

RESOLUTION NO. PZ 07-16
Series of 2016

A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING THE APPROVAL A CLASS S-1 RESUBDIVISION OF LOT C 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.

WHEREAS, the Planning and Zoning Commission of the Town of Dillon has received a Class S-1 application for the resubdivision of Lot C 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; and

WHEREAS, following the required notice, a public hearing was held on November 2nd, 2016, before the Planning and Zoning Commission of the Town of Dillon on the application to resubdivide Lot C 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; and,

WHEREAS, following the public hearing the Planning and Zoning Commission of the Town of Dillon has made certain findings of fact regarding the application to resubdivide Lot C 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; and,

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, following the required notice, held a public hearing on November 2nd, 2016, on the application to resubdivide Lot C 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 and following said public hearing makes the following findings of fact:

- A. That the application for the proposed Class S-1 subdivision is complete.
- B. That the application for the proposed resubdivision complies with the specific requirements of Chapter 16, "Zoning," of the Town of Dillon Municipal Code.
- C. That the application for the proposed resubdivision is in substantial conformance with the Comprehensive Plan.
- D. That the resubdivision plat creates Lots SW-1, SW-2, SW-3, SE-1, SE-2, SE-3 and SE-4 and dedicates Town Right of Way as shown on the plat titled "*DILLON EAST LABONTE LOTS, A RESUBDIVISION OF A PORTION OF THE OPEN AREA AND A PORTION OF THE PARKING AREA AND A PORTION OF THE PUBLIC AREA, CENTRAL BUSINESS DISTRICT NEW TOWN OF DILLON, THE THIRD RESUBDIVISION OF BLOCK 'A', TOWN OF DILLON, SUMMIT COUNTY, COLORADO,*" dated 07/28/2015 and prepared by Range West, Inc.
- E. That the resubdivision plat creates Lots NE-1, NW-1, NW-2 and NW-3 and dedicates Town Right of Way and public areas adjacent to these parcels as shown on the plat titled "*DILLON MAIN STREET LOTS, A RESUBDIVISION OF A PORTION OF THE OPEN AREA, A PORTION OF PUBLIC AREA AND A PORTION OF THE PARKING AREA, CENTRAL BUSINESS DISTRICT NEW TOWN OF DILLON, THE THIRD RESUBDIVISION OF BLOCK 'A', TOWN OF DILLON, SUMMIT COUNTY, COLORADO,*" dated 07/28/2015 and prepared by Range West, Inc.

Section 2. That the Planning and Zoning Commission of the Town of Dillon hereby recommends to the Town Council of the Town of Dillon the approval of the resubdivision of Lot C 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.

APPROVED AND ADOPTED THIS 2ND DAY OF NOVEMBER, 2016 BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO.

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

By: _____
Nathan Nosari, Chairperson

ATTEST:

By: _____
Corrie Woloshan, Secretary to the Commission

**TOWN COUNCIL ACTION ITEM
STAFF SUMMARY
NOVEMBER 2ND, 2016 PLANNING AND ZONING COMMISSION MEETING**

DATE: October 21, 2016

AGENDA ITEM NUMBER: 5

ACTION TO BE CONSIDERED:

Consideration of Resolution No. PZ 07-16, Series of 2016;

A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING THE APPROVAL OF A CLASS S-1 RE-SUBDIVISION OF LOT C 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.

SUMMARY:

The Town has received a Class S-1 application for the resubdivision of Lot C 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-SWS-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. The Town of Dillon is the applicant.

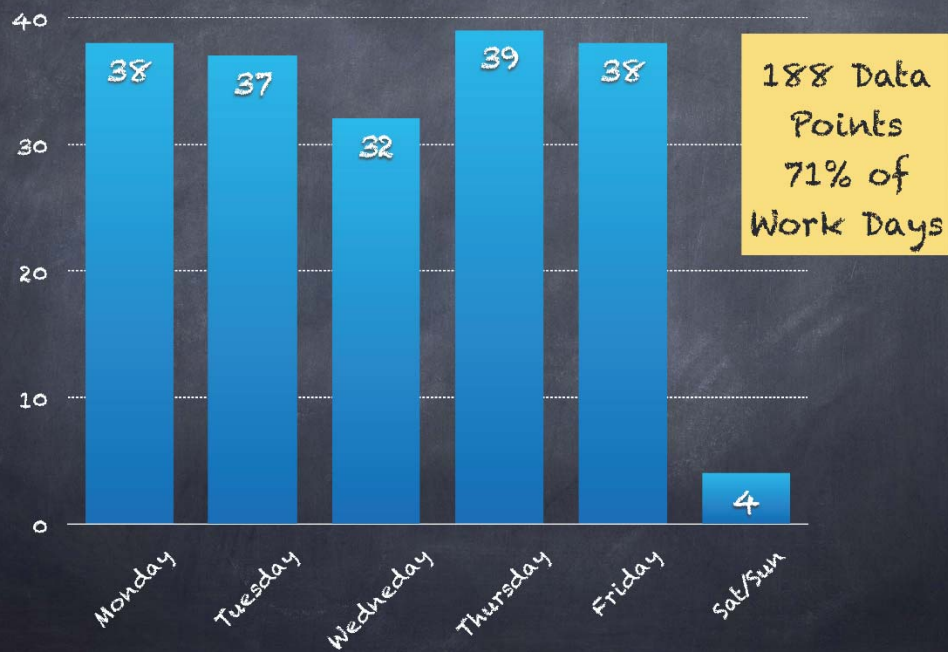
DISCUSSION:

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. The Town Core area has a very unique parking situation, in that the Town owns most of the parking in the Town Center. The Town therefore provides the parking and accessible parking for most of the businesses in the Town Core.

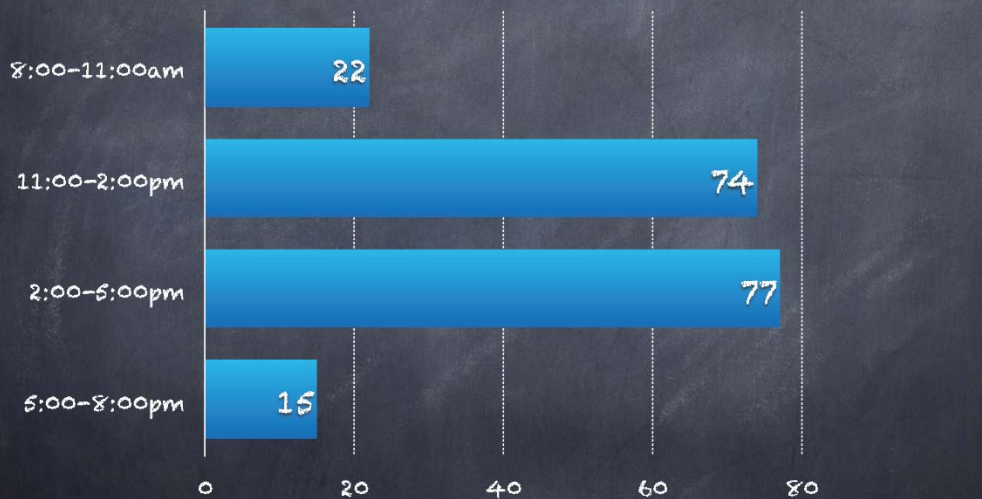
When the concept of creating new lots in the Town Center was first contemplated, it became important to study the actual parking usage in the Town center in order to determine (1) how much parking is being used by the existing businesses, (2) how much parking could be available for new businesses, and (3) determine where lots could be created while maintaining parking to existing businesses. To that end, the Town decided to conduct a parking study and count parking usage for each of the public lots in the Town Center.

Between February of 2014 and February of 2015 Town Staff conducted parking counts 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. The figures on the next page show when the parking counts were collected by Day of Week and Time of Day.

Day of the Week Statistics



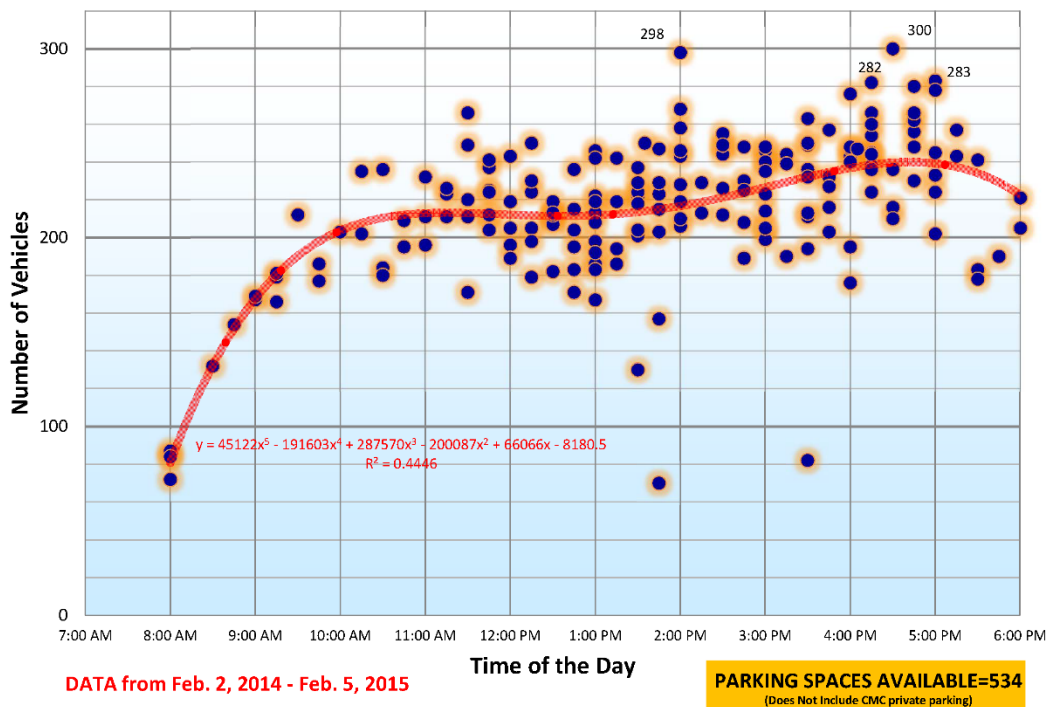
Time of Day Statistics



There are 534 parking spaces in the study area. These figures demonstrate how the parking is used.

