suggested for commercial and office development within a mixed use zoning district as a method to keep the impacts of the development compatible with the service capacity of the district, and to keep the intensity of the development at an appropriate scale. Multi-family uses must be developed in conjunction with commercial uses and is not allowed to occupy more than 40% of the total development or more than 50% of any building.

IV. Marina Master Plan

The previous Comprehensive Plan indicated a need to master plan the marina. The Town has completed a Marina Masterplan and is currently implementing proposed components as funding is available. It is critical that this plan mesh with the Parks and Recreation Master Plan.

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V. Goals and Policies

Land Use:

Goal: *To establish a pattern of future land uses which will promote the highest degree of health, safety, efficiency and well-being for all segments of the community, and make the most efficient use of land, community facilities, services and natural resources.*

Policies: Require densities and intensities of development to occur in a logical pattern with high density occurring near the Core Area zoning district and existing services and facilities, and lower density radiating toward the edges of the Comprehensive Plan area. A major exception to this policy is that the Town encourages the use of innovative approaches to land use and development which promote basic Town goals, such as cluster development near Corinthian Hill rather than allowing it to be spread out over the entire site and creating urban sprawl.

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Concentrate multi-family residential development near transportation networks, and adjacent to the existing Town Center to take advantage of existing community facilities and services, and to concentrate the majority of the residents near areas where community activities are likely to occur.

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Allow residential uses in commercial districts in conjunction with commercial uses to encourage a mixture of uses and the continued viability of the downtown area. This is especially appropriate in the Town Center, and to a lesser extent in other commercial areas of the community, where commercial uses should dominate. Residential uses should be secondary in nature. Residential uses are allowed in a commercial project if they are not the primary use and do not occupy the prime location or facades.

Limit commercial activity along Highway 6 to an area running from the Summit Place Shopping Center to Lake Dillon Drive, with a clear distinction of where this commercial area begins should be created through the use of community gateways and signs.

Encourage recreational uses throughout the Comprehensive Plan area in conjunction with residential developments based on an evaluation of the proposed residential use in relationship to the anticipated needs created by the development.

Provide open space throughout the community in order to protect features that are unique to Dillon. Open space should be provided along Dillon Reservoir and the hillsides that frame the existing community. Forest Service parcels that help form the backdrop of the community should be preserved at this time in their existing state.

Encourage open space along the north side of Highway 6, east of Town, and should be the primary use from the large fen east of Corinthian Hill east to the Comprehensive Plan Boundary. Development east of the fen should be limited to public and recreational uses that maintain a rural or open space feeling.

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Strive to provide a system of public and private open space that ties all community parks and areas of community activity together.

Goal: *To improve the Dillon Town Center, and create a focal point for the community that contains civic, commercial, cultural, entertainment, and recreational activities that can be utilized throughout the year.*

Policies: Encourage future commercial development to improve the Dillon Town Center capable of providing services and amenities for the community, including possible wholesale trade uses.

Analyze potential uses for the Dillon Town Center and strive to keep it as a community focal point.

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Create an incentive program to encourage the redevelopment of existing buildings that no longer meet Town design standards, nor provide for uses that encourage additional commercial activity within the Town ~~Center~~. This new incentive program should be matched with regulations (such as vertical zoning) to create the desired hardscapes and tenant mix for the Town Center.

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Goal: *To review the land use plan for the east Dillon area in keeping with the recommendations of the Dillon Comprehensive Plan.*

Policies: Base the plan on the following concepts:

- Evaluate the acquisition of the area for Town use.
- Create new residential standards for the area east of the natural ridgeline on Highway 6. Should development occur, densities should complement the density of the existing neighborhoods in the area.
- Protect the "fen".
- Provide for wildlife protection.
- Provide adequate open space buffer adjacent to Highway 6.
- Keep private development (if it occurs) west of the wetlands, and/or the ridge west of the wetlands, and concentrate development near existing development rather than allowing it to be spread over the entire site.
- Allow public uses east of the fen, next to the cemetery.
- Do not encourage additional multi-family housing in the area.
- Do not allow any commercial or office developments within the area.

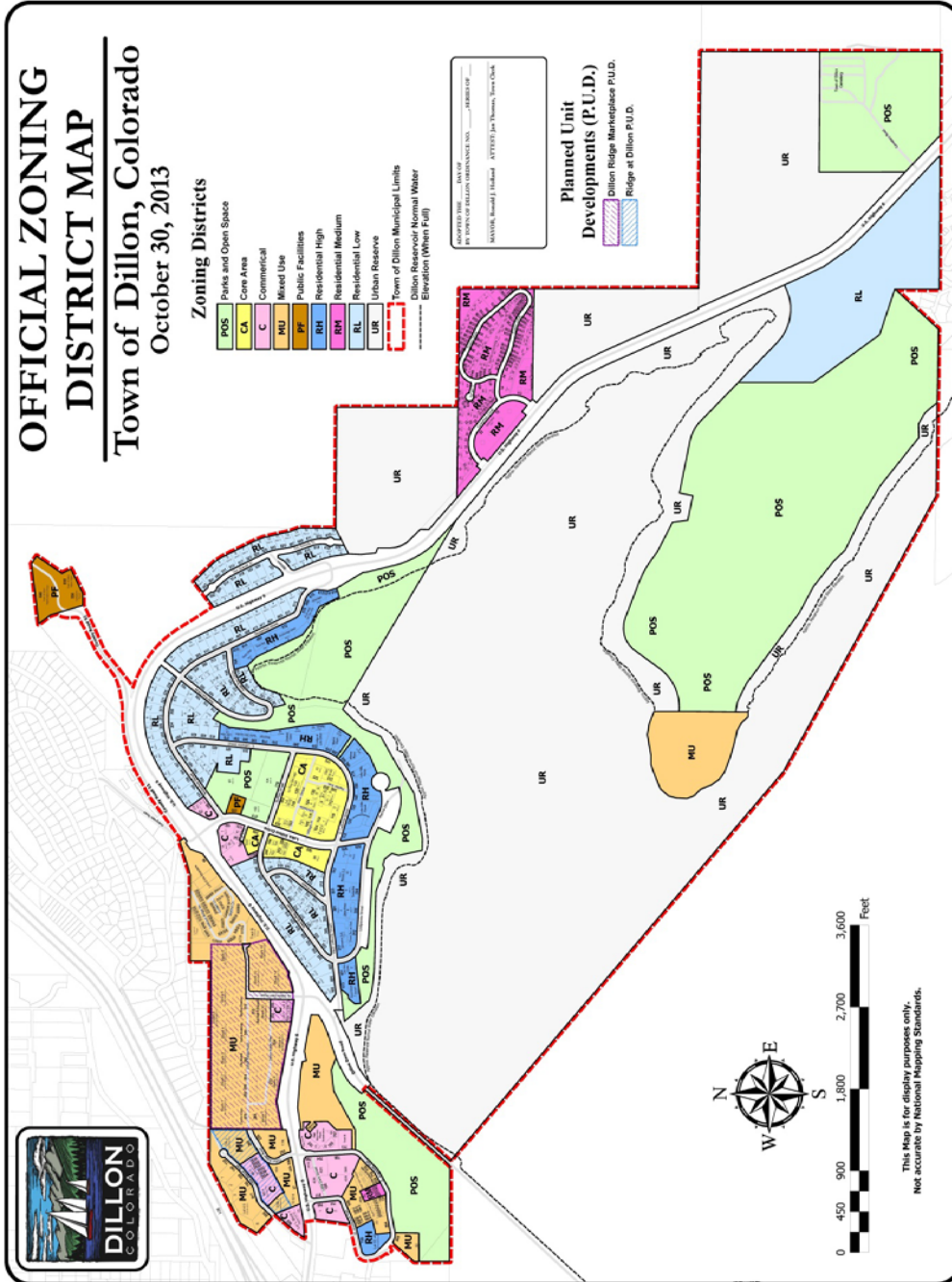
Goal: *Develop and implement a Marina Master Plan Policy and Asset Management Plan.*

Policies: Review and adopt recommendations from the Marina Master Plan.

Prioritize and budget marina improvements in a phased timeline.

Promote marina improvements which strengthen the connection between the Town Center and the Marina to encourage an exchange of visitors.