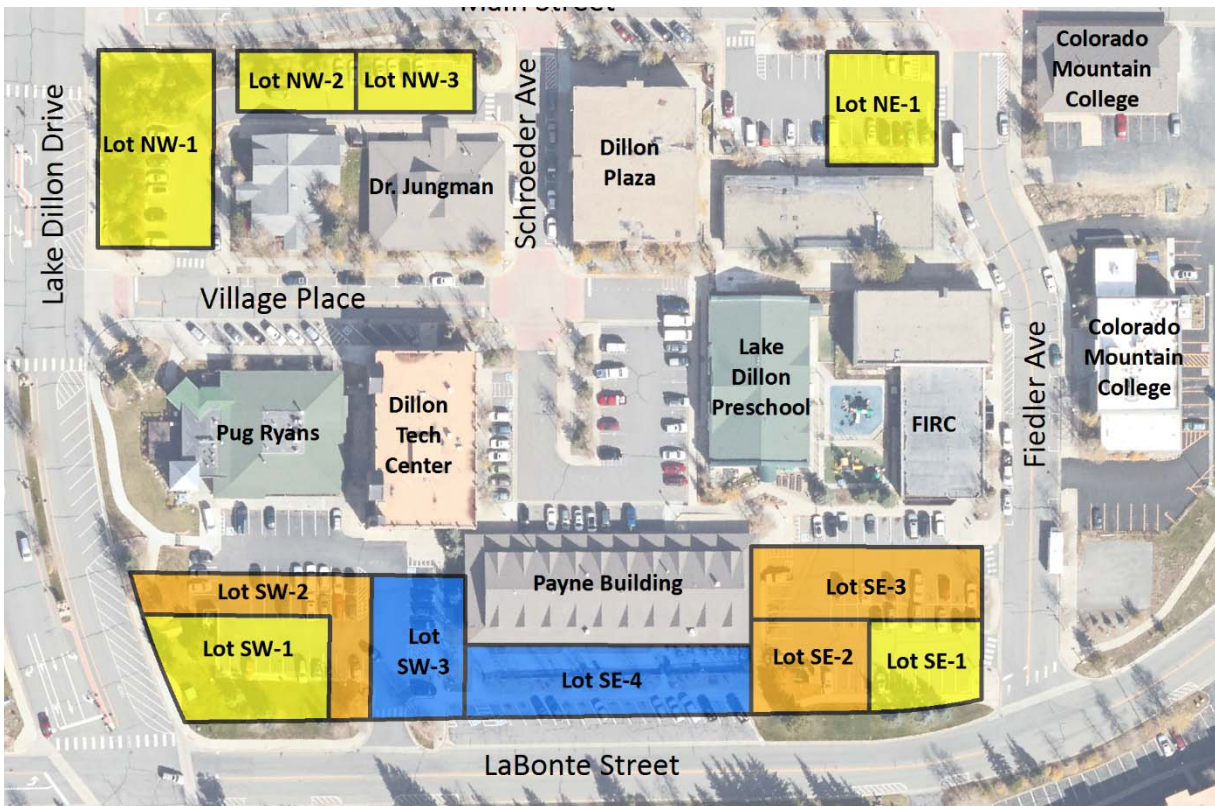


Overall Town Center Parking Lot Usage



Of the 534 Existing parking spaces the peak usage is around 280 spaces, which leaves about 250 spaces available to support redevelopment and growth in the Town Center. At the time of the parking study, the vacancy rate in the Town Center was less than 12%. So part of the 250 spaces need to be preserved for the vacant commercial office space.

Once the parking counting was done and the data analyzed, Town Staff then took this data and developed a program to maintain and provide 500 parking spaces in the Town Center by reconfiguring some of the parking lots and at the same time creating some new lots that future buildings could be built on. 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. See the figure below for an overview of the proposed Town Center Lots.



In the figure above, the primary lots are shown in Yellow. It is anticipated that these **Yellow** lots NW-1, NW-2, NW-3, NE-1, SW-1 and SE-1 could be developed as standalone lots.

The **Orange** lots are proposed with the intent of being package with an adjacent Yellow Lot to create a larger development opportunity. These lots may include some parking underneath under the buildings to protect the parking pool.

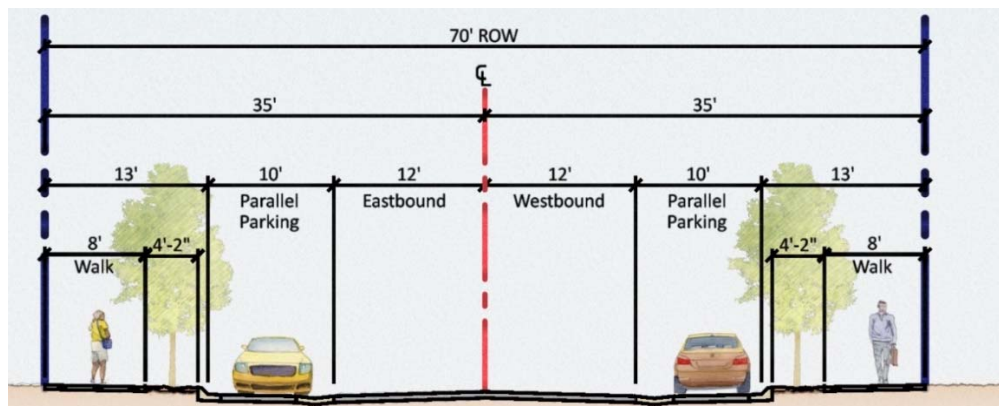
The **Blue** Lots, Lots SW-3 and SE-4, could be packaged with the Payne building and the other southwest and southeast lots to create a single large development than spans between Lake Dillon Drive and Fiedler Avenue. Using the Orange and Blue lots would require some sort of parking structure within the building footprint to provide enough parking.

The Town also already owns a small parcel at the southwest corner of the Main Street and Schroeder Avenue intersection called Lot C. The proposed plat would abandon this lot and reconfigure it into Lots NW-2 and NW-3. See the figure below.



The new parking and lot layout also took into account needs for trash service and accessible parking for each building. See the attachments for a detailed proposed layout for each parking lot around each of the new buildings. It is anticipated that the parking lots would be configured in conjunction with the development of the surrounding lots as needed. A lot of the parking has been shifted to on street parallel parking in order to create a walkable downtown area with 12' sidewalks along the proposed buildable lots. The 12' sidewalk can also host street trees and street lights along the parking and maintain an 8' wide walking area next to proposed buildings.

An actual Right-of-Way for Main Street would be dedicated as part of this replatting process for the first time. In order to provide walkable sidewalks on each side of the road, as well as parallel parking, the proposed Right-of-Way width for Main Street is 70'.



Proposed Main Street 70' R.O.W. Cross-Section

See the attachments for a detailed proposed layout for each parking lot around each of the new buildings. It is anticipated that the parking lots would be rebuilt and reconfigured in conjunction with the development of the surrounding lots as needed. A lot of the parking has been shifted to on street parallel parking in order to create a walkable downtown area with 12' minimum width sidewalks along the proposed buildable lots. The following table demonstrates that the new lots can be created while maintain over 500 parking spaces in the Town Center area.

Parking Lots	PROPOSED PARKING PLAN			EXISTING PARKING LAYOUT		
	Total	Regular	Accessible	Total	Regular	Accessible
A	46	41	5	48	44	4
B	19	17	2	50	48	2
C	0			12	12	
D	0			10	8	2
E	44	40	4	27	26	1
F	53	49	4	46	43	3
G	45	42	3	50	48	2
H	0			19	17	2
I	39	36	3	52	50	2
	246	225	21	314	296	18
	51.8%	50.9%	63.6%	61.4%	60.7%	78.3%
Streets	Total	Regular	Accessible	Total	Regular	Accessible
Main Street	39	37	2	19	17	2
Village Street	38	34	4	20	18	2
Schroeder Ave	6	4	2	5	5	
Fielder Ave	8	8		16	16	
Buffalo Street (North-Park)	22	22		57	56	1
Buffalo Street (South-Core)	11	11		12	12	
Town Park Parking Off-Street	39	35	4			
LaBonte (LDD-Fiedler)	30	30		19	19	
LaBonte (Lots 16R,17A,17B)	9	9		1	1	
Lake Dillon Drive (West Side)	8	8		25	25	
Lake Dillon Drive (East Side)	19	19		23	23	
	229	217	12	197	192	5
	48.2%	49.1%	36.4%	38.6%	39.3%	21.7%
TOTALS-PUBLIC	475	442	33	511	488	23
Novak & Nelson	7	7		7	7	
Dillon Commons	7	5	2	11	9	2
Dillon Commons Expansion	11	9	2			
La Riva Del Lago (Buffalo)	5	5		5	5	
GRAND TOTAL	505	468	37	534	509	25

The table also shows that of the proposed reconfigured parking spaces 50% of the parking will be on streets and 50% will be in parking lots.

In summary, the Town of Dillon is interested in reconfiguring portions of the Town Owned parking areas and undeveloped land in the Town Center into 11 new parcels. Once the lots are created, the Town intends to transfer the properties to the Dillon Urban Renewal Authority (DURA) as needed. The DURA would put out a request for proposal 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' x 74') 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.

Lot NW-1 sits along Lake Dillon Drive between Main Street and Village Place. This lot will occupy the present location of parking lot 'D'. See the attached **MAIN STREET** plan. 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 as shown on the **VILLAGE PLACE PARKING** plan. 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 as shown on the attached **MAIN STREET** plan. Each lot is 80' x 41' 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:

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. As shown on the attached **Parking Lot 'I'** plan, 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 never gets used at the moment.

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. As shown on the attached **Parking Lot 'G'** plan, 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 under structure 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 (the Payne Building) 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 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.

ADDITIONAL INFORMATION

Once the lots are created, they would be available for acquisition through the Dillon Urban Renewal Authority as mentioned above. Once a proposal is submitted and accepted by the DURA, each individual proposal would have to come to the planning and zoning commission for project specific approval in a public hearing context. So the community will be able to judge each project proposal on its own merits at some point in the future.

STAFF RECOMMENDATION:

In the interest of creating potential development opportunities in the Town Core, Town Staff recommends approval of the application.

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 07-16 to create new development opportunities with the Town Center.

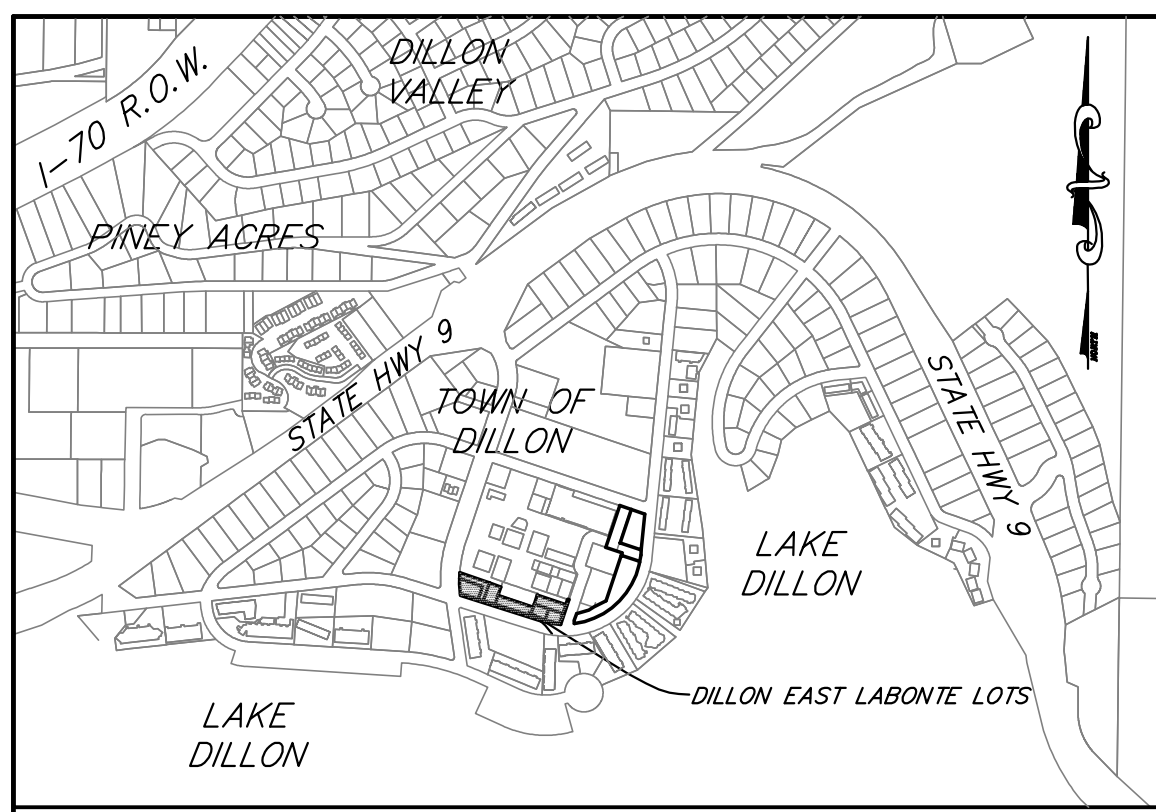
ACTION REQUESTED: Motion, Second, Roll Call Vote.

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

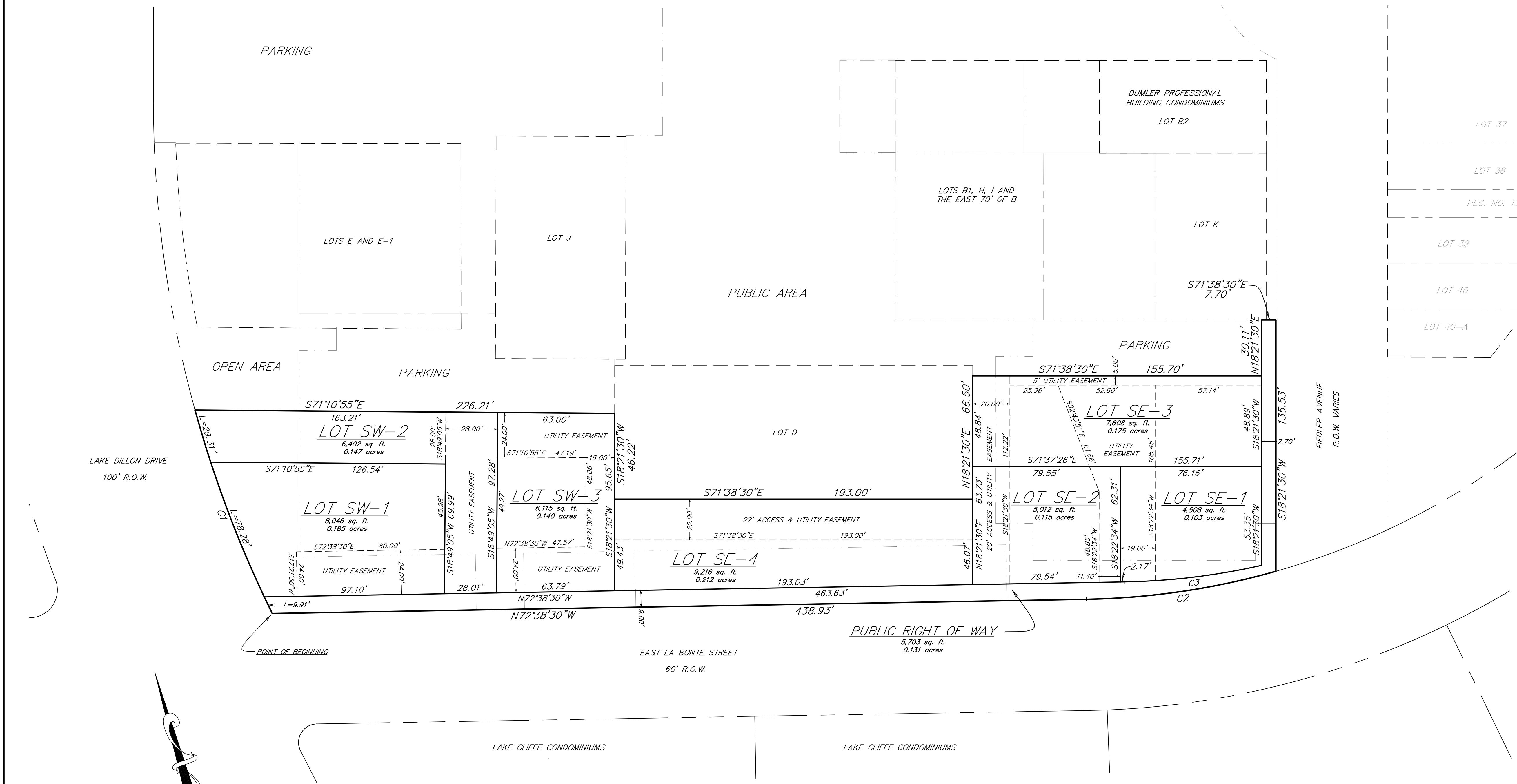
STAFF MEMBER RESPONSIBLE:

Dan Burroughs, Town Engineer – Community Development Coordinator.

DILLON EAST LABONTE LOTS
A RESUBDIVISION OF A PORTION OF THE OPEN AREA
AND A PORTION OF THE PARKING AREA AND A PORTION OF THE PUBLIC AREA
CENTRAL BUSINESS DISTRICT NEW TOWN OF DILLON
THE THIRD RESUBDIVISION OF BLOCK "A"
TOWN OF DILLON, SUMMIT COUNTY, COLORADO



VICINITY MAP



OWNER'S CERTIFICATE:
 KNOW ALL MEN BY THESE PRESENTS: THAT THE TOWN OF DILLON, A COLORADO MUNICIPAL CORPORATION, BEING THE OWNER OF A PORTION OF THE OPEN AREA AND A PORTION OF THE PARKING AREA AND A PORTION OF THE PUBLIC AREA, CENTRAL BUSINESS DISTRICT NEW TOWN OF DILLON, THE THIRD RESUBDIVISION OF BLOCK "A" LOCATED IN SECTION 7, TOWNSHIP 5 SOUTH, RANGE 77 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF DILLON, COUNTY OF SUMMIT, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID BLOCK "A"; THENCE 117.50 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 624.28 FEET, A CENTRAL ANGLE OF 10°47'03" AND A CHORD WHICH BEARS N02°25'38"W 117.33 FEET DISTANT; THENCE ALONG THE FOLLOWING 7 COURSES:
 1) S71°10'55"E A DISTANCE OF 226.21 FEET;
 2) S18°21'30"W A DISTANCE OF 46.22 FEET;
 3) S71°38'30"E A DISTANCE OF 193.00 FEET;
 4) N18°21'30"E A DISTANCE OF 66.50 FEET;
 5) S71°38'30"E A DISTANCE OF 155.70 FEET;
 6) N18°21'30"E A DISTANCE OF 30.11 FEET;
 7) S71°38'30"E A DISTANCE OF 7.70 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF FIEDLER AVENUE;
 THENCE S18°21'30"W ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 135.53 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF EAST LA BONTE STREET; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE FOR THE FOLLOWING 2 COURSES:
 1) 103.50 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 400.69 FEET, A CENTRAL ANGLE OF 14°47'58" AND A CHORD WHICH BEARS N80°02'29"W 103.21 FEET DISTANT;
 2) N72°38'30"W A DISTANCE OF 438.93 FEET TO THE POINT OF BEGINNING, CONTAINING 52,609 SQUARE FEET, OR 1.208 ACRES, MORE OR LESS.