Exhibit 3: Town Zoning Map



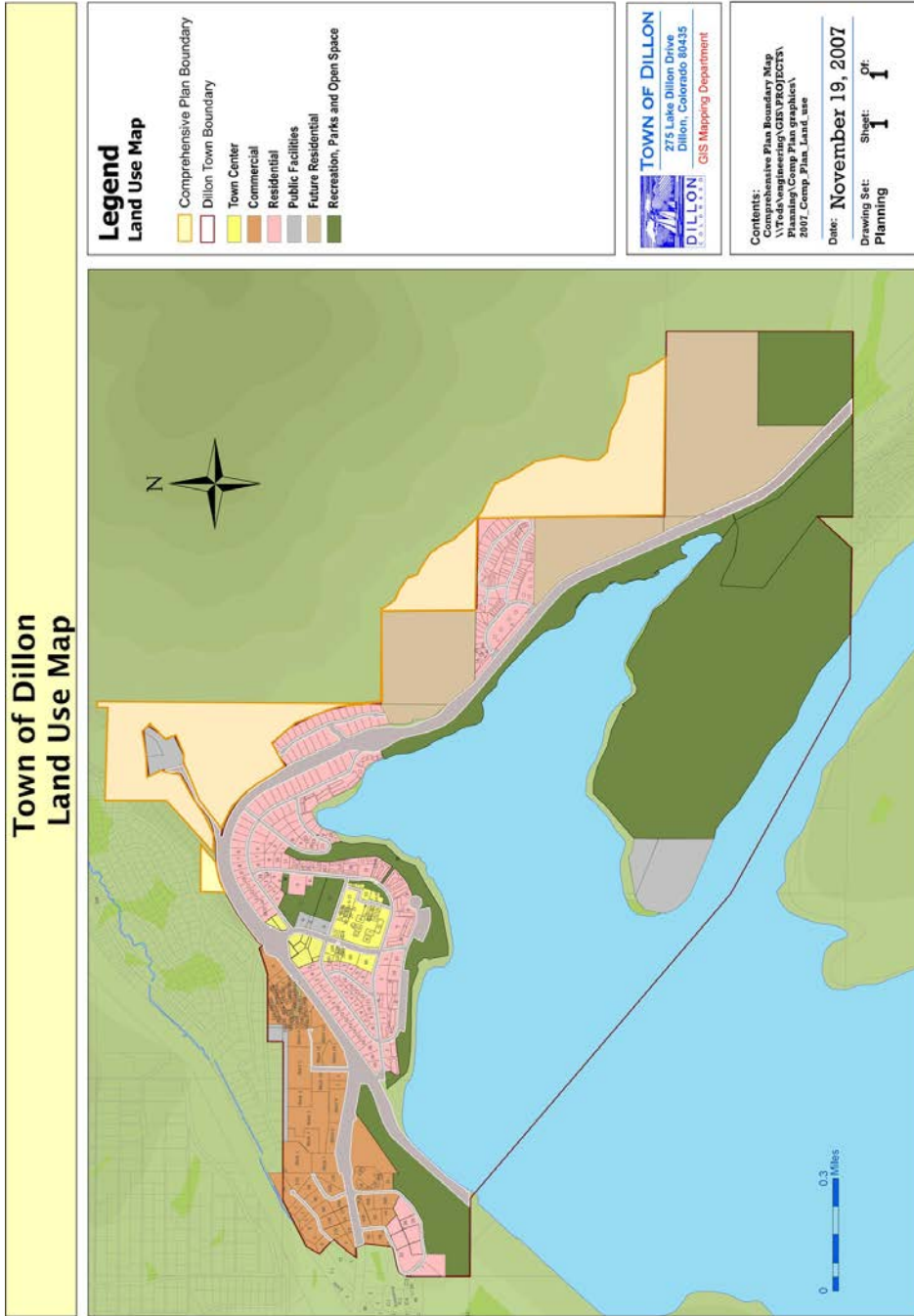


Exhibit 4: Land Use Map

Section 7: Circulation

I. Introduction

The recent master plans and evaluations of the Town all identified a need to strengthen the connections within the Town Center. This includes transportation modes of all kinds, including vehicular, pedestrian, bicycle and mass transit. The Town must also ensure universal accessibility to amenities. The primary backbone of circulation in the Town is US Highway 6. The Town should look to improvements to facilitate better and safer access at primary intersections such as Lake Dillon Drive and Highway 6, LaBonte and Lake Dillon Drive, and West LaBonte and Dillon Dam Road. Specific areas that might benefit from improvement projects are discussed in this section.

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II. Street System.

The street system in Dillon is dominated by Highway 6, which runs generally in an east-west direction through Town. All other streets within Dillon, with a few exceptions, lead back to Highway 6 and utilize the highway as the primary means for vehicular movement in and through the community. While Highway 6 establishes the major transportation feature within the community, other important streets exist that provide linkages to the residential and commercial neighborhoods; these include the Dillon Dam Road, Lake Dillon Drive, Evergreen Street, Anemone Trail, Tenderfoot Street, Little Beaver Trail, and Corinthian Circle, all of which intersect with Highway 6 at some point.

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Improvement potentials that have been identified in the Comprehensive planning process related to the Town's street system include:

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- The Evergreen Road intersection and road system within one block of Highway 6 is very confusing.
- Tenderfoot Street presents a safety concern, from the steep hill down to Gold Run Circle and on to the end at Highway 6, both for pedestrians and bikers. The recreation path system improvements greatly improved the safety for pedestrian and cyclists at the end of Tenderfoot Street near Highway 6, but are only effective if properly utilized by the users.
- Highway 6, where speeds create safety problems and add to noise pollution for the residences along the highway.
- Pedestrian paths between the Dillon Ridge Marketplace and the Town Center.

Deleted: The Dillon Dam Road and LaBonte Street intersection has recently improved with the completion of the round-about constructed by Denver Water. Pedestrian movements have been improved along with the vehicular ones. Lake Dillon Drive, south of LaBonte is confusing as it goes from multiple lanes to single lanes in each direction.

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III. Street Classifications.

Streets throughout the community have been placed in four street classifications; major arterial, minor arterial, collector and local streets.

Major Arterials. A major arterial is a roadway intended to provide access through a community with high levels of volume. The emphasis is to preserve the ability of the road to carry high volumes of traffic efficiently. Major arterials for this type of street include Highway 6, and the Dillon Dam Road.

Minor Arterials. Minor arterials take vehicular traffic to and from major arterials to lesser streets and activity areas. Access onto minor arterials should be limited to provide a smooth traffic flow, however, some access to individual properties may be allowed. Internal access should be encouraged and be served by common access drives. Minor arterials include Lake Dillon Drive and Little Beaver Trail. These are two-lane paved roads.

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Collectors. A collector functions by transferring traffic to and from local streets to arterials. Collectors also serve adjacent properties, however, where possible access drives should be combined. LaBonte, Tenderfoot, and a portion of Buffalo Street are classified as collectors.

Local Streets. The remaining streets within the community are classified as local streets, and serve the adjacent properties by providing access from individual parcels to the rest of the roadway system.

Improvements. The Town needs to continue to refine its street standards and requirements, and improve the future street system in order to accommodate future growth and correct any existing problems. These improvements should include:

- Work with the State Highway Department to determine safe speeds for Highway 6, that will allow safer access onto and off of the highway, and other improvements (fencing, landscaping, earthen berms) that can help reduce noise pollution from vehicles traveling on the road.
- Work to improve the Evergreen street system north of Highway 6.
- Investigate methods to reduce speeds along Tenderfoot, near Gold Run Circle, and methods to reduce the number of times vehicles fail to stop at the intersection.

IV. Bicycle & Pedestrian System.

The Town's hard surface trail system includes sections of the Summit County Pedestrian and Bike path that ties all areas of the County together. This system accesses Dillon from Silverthorne on a path that runs along Highway 6, from Frisco on a path that runs along the Dam Road, and from Keystone on a path that runs along the lake. A path along the lakefront between Point Dillon and ~~the Dillon Amphitheatre~~ is designated a pedestrian path only, while a multi-use pedestrian and bike path guides users from the western to eastern ends of Town on the trail through Marina Park, down to the trail along Gold Run Circle, and then down the trail along Tenderfoot Street to the lakeside trail heading to Keystone.

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The residential neighborhoods north of Highway 6, east of downtown Dillon (Tenderfoot Addition and Corinthian Hill) have no safe ways to cross Highway 6 in order to access the bicycle system along the lake.

The Town's system of sidewalks is also in need of various improvements. There are very few sidewalks that radiate outward from the Town ~~Center into the adjacent residential neighborhoods, requiring~~ people to walk in the street, usually in poorly lit situations. It is difficult to cross Highway 6 at Lake Dillon Drive, where pedestrian paths are not clearly defined on the Evergreen ~~Road side~~, and in the winter it is somewhat difficult to access the signal activation system for pedestrian movements. One additional pedestrian issue is found along the Dillon Market Place, where pedestrian access into the shopping center from the west is difficult. Both the Parks and Recreation Master Plan and the Leland study noted the importance of improving connections within the Town as well as between the Town Center and the Marina.



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Improvements. The Town has made great strides in improving its bicycle and pedestrian systems ~~over time~~. Recently a new recreation path segment was completed along Tenderfoot Street and lower Gold Run Circle in 2010. In the fall of 2012 a recreation path segment between the Point Dillon Lawn Area and the existing path was constructed. Since completed, the Town has a complete path system from Silverthorne on the west to the Summerwood Subdivision on the east. An additional spur which crosses the Dillon Dam is also in place allowing path users access all the way to Frisco.

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Improvements to the bicycle/pedestrian system should generally include extensions to the system into and through new commercial and residential projects. Pedestrian and ~~multi-use paths~~ should be improved and provided as an alternative to dependence on the use of automobiles. These paths should also provide an environment that is safe, entertaining and functional, as well as being visually pleasing. All routes within Town should be planned as a coordinated circulation system, just as streets are engineered for automobiles. Pedestrian-ways, bikeways, and sidewalks should be designed in response to the anticipated level of use and to respond to the surrounding conditions. It is critical that the bicycle and pedestrian system tie all public parks and community activity centers together with a system of open space to encourage utilization of the trails system. The system should tie neighborhoods together and meet the physical needs of all segments of the community.

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Specific improvements that should be considered include the following:

- Provide clear direction, indicating how to proceed to the next section of the bicycle path on East Anemone Trail. This may include additional paving, and/or delineation of a separate bicycle/pedestrian lane, along East Anemone Trail, and the installation of clear signage at each end.
- A safe method for crossing Highway 6 should be provided for the residents that live north of Highway 6 in the Tenderfoot and Corinthian Hill Subdivisions. This may include the creation of grade separated crossing, additional signage or other acceptable methods.

- Install, where appropriate, additional sidewalks near the Town ~~Center~~ that radiate out into the existing residential neighborhoods. These improvements should also include the installation of adequate pedestrian scale lighting intended to create safe pedestrian movements into and out of the ~~Town Center~~ area.
- Investigate methods to improve pedestrian crossings at the intersections of Lake Dillon Drive and Highway 6, and the Dillon Dam Road and Highway 6.
- Investigate methods to provide better access into the Dillon Market Place from the existing commercial centers to the west.
- Provide additional bicycle service amenities (i.e. bike racks, etc.) in the Town Center.