HAS LAID OUT, SUBDIVIDED AND PLATTED THE SAME INTO LOTS, TRACTS, STREETS AND EASEMENTS AS SHOWN HEREON UNDER THE NAME AND STYLE OF "DILLON EAST LABONTE LOTS", AND BY THESE PRESENTS, DOES HEREBY SET APART AND DEDICATE TO THE PERPETUAL USE OF THE PUBLIC ALL OF THE TOWN STREET RIGHTS-OF-WAY, ALLEYS AND OTHER PUBLIC WAYS AND PLACES AS SHOWN HEREON AND HEREBY DEDICATE THOSE PORTIONS OF LAND LABELED AS EASEMENTS FOR THE INSTALLATION AND MAINTENANCE OF PUBLIC UTILITIES AS SHOWN HEREON. (AND/OR OTHER PURPOSES)

IN WITNESS WHEREOF, RON HOLLAND, MAYOR, HAS CAUSED HIS NAME TO BE HEREUNTO SUBSCRIBED THIS ____ DAY OF _____, A.D., _____.

KEVIN BURNS, MAYOR
 ATTEST:
 JAN THOMAS, TOWN CLERK
 (CORPORATE SEAL)

DILLON TOWN COUNCIL CERTIFICATE:
 APPROVED THIS ____ DAY OF _____, A.D., _____, TOWN COUNCIL, DILLON, COLORADO. THIS APPROVAL DOES NOT GUARANTEE THAT THE SIZE OF SOIL OR FLOODING CONDITIONS OF ANY LOT SHOWN HEREON ARE SUCH THAT A BUILDING PERMIT MAY BE ISSUED. THIS APPROVAL IS WITH THE UNDERSTANDING THAT ALL EXPENSES INVOLVING NECESSARY IMPROVEMENTS FOR ALL UTILITY SERVICES, PAVING, GRADING, LANDSCAPING, CURBS, GUTTERS, STREETLIGHTS, STREET SIGNS AND SIDEWALKS SHALL BE FINANCED BY OTHERS AND NOT THE TOWN OF DILLON.

KEVIN BURNS, MAYOR
 ATTEST:
 JAN THOMAS, TOWN CLERK
 (CORPORATE SEAL)

DILLON PLANNING & ZONING COMMISSION CERTIFICATE:
 APPROVED THIS ____ DAY OF _____, A.D., _____ TOWN PLANNING AND ZONING COMMISSION, DILLON, COLORADO.

CHAIRMAN

TOWN CLERK'S CERTIFICATE:
 STATE OF COLORADO)
) SS.
 TOWN OF DILLON)
 I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT ____ O'CLOCK, ____ A.D., ____ AND IS DULY RECORDED.
 JAN THOMAS, TOWN CLERK

TITLE COMPANY'S CERTIFICATE:
 _____ DOES HEREBY CERTIFY THAT WE HAVE EXAMINED THE TITLE TO ALL LANDS SHOWN HEREON AND ALL LANDS HEREIN DEDICATED BY VIRTUE OF THIS PLAT AND TITLE TO ALL SUCH LANDS IS IN THE DEDICATOR FREE AND CLEAR OF ALL LIENS, TAXES, AND ENCUMBRANCES, EXCEPT AS FOLLOWS:

DATED THIS ____ DAY OF _____, A.D., _____
 AGENT

CLERK & RECORDER'S CERTIFICATE:
 STATE OF COLORADO)
) SS.
 COUNTY OF SUMMIT)
 I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT ____ DAY OF _____ THIS ____ A.D., ____ AND FILED UNDER RECEPTION NO. _____

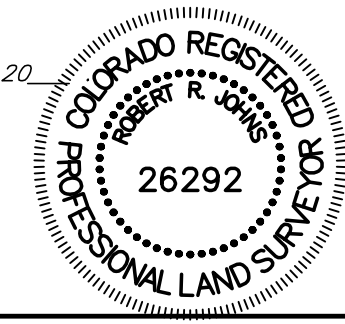
SUMMIT COUNTY CLERK AND RECORDER

Drawn RRJ	Dwg PLAT-SOUTH	Project 21444
Checked RRJ	Date 07/28/15	Sheet 1 of 1
P.O. Box 589 Silverthorne, CO 80498 970-468-6281		

NOTICE:
 PUBLIC NOTICE IS HEREBY GIVEN THAT ACCEPTANCE OF THIS PLATTED SUBDIVISION BY THE TOWN OF DILLON DOES NOT CONSTITUTE AN ACCEPTANCE OF THE ROADS AND RIGHTS-OF-WAY REFLECTED HEREON FOR MAINTENANCE BY SAID TOWN. UNTIL SUCH ROADS AND RIGHTS-OF-WAY MEET TOWN ROAD SPECIFICATIONS AND ARE SPECIFICALLY ACCEPTED BY THE TOWN, THE MAINTENANCE, CONSTRUCTION AND ALL OTHER MATTERS PERTAINING TO OR AFFECTING SAID ROADS AND RIGHTS-OF-WAY ARE THE SOLE RESPONSIBILITY OF THE OWNERS OF THE LAND EMBRACED WITHIN THIS SUBDIVISION.

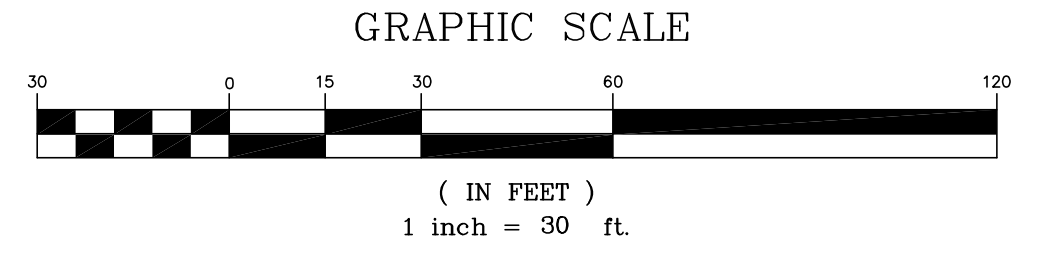
PLAT NOTES:
 THE PLAT OF "CENTRAL BUSINESS DISTRICT NEW TOWN OF DILLON, THE THIRD RESUBDIVISION OF BLOCK "A" IS RECORDED UNDER REC. NO. 163118
 THIS PLAT CREATES LOTS SW-1, SW-2, SW-3, SE-1, SE-2, SE-3, AND SE-4.

SURVEYOR'S CERTIFICATE:
 I, ROBERT R. JOHNS, BEING A REGISTERED LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT WAS PREPARED BY ME AND UNDER MY SUPERVISION FROM A SURVEY MADE BY ME AND UNDER MY SUPERVISION, THAT BOTH THIS PLAT AND THE SURVEY ARE TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THAT THE MONUMENTS WERE PLACED PURSUANT TO CRS 38-51-101.
 DATED THIS ____ DAY OF _____, 20____
 SIGNATURE _____
 ROBERT R. JOHNS
 COLORADO REGISTRATION NO. 26292