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Deleted: ~~Improved enforcement of bicyclists using the pedestrian-only path along the lake.~~

V. **Parking.**

The Town currently owns the parking areas in the Town Center and at the Marina. The Leland study, the DERAC recommendations, the Parks and Recreation Master Plan and the comments from JJR, the marina master plan consultant, all recommend the location of one or more parking structures. The location and the capacity of the structures have not been determined. The Town is evaluating its policies regarding parking and reassessed the costs of its fee-in-lieu program in order to accommodate the necessary parking spaces needed for a vital Town Center. The Town continues to evaluate its options following the completion of the Marina Master Plan and take steps to implement parking solutions for both the Marina and the Town Center. Parking lot improvements at Marina Park and the Marina in 2012 achieved increased parking at the Marina, and improved the drainage ~~of the lots.~~

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Deleted: Other areas of the Town, including Dillon Ridge Marketplace and Anemone Trail, do not exhibit severe parking restrictions.

VI. **Mass Transit.**



Mass Transit is provided within Dillon by Summit Stage, which operates a countywide system of buses financed through a 0.75% County sales tax. Summit Stage presently serves the Towns of Silverthorne, Dillon, Frisco, and Breckenridge, and all four ski areas within the County. In 2003, the Town collaborated with Miller Weingarten and the Summit Stage to install a new bus shelter at Dillon Ridge Marketplace, fulfilling a much-needed shelter for a heavily used stop. The Town should continue to upgrade the bus shelters in Town and even create a coordinated design that is currently lacking.

The Town should work with Summit Stage in creating new bus stops as needed with new development or the redevelopment of the Town Core.

IX. **Other Circulation System Elements.**

Soft Surface Trails (mountain bike, equestrian trails) are a component of the Town's circulation system, continuing to become of greater importance to the community, especially in the summer. The Dillon Nature Preserve Trail Loop system and various Forest Service trails and roads adjacent to Dillon provide countless opportunities that need to be preserved and enhanced. The Town needs to work closely with Summit County and the Forest Service to preserve and improve existing trails, and develop new ones where appropriate. Future trails development should be accomplished in harmony with existing natural features, limitations and wildlife habitat, and where necessary, separate equestrian trails should be designated to keep incompatible uses separated.

The most important soft surface trail within the Dillon area is the Oro Grande Trail, which primarily runs in an east-west direction east of downtown. This trail is located to the north of Dillon along the hillside behind the Tenderfoot Addition and Corinthian Hill Subdivision. The trail allows for a number of uses, including mountain biking, hiking, horseback riding, and cross-country skiing and snowshoeing. Motorized vehicles are no longer allowed to be used on the trail. The Town should work with the US Forest Service and monitor any USFS actions which could impact allowed uses on this trail.

VII. Goals and Policies

Streets:

Goal: *To develop a circulation system of roadways, mass transit, pedestrian and bicycle ways that will provide for safe and convenient movement of goods and people within Dillon and the surrounding area.*

Policies: Design future streets to contribute to the creation of an efficient circulation network and provide for convenient movement of traffic and access to all parts of the community.

Limit access to the Highway 6 system. Major traffic generators should utilize secondary access points rather than direct highway access whenever possible.

Refine municipal street standards and requirements, and improve the street system in the future to accommodate future growth and correct any existing problems. These improvements should include:

- Work with the Colorado Department of Transportation to determine safe, convenient, and consistent speeds for Highway 6, that reduce the potential for accidents, while allowing safer access onto and off of the highway, and reducing noise pollution from vehicles traveling on the road.
- Work to improve the Evergreen street system north of Highway 6.

Construct roadways, sidewalks, and bikeways to Town standards. Developers should pay for those facilities that serve their developments and dedicate all necessary rights-of-way.

Update municipal street standards and incorporate these updates into existing ordinances that require all new streets built within the Town to be constructed as public streets.

Update existing street standards and address issues such as street section standards, radius standards, curb design, intersection design, driveway and access standards, and other related issues.

Bicycle and Pedestrian Ways:

Goals: *To develop a circulation system of pathways that will provide for safe and convenient movement of pedestrians and bicycles within Dillon and the surrounding area.*

Policies: Provide an overall system of pedestrian paths and sidewalks, ~~as well as multi-use paths, which~~ are physically accessible to all segments of the community.

~~Provide the annual budgeting for maintenance of pedestrian paths and sidewalks and multi-use paths.~~

Provide separate paths for various user groups when possible, or design systems and improvements that can accommodate a mixture of users.

Encourage and/or require developments to provide adequate bicycle parking and storage areas, and to improve bicycle parking and storage facilities at bus stops and other areas of public activity.

Incorporate a bicycle/pedestrian path into any expansion or improvements to Highway 6.

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Encourage non-motorized travel to major activity centers such as schools, shopping areas, parks, and the work place.

Encourage future design features of pedestrian and bicycle ways that allow for dual winter/summer usage.

Develop a bicycle and pedestrian plan and continue to provide and improve bicycle and pedestrian ways and sidewalks as part of its continuing street improvement projects.

Work closely with Summit County and the Forest Service to preserve and improve existing soft surface trails adjacent to Dillon and to develop new ones where appropriate. Future trail development should be accomplished in harmony with existing natural features, limitations, and wildlife habitats. Trail connections should be provided between existing residential neighborhoods and future adjacent neighborhoods in order to promote a reduction in the use of the automobile

Evaluate the need for sidewalks within the community and install them where the need exists. Priority should be given to sidewalks that are located in close proximity to existing and future commercial areas. Sidewalk improvements should connect the Town Center and Dillon Ridge Marketplace to existing residential neighborhoods.

Specific projects to facilitate better circulation include:

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- Improve connections between the Marina and Town Center to promote pedestrian activity throughout Town.
- Work with existing residential neighborhoods north of Highway 6, east of downtown Dillon (Tenderfoot and Corinthian Hill) to provide a safe method for crossing the highway. This may include the creation of grade separated crossing, additional signage or other acceptable methods.
- Install, where appropriate additional sidewalks near the Town center that radiate out into the existing residential neighborhoods. These improvements should also include the installation of adequate lighting intended to create safe pedestrian movements into and out of the Town Center.
- Investigate methods to improve pedestrian crossing at the intersections of Lake Dillon Drive and Highway 6, and The Dillon Dam Road and Highway 6.
- Investigate methods to provide better access into the Dillon Market Place from the existing commercial centers to the west.
- Improve the East Anemone Trail Rec. Path with additional pavement and / or delineation to separate the trail uses from traffic and install clear directional signage.

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Mass Transit:

Goal: *To support and help formulate a mass transit system that meets the transportation needs of the community for in-Town and countywide service to help in the conservation of energy, the reduction of air pollution, and to improve the overall quality of life in Dillon.*

Policies: Cooperate with public and private agencies to encourage public transportation.

Continue to support the Summit Stage, and encourage additional routes within the community.

Evaluate opportunities to provide additional transit facilities within the community, such as commercial circulators, and provide convenient and safe access to and from all public transit systems.

Work with the Summit Stage on a new transit center in Dillon.

Plan for the future by participating in the proceedings of the I-70 Coalition, the potential development of a multi-modal I-70 corridor, and the mass transit impacts they will have on the community.

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Land Use:

Goal: *To develop a safe, convenient, and economical transportation system which does not disrupt neighborhoods, various unique natural resources, or cohesive land use zones, and responds to the proposed future land use patterns established in the Plan.*

Policies: Encourage compact community development through the circulation network without disrupting or bisecting neighborhoods or other areas with a natural unity.

Provide a logical continuation of the existing street system through new streets. Street alignment shall be determined with consideration given to existing property lines, natural features, and maximum land utilization.

Parking:

Goal: *To provide public parking that meets the needs of the Town from the standpoint of quantity and location.*

Policies: Provide public parking spaces within new development and redevelopment in close proximity to the Dillon Town Center. The Town should investigate its ability to provide both on-street as well as off-street public parking.

Develop a program of clear and consistent enforcement of parking regulations in ~~the Town Center, other commercial areas,~~ and residential areas of the community.

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Section 8: Community Facilities and Utilities

I. Introduction

The Community Facilities and Utilities section of the Comprehensive Plan describes the general location, character, and extent of the Town-wide systems of community facilities and utilities proposed to serve the existing community and provide for its future growth. This section builds off of the existing facilities and utility systems, and addresses the goal: "To plan and develop a timely, orderly, and efficient arrangement of future community facilities and public utilities to serve as the framework for future urban development."

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Dillon's community facilities, services, and utilities must be expanded and improved if the Town is to maintain an adequate level of services for its future needs. Because community services are often costly and relatively permanent, it is important that they be planned to economically fulfill the long term needs of the community.

This section of the Plan contains a general inventory of educational, fire protection, water and sewage facilities, energy and communications systems, and other community facilities, services and utilities.

The policies and recommendations found at the back of this Plan section are aimed at providing for an urban level of community facilities and services throughout the Comprehensive Plan Boundary at build out. It is important that the extension of urban community facilities, services and utilities for developing areas be undertaken in a coordinated manner to achieve balanced community growth, while also taking into consideration the opportunities and constraints associated with the community's natural resources.

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The following table illustrates the level of service that the Town provides in 2015. Levels of service are used to compare over time to determine if service has improved or declined.

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2015 Level of Service(based on 5000 seasonal population)	
Parks- acres per person	.04 ac
Trails- linear feet per person	9.66 ft.
Streets- miles per person	.00186 miles
Water Plant Capacity (gallons per day)	1.5 million gal.
Actual Water Use (gallons per day)	300,000 gallons
Town Employees per Household	0.0160
Police Personnel per Household	0.0045
Fire Personnel per Household	0.0032
Town Limits (in acres)	1495 ac
Town Limits Excluding Reservoir (in acres)	952 ac

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II. Town of Dillon Facilities.

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The Town of Dillon owns and operates a number of public facilities within the Town limits, other than utilities that are of importance to the community. These include Town Hall at 275 Lake Dillon Drive; Dillon Town Park adjacent to Town Hall, the Old Town Hall, the Dillon Amphitheater, Marina Park, the Marina Park Pavilion, the Marina, Dillon Cemetery, Town Center Parking Lots, Recycling Center at Town Hall, and various bicycle and pedestrian paths throughout Town.

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Of these facilities, the marina and amphitheater are economic generators for the community as each brings visitors into the community for various events and activities.

The amphitheater was recognized by the community as an important asset and should be maintained and improved.

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The Marina is noted in all recent studies as the gem of Dillon, an area that attracts locals and tourists alike to Town. The Town recognizes the importance of this facility. A consultant was retained in 2008 to develop a Marina Master Plan. The Marina Master Plan made numerous recommendations for Marina and Marina Park improvements, many of which have now been implemented. Marina facility improvements continue, but have included new bulkhead construction and slope armoring work, new dock ramps, construction of a new mast stepping and boat inspection area, and a new paved Marina parking lot. Much of the concepts presented in the Marina Master Plan have now

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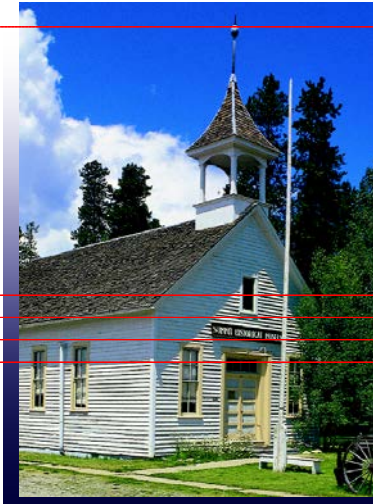
been implemented, and the Town continues efforts to realize the vision of that plan with numerous Marina improvements planned to continue into the future.

Marina Park, while an asset to the community, was identified as needing additional improvements to ensure that it would serve the needs of the Town for years to come. The GreenPlay Parks and Recreation Master Plan noted that Marina Park is being "loved to death". The new Marina Park playground was completed in 2009. The Town completed the construction of the Marina Park Pavilion in the spring of 2010 and completed the rotation of the parking lot in the spring of 2012. A Marina Park masterplan was completed in 2011 and implementation started in 2012. The plan includes new picnic areas which are strategically located to spread out this use throughout the park. The plan also includes new planter areas complete with trees, bushes and grass areas, which were completed in 2015.

The Marina Master Plan consultant also took an interest in the planning efforts for the Town Center, and emphasized the need for any plan to strengthen the link between the Marina and Town Center. The recommendations of any master plan should be evaluated each year during the budget process and used to prioritize capital improvements in the coming years.

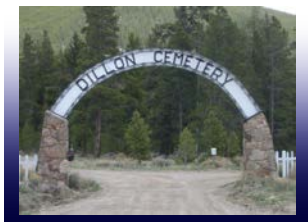
The Town is also in the process of developing and implementing a Town Park Master Plan. In 2013 a Town Park Master Plan was developed, and now the Town is working on design aspects to implement that plan.

The Old Dillon Town Hall was moved to its present site on Lake Dillon Drive in 1961. It has undergone several renovations over the years and is currently leased to the Lake Dillon Foundation for the Performing Arts. Theatre productions have become quite popular with the community, and the Foundation is in the process of exploring expansion opportunities for performance space. There is a potential that this building could be vacated by the theatre group in the next several years. The Town should consider possible options for both the building and the Town owned property should this occur.



The Old Town Hall, along with other buildings moved from the old Dillon Town Site represent historic assets for the community that should be considered for preservation and/or possible enhancement. These buildings include the Old Dillon Town Hall, the Rebecca Lodge behind the Old Town Hall, and the Schoolhouse, Myers House, and Honeymoon Cabin all located within the Summit County Historical Society's Dillon Schoolhouse Museum and Historic Park along LaBonte Street.

Despite the short history on the current Town site, the Town itself has a long history and celebrated its 125th anniversary in 2008. The Town's newest pocket park, the Historic Pocket Park near the amphitheater, commemorates some of the historical activities in the Town. The Town should consider preservation of oral, written and photographic history and support the efforts of the Summit Historical Society. The Town should also encourage use of architectural elements to echo historic features should redevelopment occur in the Town Center.



The Dillon Cemetery was established in 1885 and moved to the new town site in 1962. The Cemetery Advisory Committee was established in 2003 to advise the Dillon Town Council regarding ongoing and newly identified needs of the Dillon Cemetery so as to perpetuate the dignity and history of the site and those individuals interred there. The Mission Statement of the Cemetery Advisory Committee is "To determine and implement strategies to protect, preserve, and promote the Dillon Cemetery". To this end, the Committee has established goals outlined in the goals subsection at the end of this section.

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Moved up [5]: The Marina is noted in all recent studies as the gem of Dillon, an area that attracts locals and tourists alike to Town.

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III. Parks and Open Space

Over the past twenty years the Town has worked diligently to preserve critical open space parcels and to create additional parks within the community. While these land uses are discussed together they sometimes have very

different purposes and uses that occur within each. The one thing they have in common is that they are open areas that provide benefit to the community.

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There are three primary parks within the Town of Dillon. These include:

- The Dillon Town Park, located east of Town Hall. This park is the primary activity park within Town and contains a youth baseball field, a basketball court, two Bocce Ball Courts, playground equipment and four tennis courts. The park also has picnic shelters and bathroom facilities. The Parks and Recreation Committee recommended a master plan for Town Park, also recommended by both the Leland Study and the Parks and Recreation Master Plan. A Town Park Master Plan was completed in 2013, and work continues for design elements for its implementation.

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- The Marina Park is the most utilized park within the community, and is also the most developed. It is adjacent to the Marina and its facilities. The Amphitheatre hosts various concerts and events throughout the summer months. The area also includes restroom facilities, concessions facilities, picnic tables, a playground, and the Marina Park Pavilion. The Parks and Recreation Committee recommended a master plan for this area. Both JJR (the marina consultant) and GreenPlay recommended that a master plan evaluate how best to use this beloved area. A Marina Park Master Plan was completed in 2011, with much of the work envisioned therein completed in 2015. Point Dillon Lawn provides a green, irrigated open space for multiple uses and may be rented for events. This park feature is the western most end of Marina Park.

- The Dillon Nature Preserve is the third primary park within the community. This 173-acre park was obtained in 1997 from the Denver Water Board as a component of an annexation agreement. This park is a passive park intended for the enjoyment of nature and contains a parking lot and hiking trails, but little other development.

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- Other Town of Dillon Parks. In addition to the three primary parks within the community a series of pocket parks have been designated within Town, that provide places for art, and history to be enjoyed. These parks were developed in conjunction with the former Pocket Park Advisory committee, and are usually funded by private citizens. The pocket park program has not been actively used in recent years. By 2003, the Town had created five parks: Hasty, Christiansen, Eagle, Stair, and Point Dillon. In 2007 Town staff completed construction on the Historic Pocket Park, located near the base of the amphitheater.



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- Open Space. Open spaces within the community are in a number of different locations, and include the parks mentioned above and various other public and private open spaces throughout the community. Public "open space" is required as a component of subdividing land, and was acquired north of the Dillon Ridge Market Place Shopping Center, and in the northwest corner of Lookout Ridge. These two parcels, in combination with an additional one acre parcel located in the same area were acquired to provide some relief between these very high density projects and the residential neighborhoods to the north, as well as to provide some visual relief along the hillsides.

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IV. Education

Dillon is included within the Summit County R-1 School District and served by Summit High School located in Farmers Korner at the south end of Dillon Reservoir. The Summit Middle School in Frisco, six miles west of Dillon, and Dillon Valley Elementary School located at 108 Deerpath Road in the Dillon Valley. The elementary school provides education for children in grades kindergarten through fifth grade. The Town is also located within the Colorado Mountain College district, which has their primary Summit County facility in Breckenridge and a secondary facility in Dillon.

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V. Public Safety

Police protection is provided by the Dillon Police Department. The residents of Dillon enjoy living in one of the safest communities in Summit County. Most recent concerns of residents include noise complaints, engine brake issues,

and parking problems. Solutions to these concerns include the creation of a noise ordinance, purchase of a decibel meter, and new signs on Highway 6 advising truckers of the Jake brake statute. The staff of the police department share specialties in K-9 service, S.W.A.T. team expertise, evidence processing, and fingerprinting technology. The department also received a grant and initiated a truck safety compliance inspection program in 2007 focusing on US Highway 6 truck traffic. This program continued for several years until it was discontinued in 2013.

VI. Fire Protection.

Fire protection is provided within the Town by the Lake Dillon Fire Rescue and is served primarily by two stations located at 401 Blue River Parkway in Silverthorne and at 325 Lake Dillon Drive in Dillon. In the event of a catastrophic event other stations could respond.

The District boundary includes the Silverthorne, Frisco and Dillon Town limits, and also includes the Keystone Area and the residential subdivisions between the Town of Dillon and Keystone. The District response zone is extensive and stretches from the Eisenhower tunnel and Dillon Town limits on the east to the Summit County line north of Silverthorne. Additional information on the district boundaries or about the LDFA can be found on their website at <http://www.ldfr.org>.

The Town has also participated with the County and other agencies to develop a Wildland Urban Interface map for the County. As the area continues to recover from pine beetle infestation, the Town should continue to participate in cross-jurisdictional fire mitigation planning and reforestation efforts.