LEGEND
 ● SET REBAR & YELLOW PLASTIC CAP (PLS 26292) AT ALL SUBDIVISION BOUNDARY CORNERS

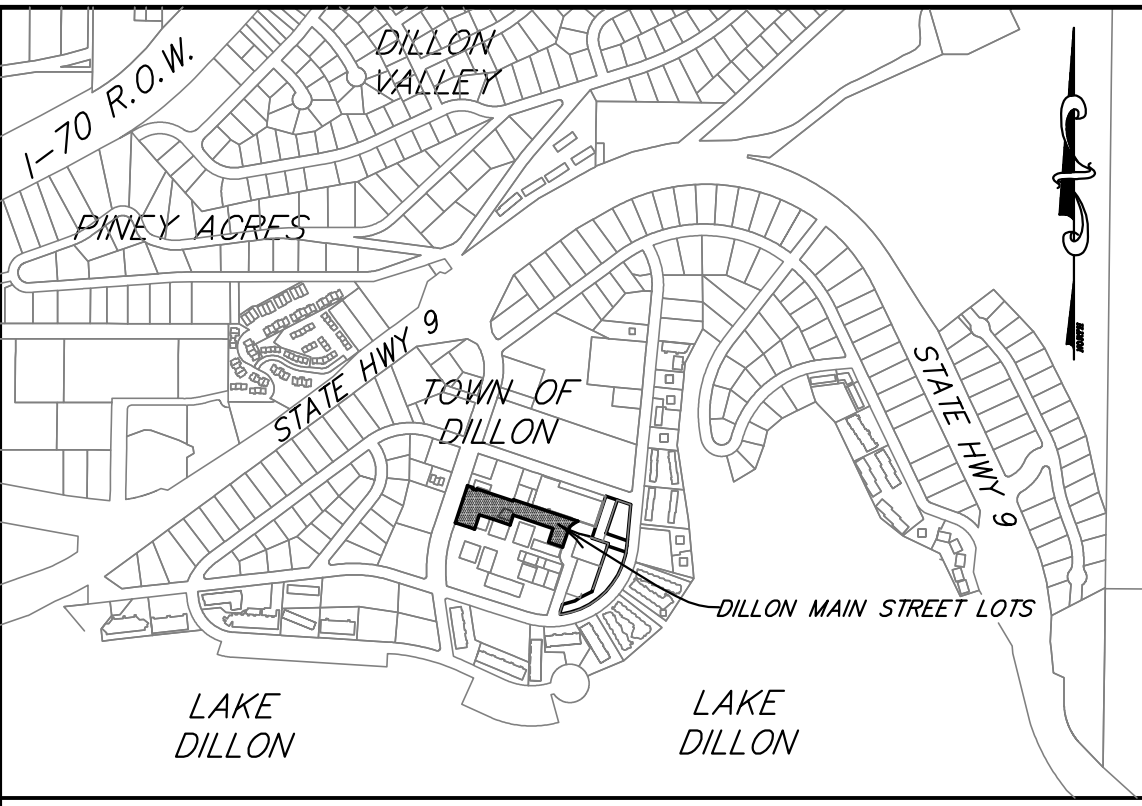
CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CHORD
C1	117.50'	624.28'	10°47'03"	N02°25'38"W 117.33'
C2	103.50'	400.69'	14°47'58"	N80°02'29"W 103.21'
C3	74.62'	365.00'	11°43'19"	N78°30'09"W 74.54'



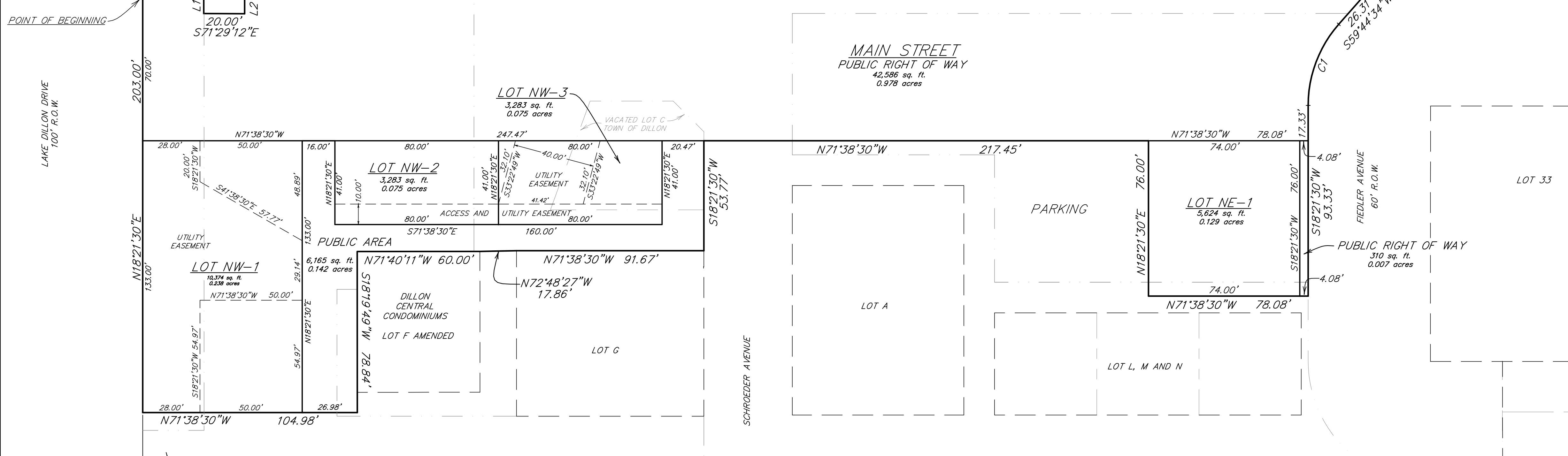
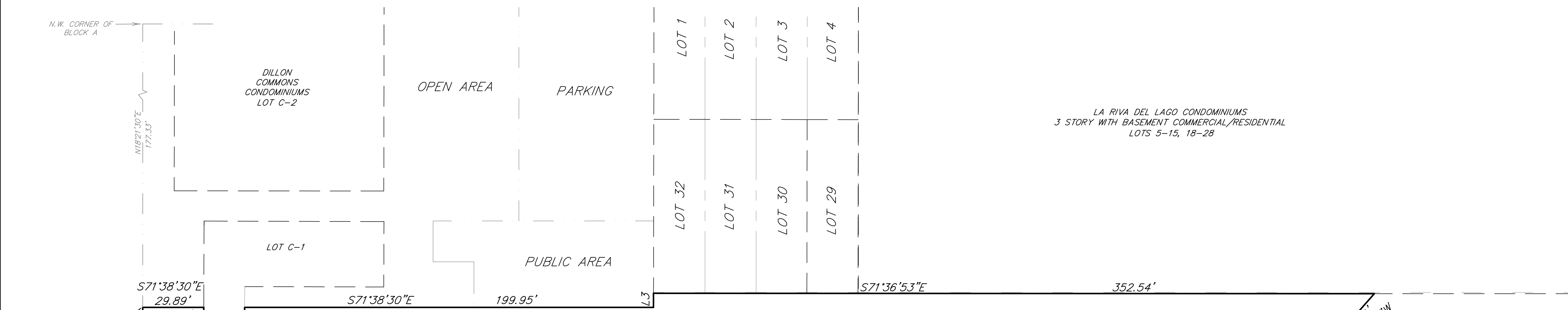
NOTE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

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DILLON MAIN STREET LOTS
A RESUBDIVISION OF A PORTION OF THE OPEN AREA, A PORTION OF PUBLIC AREA
AND A PORTION OF THE PARKING AREA
CENTRAL BUSINESS DISTRICT NEW TOWN OF DILLON
THE THIRD RESUBDIVISION OF BLOCK "A"
TOWN OF DILLON, SUMMIT COUNTY, COLORADO



VICINITY MAP



CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING
G1	43.34'	60.00'	41°23'04"	S39°03'02"W 42.40'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S18°30'48"W	7.75'
L2	N18°30'48"E	7.81'
L3	N18°21'30"E	6.90'

LEGEND

● SET REBAR & YELLOW PLASTIC CAP (PLS 26292) AT ALL SUBDIVISION BOUNDARY CORNERS

NOTICE:

PUBLIC NOTICE IS HEREBY GIVEN THAT ACCEPTANCE OF THIS PLATTED SUBDIVISION BY THE TOWN OF DILLON DOES NOT CONSTITUTE AN ACCEPTANCE OF THE ROADS AND RIGHTS-OF-WAY REFLECTED HEREON FOR MAINTENANCE BY SAID TOWN. UNTIL SUCH ROADS AND RIGHTS-OF-WAY MEET TOWN ROAD SPECIFICATIONS AND ARE SPECIFICALLY ACCEPTED BY THE TOWN, THE MAINTENANCE, CONSTRUCTION AND ALL OTHER MATTERS PERTAINING TO OR AFFECTING SAID ROADS AND RIGHTS-OF-WAY ARE THE SOLE RESPONSIBILITY OF THE OWNERS OF THE LAND EMBRACED WITHIN THIS SUBDIVISION.

PLAT NOTES:

THE PLAT OF "CENTRAL BUSINESS DISTRICT NEW TOWN OF DILLON, THE THIRD RESUBDIVISION OF BLOCK "A" IS RECORDED UNDER REC. NO. 163118

THIS PLAT CREATES LOTS NW-2, NW-3, NW-4, NE-1, PUBLIC AREA AND THE MAIN STREET RIGHT OF WAY.

SURVEYOR'S CERTIFICATE:

I, ROBERT R. JOHNS, BEING A REGISTERED LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT WAS PREPARED BY ME AND UNDER MY SUPERVISION FROM A SURVEY MADE BY ME AND UNDER MY SUPERVISION, THAT BOTH THIS PLAT AND THE SURVEY ARE TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THAT THE MONUMENTS WERE PLACED PURSUANT TO CRS 38-51-101.

DATED THIS _____ DAY OF _____, 20____

SIGNATURE _____
 ROBERT R. JOHNS
 COLORADO REGISTRATION NO. 26292



OWNER'S CERTIFICATE:

KNOW ALL MEN BY THESE PRESENTS: THAT THE TOWN OF DILLON, A COLORADO MUNICIPAL CORPORATION, BEING THE OWNER OF A PORTION OF THE OPEN AREA AND A PORTION OF THE PUBLIC AREA AND A PORTION OF THE PARKING AREA CENTRAL BUSINESS DISTRICT NEW TOWN OF DILLON, THE THIRD RESUBDIVISION OF BLOCK "A" LOCATED IN SECTION 7, TOWNSHIP 5 SOUTH, RANGE 77 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF DILLON, COUNTY OF SUMMIT, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID BLOCK "A", THENCE S18°21'30"W ALONG THE EASTERLY RIGHT-OF-WAY LINE OF LAKE DILLON DRIVE A DISTANCE OF 177.33 FEET TO THE POINT OF BEGINNING, THENCE ALONG THE FOLLOWING 6 COURSES:

- 1) S17°38'30"E A DISTANCE OF 29.89 FEET;
- 2) S18°30'48"W A DISTANCE OF 7.75 FEET;
- 3) S71°29'12"E A DISTANCE OF 20.00 FEET;
- 4) N18°30'48"E A DISTANCE OF 7.81 FEET;
- 5) S71°38'30"E A DISTANCE OF 199.95 FEET;
- 6) N18°21'30"E A DISTANCE OF 6.90 FEET TO THE SOUTHWEST CORNER OF LOT 32; THENCE ALONG THE SOUTHERLY BOUNDARY LINE OF LOTS 29-32 AND LA RIVA DEL LAGO CONDOMINIUMS S71°36'53"E A DISTANCE OF 352.54 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF FIEDLER AVENUE; THENCE ALONG SAID RIGHT-OF-WAY LINE FOR THE FOLLOWING 3 COURSES:

- 1) S59°44'34"W A DISTANCE OF 26.31 FEET;
- 2) 43.34 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 60.00 FEET, A CENTRAL ANGLE OF 41°23'04" AND A CHORD WHICH BEARS S39°03'02"W 42.40 FEET DISTANT;
- 3) S18°21'30"W A DISTANCE OF 93.33 FEET;

THENCE N71°38'30"W A DISTANCE OF 78.08 FEET; THENCE N18°21'30"E A DISTANCE OF 76.00 FEET; THENCE N71°38'30"W A DISTANCE OF 217.45 FEET; THENCE S18°21'30"W A DISTANCE OF 53.77 FEET TO THE NE CORNER OF LOT G; THENCE N71°38'30"W A DISTANCE OF 91.67 FEET TO THE NW CORNER OF SAID LOT G; THENCE N72°48'27"W A DISTANCE OF 17.86 FEET TO THE NE CORNER OF LOT F (DILLON CENTRAL CONDOMINIUMS); THENCE S18°19'49"W A DISTANCE OF 78.84 FEET; THENCE N71°38'30"W A DISTANCE OF 104.98 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID LAKE DILLON DRIVE; THENCE N18°21'30"E ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 203.00 FEET TO THE POINT OF BEGINNING, CONTAINING 71,619 SQUARE FEET OR 1.644 ACRES MORE OR LESS.

HAS LAID OUT, SUBDIVIDED AND PLATTED THE SAME INTO LOTS, TRACTS, STREETS AND EASEMENTS AS SHOWN HEREON UNDER THE NAME AND STYLE OF "DILLON MAIN STREET LOTS";

AND BY THESE PRESENTS, DOES HEREBY SET APART AND DEDICATE TO THE PERPETUAL USE OF THE PUBLIC ALL OF THE TOWN STREET RIGHTS-OF-WAY, ALLEYS AND OTHER PUBLIC WAYS AND PLACES AS SHOWN HEREON AND HEREBY DEDICATE THOSE PORTIONS OF LAND LABELED AS EASEMENTS FOR THE INSTALLATION AND MAINTENANCE OF PUBLIC UTILITIES AS SHOWN HEREON (AND/OR OTHER PURPOSES)

IN WITNESS WHEREOF, RON HOLLAND, MAYOR, HAS CAUSED HIS NAME TO BE HEREUNTO SUBSCRIBED THIS _____ DAY OF _____, A.D., _____

 KEVIN BURNS, MAYOR

ATTEST:
 JAN THOMAS, TOWN CLERK
 (CORPORATE SEAL)

DILLON TOWN COUNCIL CERTIFICATE:

APPROVED THIS _____ DAY OF _____, A.D., _____ TOWN COUNCIL, DILLON, COLORADO. THIS APPROVAL DOES NOT GUARANTEE THAT THE SIZE OF SOIL OR FLOODING CONDITIONS OF ANY LOT SHOWN HEREON ARE SUCH THAT A BUILDING PERMIT MAY BE ISSUED. THIS APPROVAL IS WITH THE UNDERSTANDING THAT ALL EXPENSES INVOLVING NECESSARY IMPROVEMENTS FOR ALL UTILITY SERVICES, PAVING, GRADING, LANDSCAPING, CURBS, GUTTERS, STREETLIGHTS, STREET SIGNS AND SIDEWALKS SHALL BE FINANCED BY OTHERS AND NOT THE TOWN OF DILLON.

 KEVIN BURNS, MAYOR

ATTEST:
 JAN THOMAS, TOWN CLERK
 (CORPORATE SEAL)

DILLON PLANNING & ZONING COMMISSION CERTIFICATE:

APPROVED THIS _____ DAY OF _____, A.D., _____ TOWN PLANNING AND ZONING COMMISSION, DILLON, COLORADO.

CHAIRMAN _____

TOWN CLERK'S CERTIFICATE:

STATE OF COLORADO)
) SS.
 TOWN OF DILLON)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT _____ O'CLOCK, _____, A.D., _____ AND IS DULY RECORDED.

 JAN THOMAS, TOWN CLERK

TITLE COMPANY'S CERTIFICATE:

_____ DOES HEREBY CERTIFY THAT WE HAVE EXAMINED THE TITLE TO ALL LANDS SHOWN HEREON AND ALL LANDS HEREIN DEDICATED BY VIRTUE OF THIS PLAT AND TITLE TO ALL SUCH LANDS IS IN THE DEDICATOR FREE AND CLEAR OF ALL LIENS, TAXES AND ENCUMBRANCES, EXCEPT AS FOLLOWS:

DATED THIS _____ DAY OF _____, A.D., _____

AGENT _____

CLERK & RECORDER'S CERTIFICATE:

STATE OF COLORADO)
) SS.
 COUNTY OF SUMMIT)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT _____ DAY OF _____, THIS _____, A.D., _____ AND FILED UNDER RECEPTION NO. _____

 SUMMIT COUNTY CLERK AND RECORDER

Drawn RRJ	Dwg 21442PLT	Project 21442
Checked RRJ	Date 07/28/15	Sheet 1 of 1

RANGE WEST
 ENGINEERS & SURVEYORS INC.

P.O. Box 589
 Silverthorne, CO 80498 970-468-6281

NOTE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

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Dillon Town Center Revitalization