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VII. Utilities.

Water System. Water is provided within Town boundaries by the Town of Dillon's water treatment plant located on County Road 51 east of Highway 6. The water source is primarily surface water from Straight Creek and Laskey Gulch. The current capacity of the water plant is 1.5 million gallons per day (mgd), but the Town currently averages use of approximately 300,000 gallons per day with a peak daily use of 743,000 gallons. The Town's two treated water tanks' storage capacity is 900,000 gallons. The Town is currently replacing the existing water tank near the water plant with a 1 million gallon, which will ultimately contribute to a total storage capacity of 1.5 gallons of treated water. The Town has emergency water interconnects with the Town of Silverthorne and the Dillon Valley Metropolitan District.

With regards to the Town's ability to provide water, the Town of Dillon owns 46 acre feet in Old Dillon Reservoir, 20 acre feet in Clinton Reservoir, 2.26 million gallons per day (mgd) of surface rights in Straight Creek/Laskey Gulch, and 33 acre feet of water in Dillon Reservoir. The Town completed an enlargement project of Old Dillon Reservoir in 2014 as part of a cooperative project with Summit County and the Town of Silverthorne. This increased the 46 acre-feet of storage to around 109 acre-feet. This provides an alternate source of supply in case of source problems in Straight Creek / Laskey Gulch, though the infrastructure to transmit the water remains yet to be realized.

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Sewer. Sanitary sewage facilities are provided by the Silverthorne/Dillon Joint Sewer Authority which manages and operates the Blue River Wastewater Treatment Plant located in the northeastern portion of Silverthorne adjacent to the Blue River, and the major sewer interceptor lines which transmit flow to the plant. There are three interceptor lines operated by the authority. These are known as the east bank, west bank, and joint interceptors. The Town of Dillon operates and maintains its internal sewer collection piping system.

The Silverthorne Dillon Joint Sewer Authority and their Blue River Wastewater Treatment Plant (www.brwtp.org) was originally created by an agreement between the Towns of Dillon and Silverthorne to build and operate a sewage transmission and treatment system. Buffalo Mountain Metro District, the Mesa Cortina Subdivision and the Dillon Valley Metropolitan District and the Union Corporation (Eagles Nest PUD) have since joined the Joint Sewer Authority.

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The sewage treatment plant provides secondary and advanced treatment for sewage collected from Silverthorne, Dillon, Dillon Valley, Buffalo Mountain (Wilderness), and Mesa Cortina. The west bank interceptor line serves most of Silverthorne, with some areas being served by the east bank interceptor, which primarily collects Dillon's and Dillon Valley's sewer collection piping systems. The Blue River Sewage Treatment Plant was originally constructed in 1972 as an aerated lagoon. It has been upgraded and expanded on three occasions and has an existing overall design capacity of 4.0 million gallons of maximum daily flow.

Other Utilities. Electric and natural gas services are provided by Xcel Energy. Land based telephone service is available through Century Link Communications, while television cable services are provided by Comcast. No apparent capacity problems exist with the provision of any of these utilities.

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An additional utility company that has a major effect on the Town is the Denver Water Board. While Denver Water does not provide utility service to Dillon or the Summit County area, it is a major landowner in the area and the operation of its facilities and development of its lands has an impact on the community. Denver Water owns and operates the Dillon Reservoir which has 254,036 acre feet of storage and the Robert's Tunnel, which provides water to customers in the Denver area. The operation of the Denver Water facilities is critical to the community as the reservoir provides immeasurable recreational value to the community and is a major economic generator for Dillon as it brings many summer visitors to the area. Dillon cooperates with Denver Water to ensure the proper operation of the reservoir and its facilities, and zoned Denver Water's operational facilities at the end of the Robert's Peninsula in a manner that recognizes their existence and allows for future uses that may be necessary for the proper operation of the facility.

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VIII. Build Out Projections

Two major factors impose limits on Town expansion: availability of developable land within the Town limits and water/sewer capacity. The Town measures sewer capacity based on the Silverthorne/Dillon Joint Sewer Authority standard EQR (single family equivalent). The 2015 assessment of Sewer EQR need is reflected in the table below.

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2015 Sewer EQR Build Out	
Existing Residential (total Sewer EQRs)	
Single Family	319
Multi-family	842
Hotel/motel	101
Subtotal:	1262
Future Residential	
Vacant Properties	23
Existing Properties	126
Urban Reserve Properties	238
Un-annexed USFS Properties	13
Subtotal:	400
Commercial and Other Land Uses	
Existing	472
Future	269
Subtotal:	741
Total existing Sewer EQR demand	1734
Total Sewer EQR requirements for build out	2403
Total Current EQRs with the Silverthorne/Dillon Joint Sewer Authority	2403*

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*The Town purchase of 295 EQR's in 2013 brought the current EQRs with the Silverthorne / Dillon Joint Sewer Authority up to 2403 EQR's from 2108 EQR's for total build out.

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Current water capacity can support 3000 EQRs. Estimated Sewer EQR demand for the Urban Reserve Properties owned by Denver Water was developed taking the total developable acres per parcel, subtracting 20% for infrastructure, and estimating a density of 3 units per acre. New development should focus first on parcels with ready access to infrastructure (water/sewer, electrical and communications). It is suggested that xeriscaping and other best management practices should be required in the development of these properties to potentially reduce total water demand. Estimates for commercial properties reflect vacant developable parcels around Dillon Ridge Marketplace, developed at a similar density to the current commercial spaces.

IX. Goals and Policies

Community Facilities and Utilities:

Goal: *To provide a balanced system of community facilities, services and utilities to meet the **current and** future needs of the community and all of its citizens.*

Policies: Ensure that community facilities are provided in a manner that contributes to an efficient framework for incremental community growth and development.

Consider impacts on community facilities and services when development and annexation requests are reviewed, and deny projects that are unable or unwilling to mitigate negative impacts.

Provide public facilities and services in a manner that meets the physical needs of all segments of the community including permanent and short term residents, visitors, those with disabilities, the elderly and the young.

Require facilities and services required by new developments to be paid for by developers through fees reflecting actual review costs to the Town, construction and/or land dedication as specified in the land use regulations.

Provide and pay for those facilities and service which benefit the general community, but not those which benefit specific developments or areas.

Approve developments only if required facilities needed to serve that development exist or are programmed to exist by the time the development is built.

Require developers to pay for any needed facilities or services such as utility line extensions or roadway improvements that are necessary to serve any future development.

Encourage the full and efficient use of existing facilities prior to expanding to new facilities.

Historic Preservation:

Goal: *To preserve and enhance the existing historic assets including physical buildings, as well as oral, written and photographic histories remaining in and near Dillon.*

Policies: Continue to cooperate and participate in the activities of the Summit Historical Society.

Fire Protection:

Goal: *To cooperate with Lake Dillon Fire Rescue (LDFR) to provide a fire protection system that is of high quality and can meet the existing and future needs of the community, and keep fire insurance rates as low as possible in the community.*

Policies: Continue to work with the Joint Fire Authority to provide for the community's fire protection needs.

Continue to provide water lines and maintenance adequate to meet fire flow requirements, and the Town should not allow new developments unless adequate fire protection can be provided.

Evaluate existing development ordinances to insure they provide adequate measures for fire protection, and modify them if necessary.

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- - ¶
- - Implement the steps to establish an Urban Renewal Authority as recommended by the Dillon Economic Revitalization Advisory Committee. ¶
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Sewer Facilities:

Goal: *To provide a sewer collection and treatment system that meets the current and future needs of the community.*

Policies: Continue to work cooperatively with the Joint Sanitation District to provide the future needed sewage facilities required for the build-out of the Dillon Comprehensive Plan Boundary.

Require new developments to provide sewage system improvements required to meet the needs of the project. For projects adjacent to existing sewer facilities, this may be as simple as tapping into the collection system and paying applicable plant investment fees / tap fees, while the development of projects away from any existing collection systems may need to provide a sewer line extension. Annexations and rezoning to high intensities should not be allowed unless the applicant is willing and able to provide and/or finance those improvements, including plant expansions necessary to meet the needs of the proposed project.

Seek to ensure that sewage system improvements are undertaken in a manner that will be least disruptive to the environment and the community.

Work cooperatively with the Joint Sewer Authority to update the EQR schedule and inventory all commercial and residential buildings within the Town to accurately assess the taps needed.

Water System:

Goal: *To provide a water distribution and treatment system that meets the current and future needs of the community.*

Policies: Continue to look toward the future and provide adequate water rights and storage capacity to meet the future build-out of the community.

Require new developments to provide the water system improvements needed to meet the water needs of their projects. For single-family homes adjacent to existing water distribution lines, this may be as simple as tapping into the existing water lines and paying the appropriate plant investment fees / tap fees. While for annexation requests and rezoning for uses that utilize additional treated water, the applicant will be required to either provide the necessary facilities or financially guarantee their installation prior to them being needed.

Ensure that future water system improvements are undertaken in a manner that will be least disruptive to the environment and the community.

Continue to strive toward conservation of the community's water resources through policies in Town development ordinances.

Revise the current landscaping regulations and drought response program to reflect best management practices concerning water conservation and the use of drought-tolerant native plant species.

Cemetery:

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Goal: To maintain a natural setting at the cemetery.

Policy Install an underground water tank and establish a tree & brush management plan.

Goal: To update the cemetery regulations and make improvements.

Policy Install lighting for the Flag, mark the unmarked graves, erect a columbarium, name the roads in the Cemetery, install a directory map, rewrite the current rules & regulations, and build a pavilion.

The Town surveyed and established lot markers in 2015. The lot markers should be preserved and maintained.

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Goal: To provide sustainable funding for the care and improvement of the cemetery.