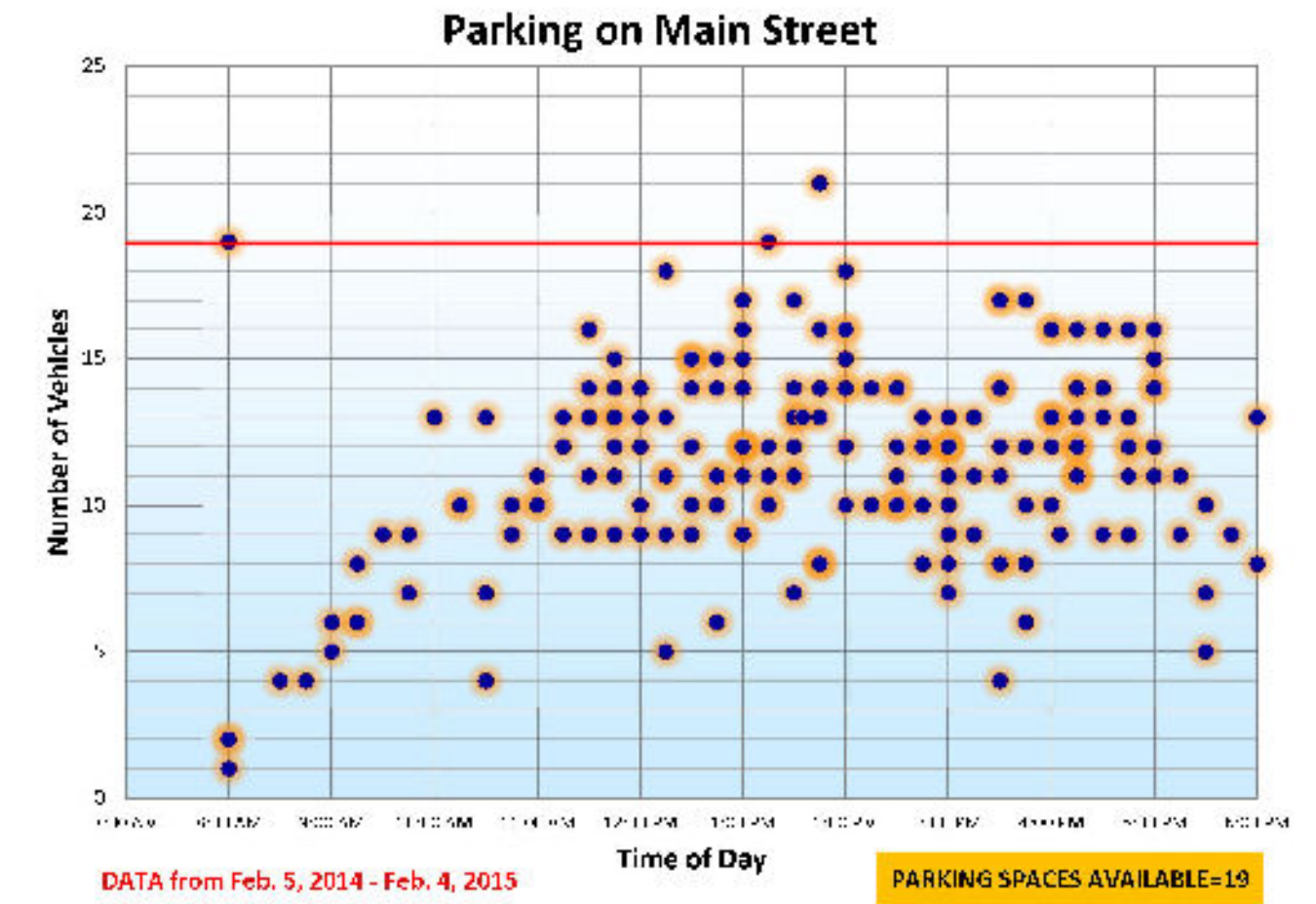
Main Street



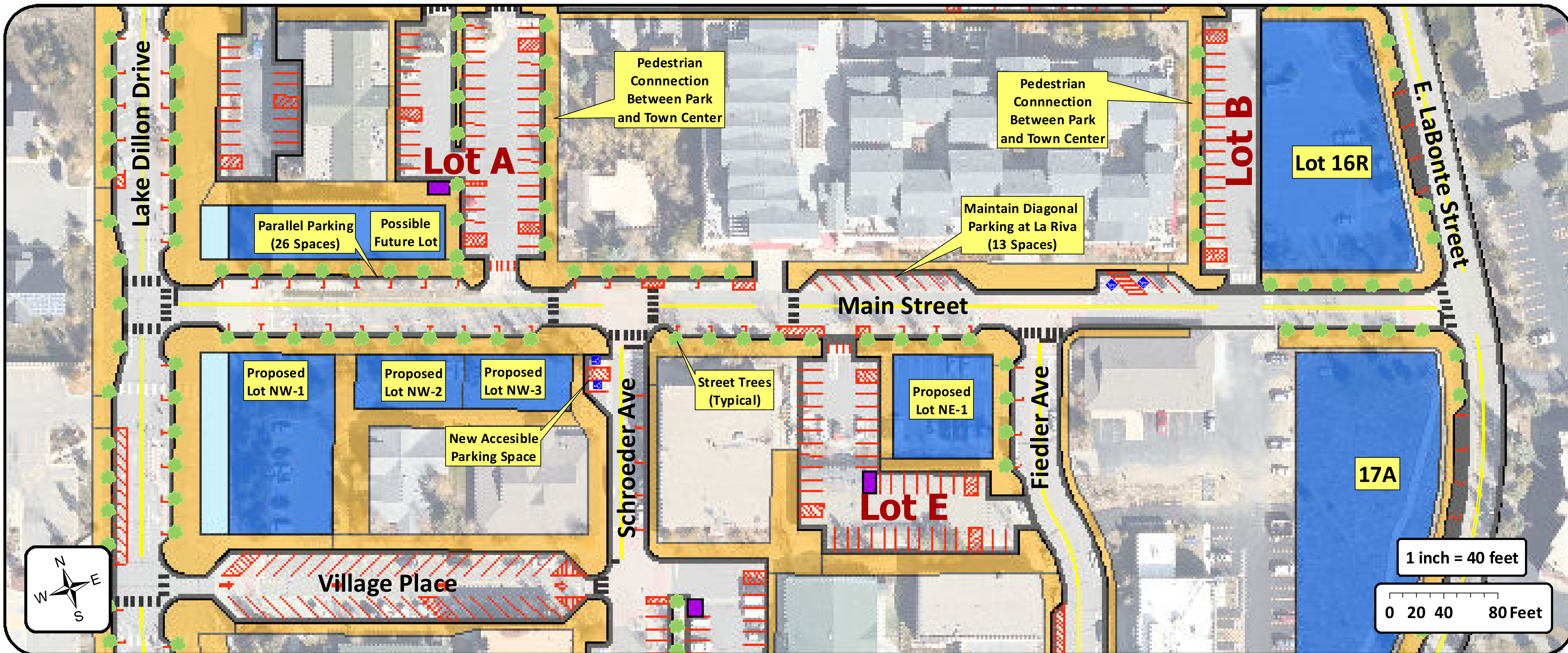
 **Dillon Town Center Location Map**

Key Design Concepts

STRAIGHTEN OUT ROAD	Main Street is realigned to create a strong and straight site line from Lake Dillon Drive.
REMOVE LEFT TURN LANE AT LAKE DILLON DRIVE	The left turn lane at Lake Dillon Drive will be eliminated. There is not enough traffic to justify it. This space is better utilized as on street parking.
ADD PARALLEL PARKING	This design ADDS parallel parking spaces to Main Street. 4 Existing spaces were converted to parallel spaces. 39 SPACES TOTAL
NEW 12' SIDEWALK PEDESTRIAN PLAZA	This design adds wider continuous sidewalks that are 12' wide along both sides of Main Street.
NEW STREETSCAPING	The new design allows for the placement of street trees, bicycle parking, park benches, lighting and other street furnishings while maintain a minimum 8' walking path.



Parking Study Notes:
Main Street was shown to be heavily used throughout the day. Parking will be increased from 19 spaces to 39 spaces. (+20 SPACES)