Policy Develop a cemetery foundation for donations and revisit lot fees.

Continue to work with and support the Dillon Cemetery Committee.

Goal: To expand the cemetery.

Policy Negotiate with the Denver Water Board to assess and acquire appropriate areas for cemetery expansion.

Parks and Open Space:

Goal: To facilitate pedestrian linkages in Town.

Policies: Provide additional paths throughout the community that link all parts of the community to each other, and to the county and surrounding areas.

Provide sidewalks from the commercial core to the residential areas to encourage greater pedestrian activity, and to reduce the need to utilize the automobile to travel short distances.

Provide vandal proof shelters along new and existing trails to provide protection from inclement weather.

Improve pedestrian links from Lake Dillon Drive across Highway 6 towards Dillon Valley.

Improve pedestrian links from the Dillon Dam Road to the Dillon Ridge Market Place.

Improve pedestrian links along Highway 6, near Dillon Ridge Market Place and into Silverthorne.

Make improvements to the bike paths within the community. Provide maintenance to cracks, provide better signage, and improve the East Anemone Trail path section.

Develop new trails, and improve existing trails between existing and proposed neighborhoods along Highway 6 and the Oro Grande trail.

Goal: To provide adequate park access and availability to residents and visitors.

Policies: Encourage a balance between population and park needs. Look at regional considerations.

Examine options to repurpose and reactivate Dillon Town Park as recommended in the GreenPlay Parks and Recreation Master Plan, and ultimately the 2013 Town Park Master Plan. Consider the following:

- Create gateway elements as points of entry into the park
- Develop a park pavilion / plaza along with dispersed shade structures
- Develop the park as the primary location for community festivals or the farmers market instead of Buffalo Street where a number of conflicts exist.
- Consider replacement of the ballfield with a multi-purpose open grassy area
- Develop pickle ball courts separate from the tennis courts
- Maintain new picnic shelters and restrooms, and provide a circulation system to connect the entire park with the Town Core and surrounding residential areas.
- Determine the need for additional parks and facilities within and adjacent to the community. The 2006 Community Survey assessed desire for both indoor and outdoor facilities.

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Other Systems:

Goal: *To work with public utility providers to encourage the best possible services be provided to the community.*

Policies: Require electric power distribution systems, telephone and cable television lines to be located underground in all future developments.

Require future utility substations to be located outside of residential and intensive commercial land use zones. When this is impossible, improvements shall be undertaken to visually integrate the facility with nearby developments through landscaping or a combination of attractive fencing and landscaping.

Section 9: Implementation

The adoption of the Comprehensive Plan by the Dillon Town Council will have little effect on the community unless the Town follows through by implementing the various policies and recommendations contained within the Plan. Many of the policy recommendations will require additional citizen input, planning and design before they can be carried out, while others can be accomplished with little additional community effort.

The following tasks are suggested to begin to fully implement the ~~2015~~ Dillon Comprehensive Plan.

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Special Study Area

Continue to work with the Snake River Planning Commission and Summit County Planning Department to coordinate future development.

Town Center Revitalization

Implement the recommendations of the Dillon Economic Revitalization Advisory Committee Town Center Vision and Direction Report. Utilize the Dillon Urban Renewal Authority to encourage redevelopment of the Town Center. Recommendations include the development of an incentive plan to encourage redevelopment and investment in the Town Center.

Marina Master Plan

Evaluate the recommendations from the Marina Master Plan. The Marina Master Plan should be implemented in conjunction with priority recommendations from the Dillon Economic Revitalization Advisory Committee and the Parks and Recreation Master Plan.

Historic Preservation Plan

Continue to cooperate and participate in the activities of the Summit Historical Society.

Parks and Recreation

Work to develop an implementation plan for key recommendations from the Parks and Recreation Master Plan. This plan should be revisited and evaluated for an update no later than ~~2018~~.

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I. Summary

The Comprehensive Plan serves as a framework for decisions by Town Council, the Planning and Zoning Commission, as well as Town staff. This document also serves as valuable information for possible new development and economic enterprises in the Town. Both staff and governing bodies need to be familiar with the Plan and use its goals and policies to guide policy, budgetary, capital improvement and asset management decisions. The goal is to keep Dillon a vital, beautiful and economically stable Town well into the future.

**PLANNING AND ZONING COMMISSION ACTION ITEM
STAFF SUMMARY
OCTOBER 7TH, 2015 PLANNING AND ZONING COMMISSION MEETING**

DATE: September 29, 2015

AGENDA ITEM NUMBER: 8

ACTION TO BE CONSIDERED:

Consideration of a Resolution No. PZ 17-15, Series of 2015: **A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, APPROVING THE PERMANENT SIGNS FOR 817 LITTLE BEAVER TRAIL, DILLON, COLORADO.**

SUMMARY:

RMS Sign Company submitted a Class I Sign Permit application for Individual Sign Permits for permanent signs for the retail marijuana store at 817 Little Beaver Trail. The sign application was submitted on behalf of the property owners, 817 Little Beaver Trail, LLC.

The proposed signs include:

- Building Wall Sign on the northern face of the building facing Interstate 70: 45.9 sq. ft.
- Building Wall Sign on the southern face of the building facing Little Beaver Trail: 24 sq. ft.
- Freestanding Sign panels for the existing double sided free standing sign north of the parking lot, and west of the building: 29.5 sq. ft.

The Dillon Municipal Code provides for single tenant building businesses in Sign Zone 'B' to have 75 sq. ft. of signage that may be used for 1 or 2 signs, plus one additional sign that shall not exceed 30 sq. ft. The 2 proposed building signs total 69.9 sq. ft., and the freestanding sign panels are 29.5 sq. ft., thus the proposed sign areas meet the Code. Double faced sign areas are determined by measuring one of the sign faces, so the proposed freestanding sign panels to be installed on the existing sign cabinet meet the sign area allotment.

STAFF RECOMMENDATION:

Staff recommends approval of Resolution PZ 17-15, Series of 2015.

ACTION REQUESTED:

Motion, Second, Roll Call Vote.

Resolutions require the affirmative vote of a majority of the members present.

STAFF MEMBER RESPONSIBLE: Ned West, Town Planner

RESOLUTION NO. PZ 17-15
Series of 2015

A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, APPROVING THE PERMANENT SIGNS FOR 817 LITTLE BEAVER TRAIL, DILLON, COLORADO.

WHEREAS, the Planning and Zoning Commission of the Town of Dillon has received a Class I Sign Application for permanent individual signs at 817 Little Beaver Trail submitted by RMS Sign Company (“Applicant”); and

WHEREAS, the application for the proposed new signage is complete; and

WHEREAS, the Planning and Zoning Commission of the Town of Dillon has determined that the proposed signage conforms to the Town of Dillon Municipal Code.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, AS FOLLOWS:

Section 1. That the Planning and Zoning Commission of the Town of Dillon does hereby approve the proposed permanent signage for 817 Little Beaver Trail with the following conditions:

A. The signage for 817 Little Beaver Trail shall be implemented in conformance with the Dillon Municipal Code of the Town of Dillon, Colorado.

B. Illuminated signs shall be turned off when the business is closed.

APPROVED AND ADOPTED THIS 7th DAY OF OCTOBER, 2015 BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO.

**PLANNING AND ZONING COMMISSION,
TOWN OF DILLON**

By: _____
Brad Bailey, Chairperson

ATTEST:

By: _____
Debbie Wilkerson, Secretary to the Commission

A FRONT ELEVATIONS
SCALE: NONE



B SIDE ELEVATIONS
SCALE: NONE



NOTES and SPECIFICATIONS

- 1 FABRICATE (1) ILLUMINATED SINGLE SIDED FLUSH MOUNTED CABINET SIGN

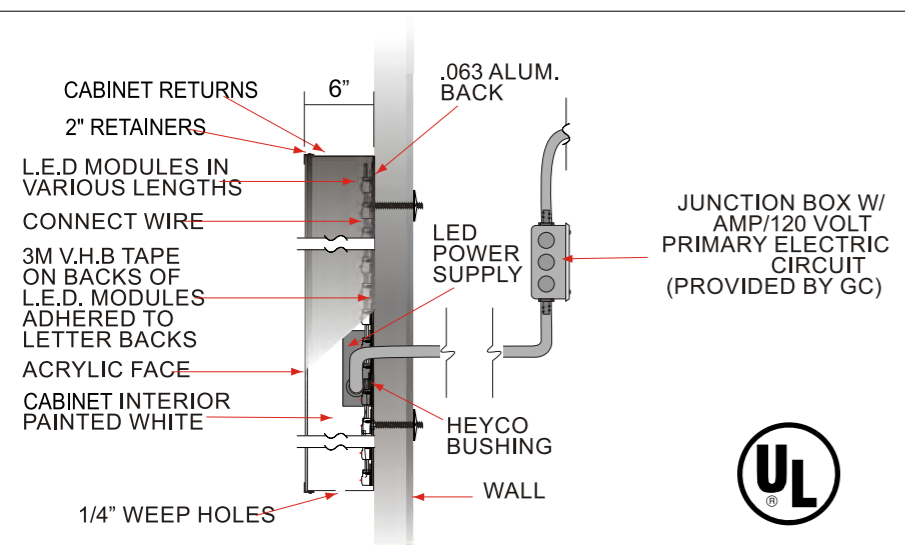
COLORS and MATERIALS

- M1 6" DEEP ALUMINUM CABINET WITH 2" RETAINERS PAINTED BLACK
- M2 WHITE POLYCARBONATE FACE WITH VINYL DECORATIONS
- M3 WHITE LED LIGHTING
- D1 DIGITAL PRINT & CUT VINYL COPY
- P1 WEATHER RESISTANT BLACK PAINT

IMPOSE FOR LOCATION PURPOSE ONLY NOT TO SCALE



FLUSH MOUNTED CABINET: LED NOT TO SCALE



This drawing is the property of RMS Electric Sign Company LLC, reproduction is prohibited without prior written consent. Customer is responsible to check all spelling. Colors may not be accurate representations and may appear different from actual sign.

RMS SIGN COMPANY
3015 GUNNISON STREET
COLORADO SPRINGS, CO 80909
866-391-1829 • 719-391-1829
FAX 719-391-1881

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN

UL SIGN(S) TO BE MANUFACTURED TO U.L. SPECIFICATIONS AND WILL BEAR THE U.L. LABEL(S). INSTALL IN ACCORDANCE WITH NATIONAL ELECTRIC CODES.

Customer Information

Business Name ALTITUDE ORGANIC CANNABIS

Project Name 8580E-AOC

Location Address 817 LITTLE BEAVER TRAIL, DILLON

Customer Approval

Name and Title _____

Authorization _____ Date _____

FRANK CRUZ
SALESPERSON

BRIAN LEHMAN
DESIGNER

Approval / Date	
CLIENT	
SALES	
ESTIMATING	
ART	
ENGINEERING	
LANDLORD	

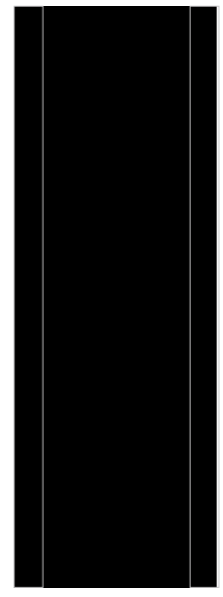
Revisions

PAGE 1 OF 5

A FRONT ELEVATIONS
SCALE: NONE



B SIDE ELEVATIONS
SCALE: NONE



MATCH EXISTING DEPTH

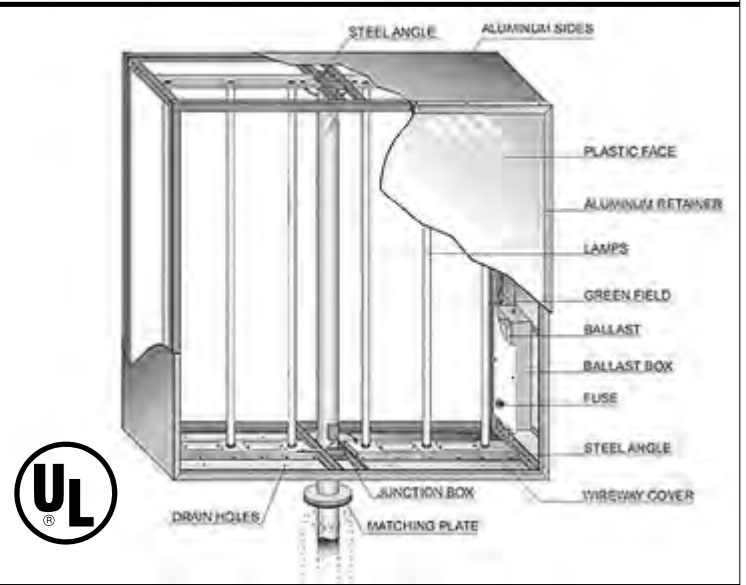
NOTES and SPECIFICATIONS

- 1 FABRICATE REPLACEMENT CABINET FOR EXISTING POLE SIGN

COLORS and MATERIALS

- M1 ALUMINUM CABINET MATCHING EXISTING SIGNS DEPTH WITH 2" RETAINERS
- M2 WHITE POLYCARBONATE FACE WITH VINYL DECORATIONS
- M3 WHITE FLUORESCENT LIGHTING
- D1 DIGITAL PRINT & CUT VINYL COPY
- P1 WEATHER RESISTANT BLACK PAINT

POLE SIGN: FLORESCENT NOT TO SCALE



IMPOSED ON PAGE 3

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RMS SIGN COMPANY
3015 GUNNISON STREET
COLORADO SPRINGS, CO 80909
866-391-1829 • 719-391-1829
FAX 719-391-1881

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN

SIGN(S) TO BE MANUFACTURED TO U.L. SPECIFICATIONS AND WILL BEAR THE U.L. LABEL(S). INSTALL IN ACCORDANCE WITH NATIONAL ELECTRIC CODES.

Customer Information

Business Name ALTITUDE ORGANIC CANNABIS

Project Name 8580E-AOC

Location Address 817 LITTLE BEAVER TRAIL, DILLON

Customer Approval

Name and Title _____

Authorization _____ Date _____

FRANK CRUZ
SALESPERSON

BRIAN LEHMAN
DESIGNER

Approval / Date	
CLIENT	_____
SALES	_____
ESTIMATING	_____
ART	_____
ENGINEERING	_____
LANDLORD	_____

Revisions	

PAGE 2 OF 5

IMPOSE FOR LOCATION PURPOSE ONLY NOT TO SCALE




IMPOSE FOR LOCATION PURPOSE ONLY NOT TO SCALE



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Project Name 8580E-AOC

Location Address 817 LITTLE BEAVER TRAIL, DILLON

Customer Approval

Name and Title _____

Authorization _____ Date _____

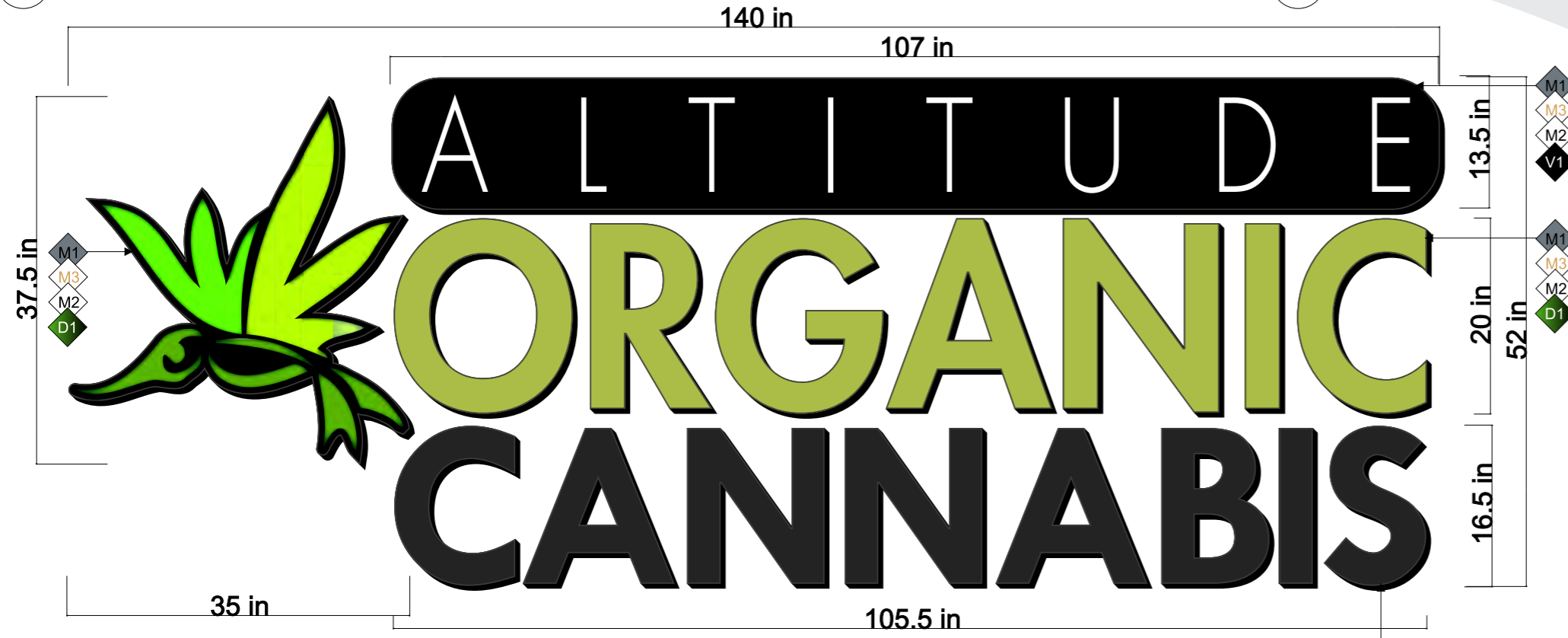
FRANK CRUZ
SALESPERSON

BRIAN LEHMAN
DESIGNER

Approval / Date	
CLIENT	
SALES	
ESTIMATING	
ART	
ENGINEERING	
LANDLORD	

Revisions

PAGE 3 OF 5



NOTES and SPECIFICATIONS

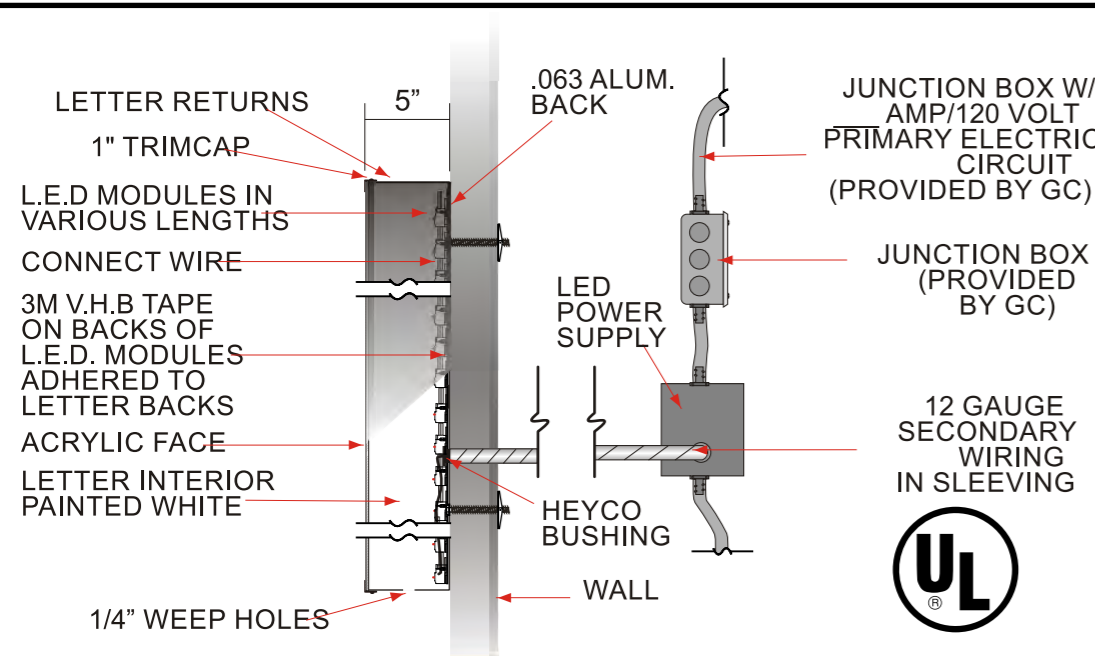
- 1 FABRICATE (1) ILLUMINATED SET OF FLUSH MOUNTED PAN CHANNEL LETTERS WITH PAN CHANNEL LOGO CABINETS

COLORS and MATERIALS

- M1 ALUMINUM PAN CHANNEL LETTERS & LOGO CABINETS WITH 5" BLACK RETURNS & 1" BLACK TRIM CAP
- M2 WHITE ACRYLIC FACES WITH VINYL DECORATIONS
- M3 WHITE LED LIGHTING
- D1 3M DIGITAL PRINT VINYL LOGO
- V1 3M CUT BLACK VINYL COPY
- V2 3M DUAL-COLOR PERFORATED BLACK DAY/NIGHT VINYL COPY



FLUSH MOUNTED: LED NOT TO SCALE



IMPOSED ON PAGE 5

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Customer Information
Business Name ALTITUDE ORGANIC CANNABIS
Project Name 8580E-AOC
Location Address 817 LITTLE BEAVER TRAIL, DILLON

Customer Approval
Name and Title
Authorization Date

FRANK CRUZ
SALESPERSON
BRIAN LEHMAN
DESIGNER

Approval / Date	
CLIENT	
SALES	
ESTIMATING	
ART	
ENGINEERING	
LANDLORD	

Revisions	

IMPOSE FOR LOCATION PURPOSE ONLY NOT TO SCALE



IMPOSE FOR LOCATION PURPOSE ONLY NOT TO SCALE



IMPOSE FOR LOCATION PURPOSE ONLY NOT TO SCALE

NIGHT



IMPOSE FOR LOCATION PURPOSE ONLY NOT TO SCALE

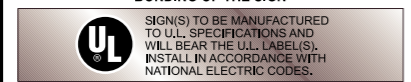
NIGHT



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Customer Information

Business Name	<u>ALTITUDE ORGANIC CANNABIS</u>
Project Name	<u>8580E-AOC</u>
Location Address	<u>817 LITTLE BEAVER TRAIL, DILLON,</u>

Customer Approval

Name and Title	_____
Authorization	Date

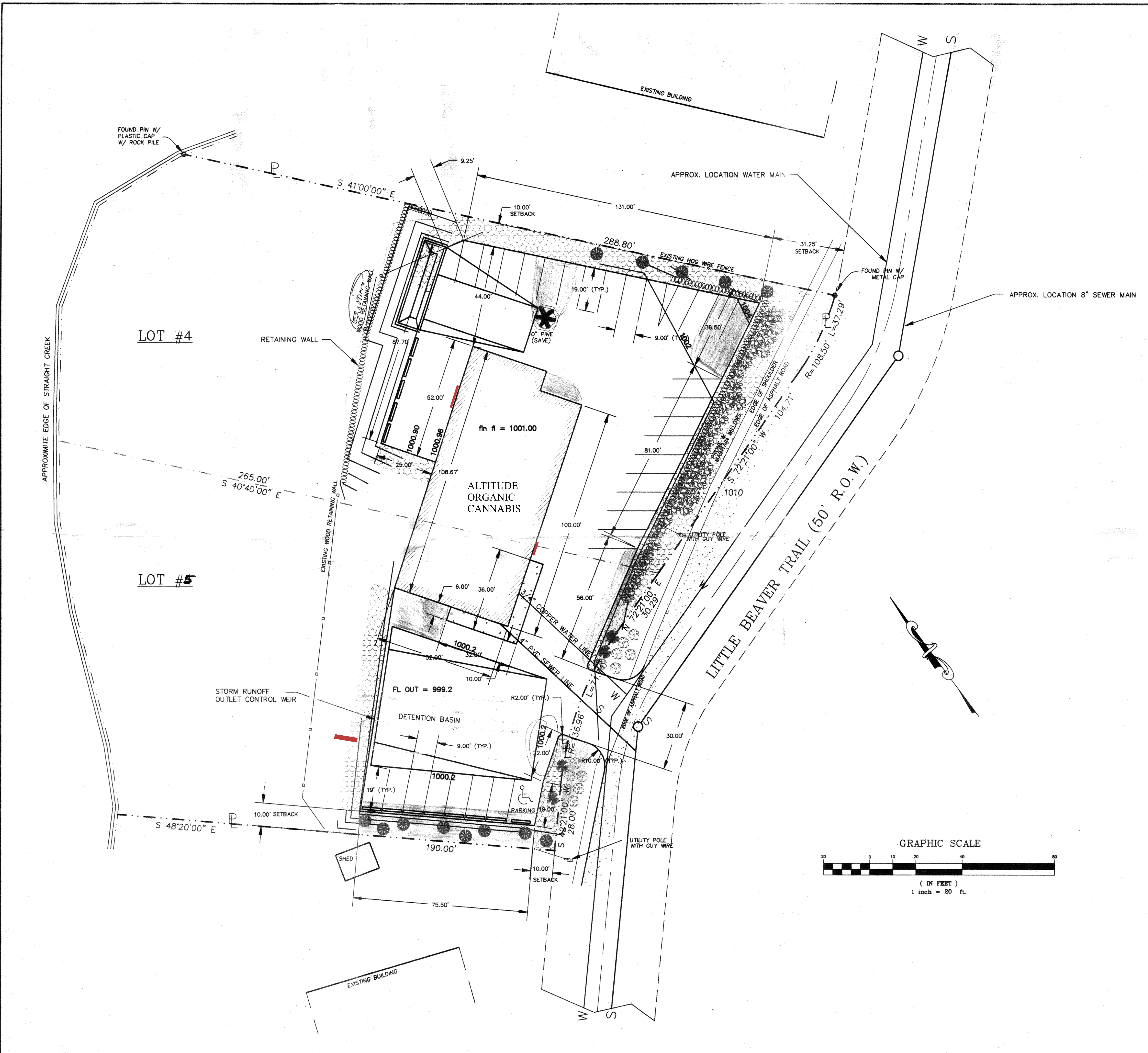
FRANK CRUZ
 SALESPERSON

BRIAN LEHMAN
 DESIGNER

Approval / Date	
CLIENT	_____
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ESTIMATING	_____
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LANDLORD	_____

Revisions

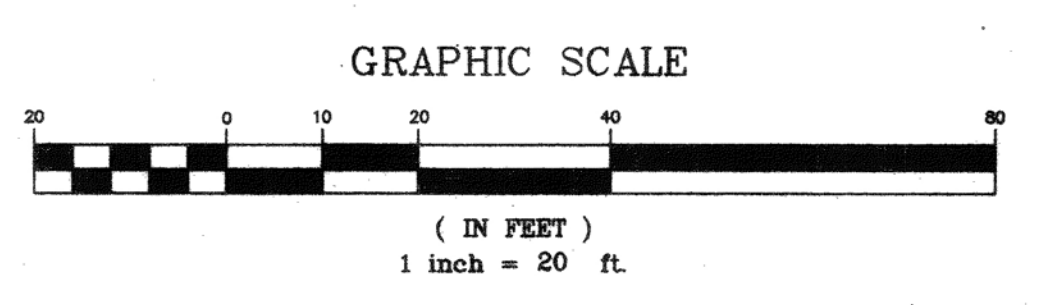
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LEGEND

- STREET CENTERLINE
- PROPERTY LINES
- PAVING EDGE
- WATER MAIN
- SEWER MAIN & MANHOLE
- 10" DIA TRUNK x 20' TALL PINE
- EXISTING WILLOWS
- PROPOSED 1"-1 1/2" ASPEN
- PROPOSED 8" SPRUCE
- PROPOSED 5 GALLON RED BERRIED ELDER
- EXISTING WOOD RETAINING WALL
- PROPOSED ROCK RETAINING WALL
- PROPOSED BUILDING
- SNOW STORAGE
- SIGN LOCATIONS

Snow storage shown between road and parking lot. Can't push snow on top of retaining wall.



LATEST REVISION		0-0-0
PLOT PLAN		
LOTS 4 & 5 PTARMIGAN TRAIL ESTATES		
PROJECT 950102B	GOLDEN EAGLE SERVICE CENTER, INC.	DATE 2-6-95
DRAWN BY BJA	TOWN OF DILLON	SCALE 1:20
FIELD BOOK NA	SUMMIT COUNTY, COLORADO	SHEET 1 OF 1
PEARSON ENGINEERING INC.		P.O. BOX 1308, FRISCO, CO 80443 303 688 5067