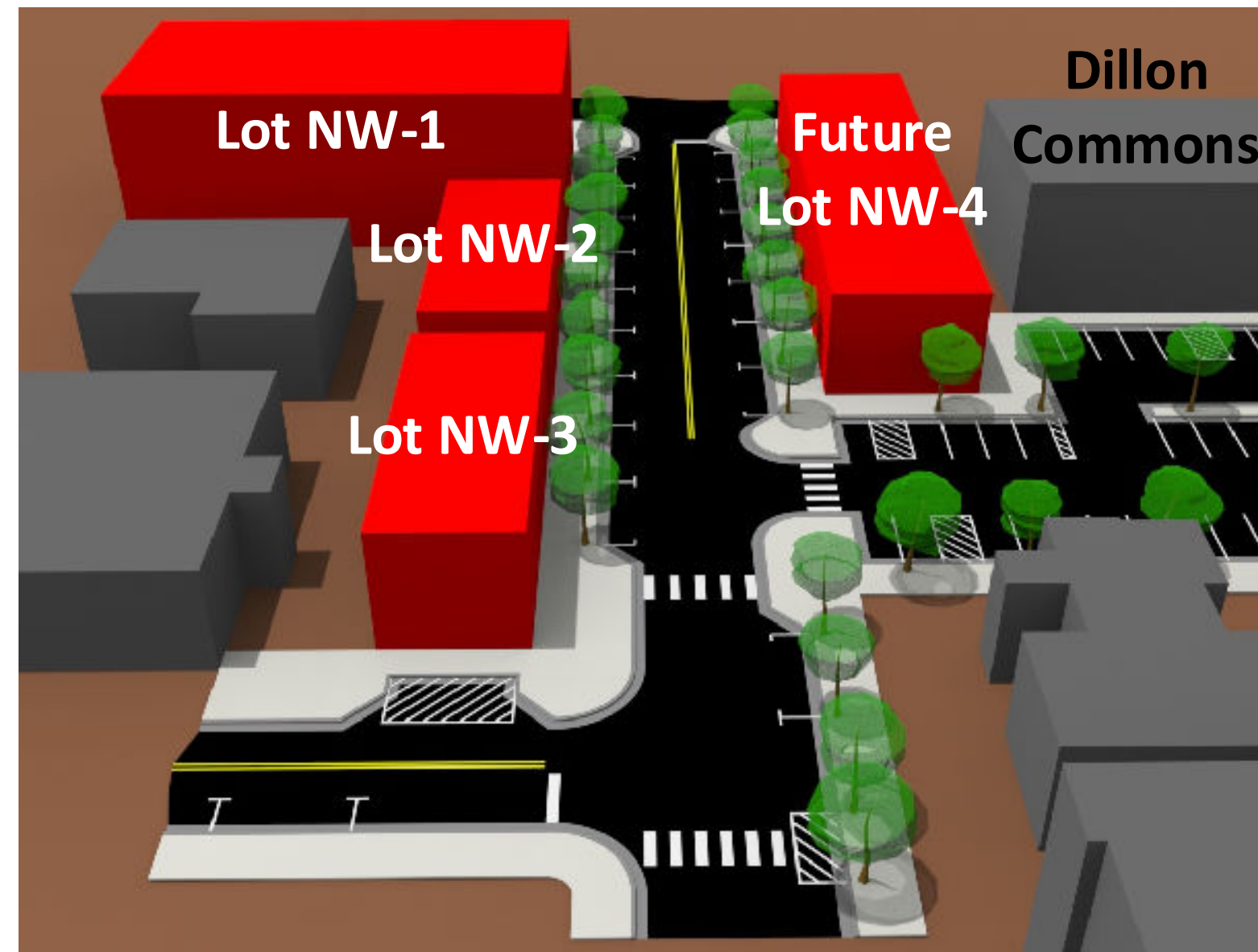


Dillon Town Center Revitalization

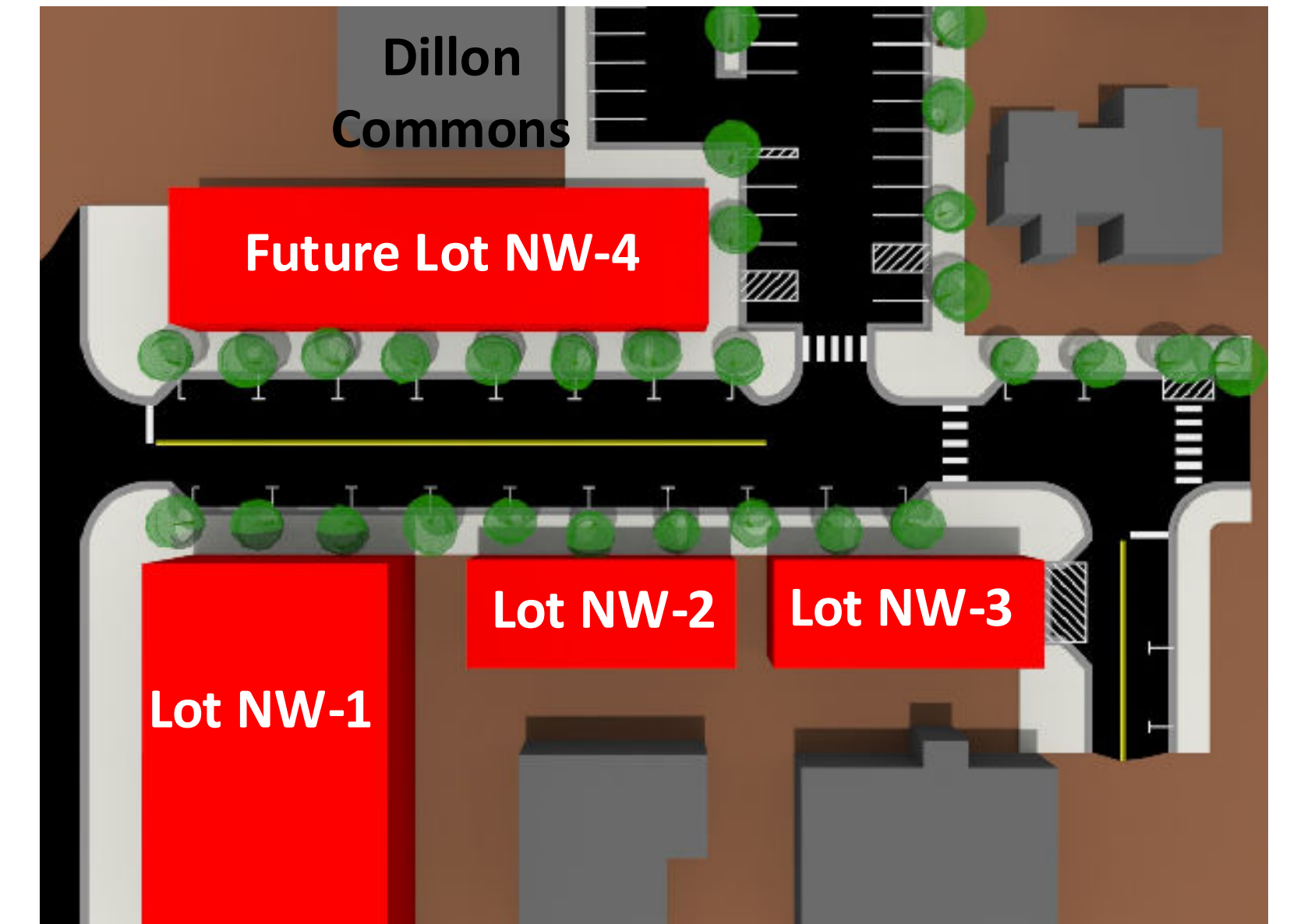
Main Street Details



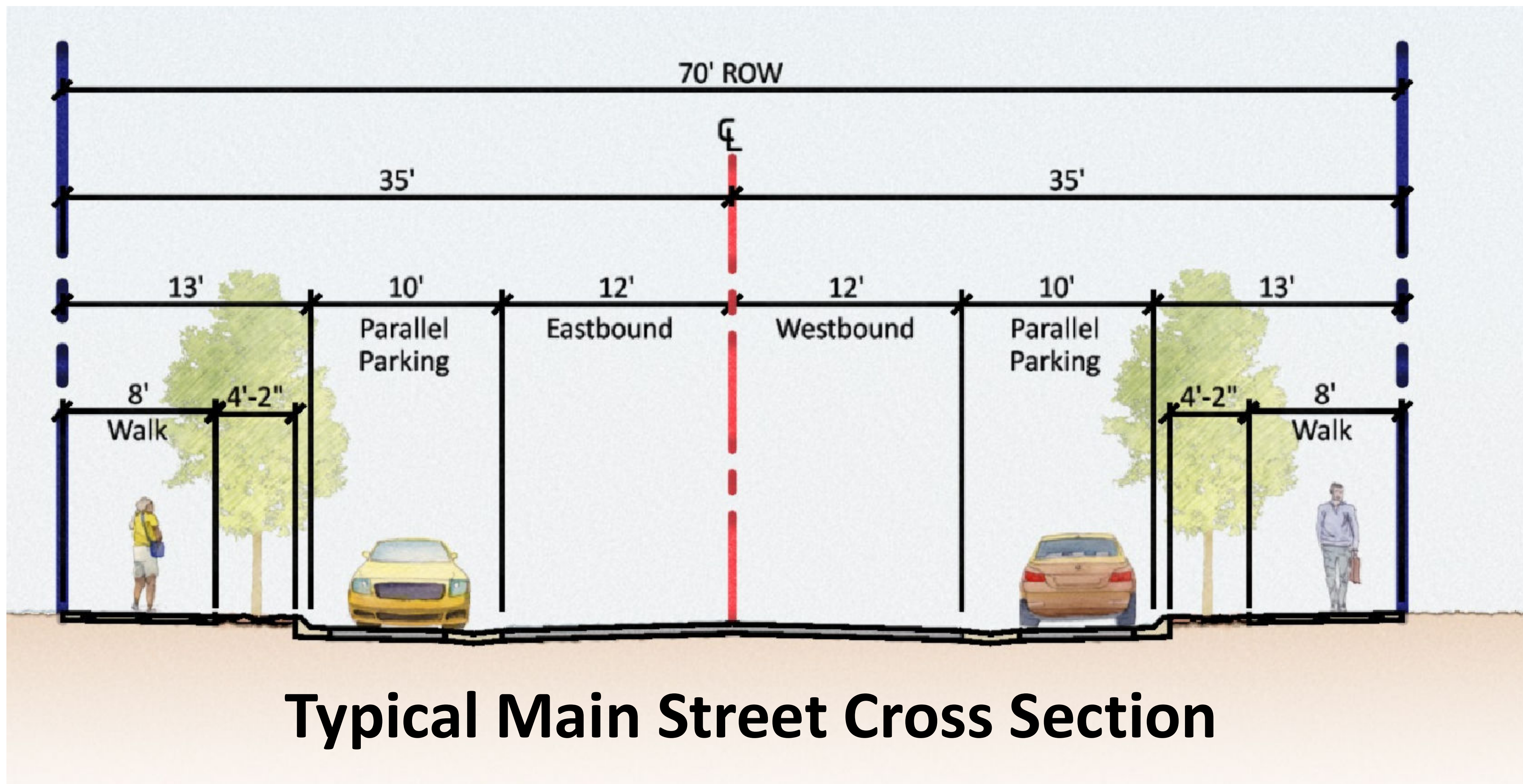
Dillon Town Center Location Map



Proposed Main Street Looking Towards Lake Dillon Drive



Main Street Lake Dillon Drive to Schroeder

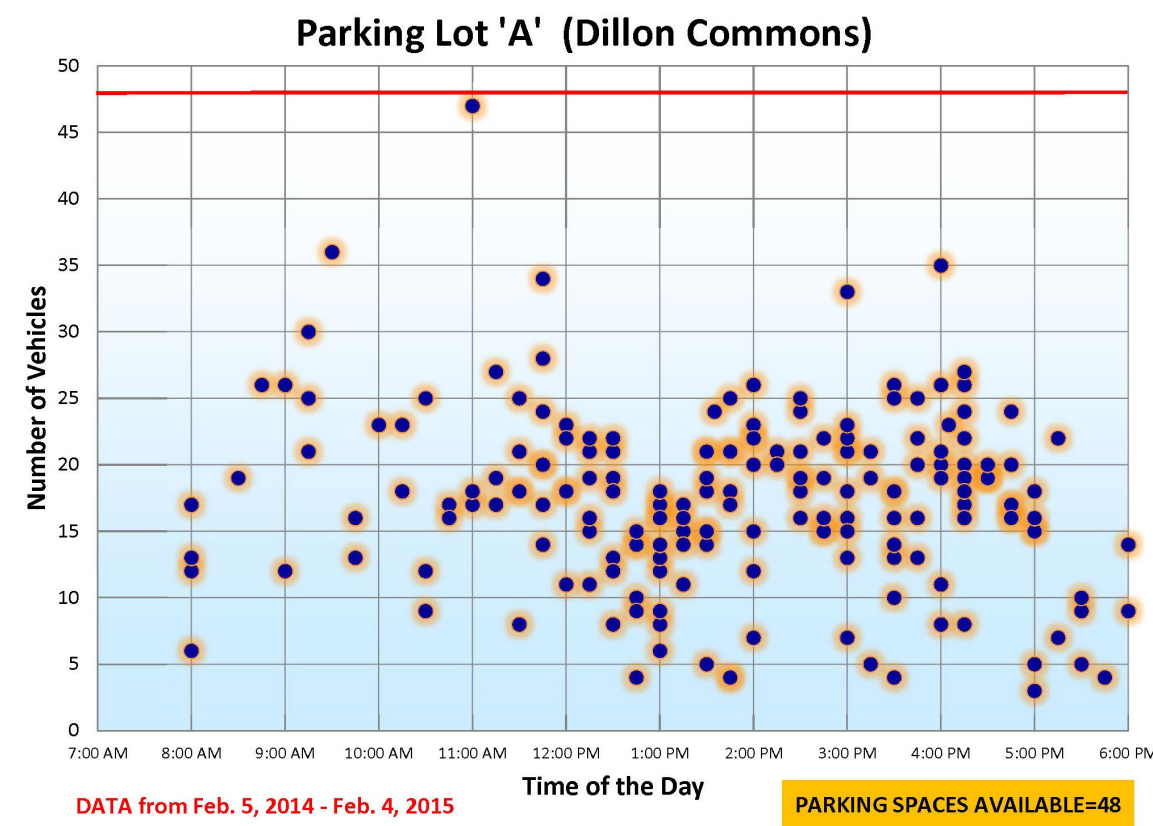


Typical Main Street Cross Section

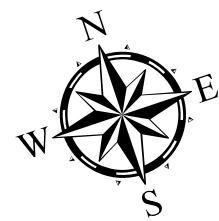


Dillon Town Center Revitalization

Parking Lot 'A'



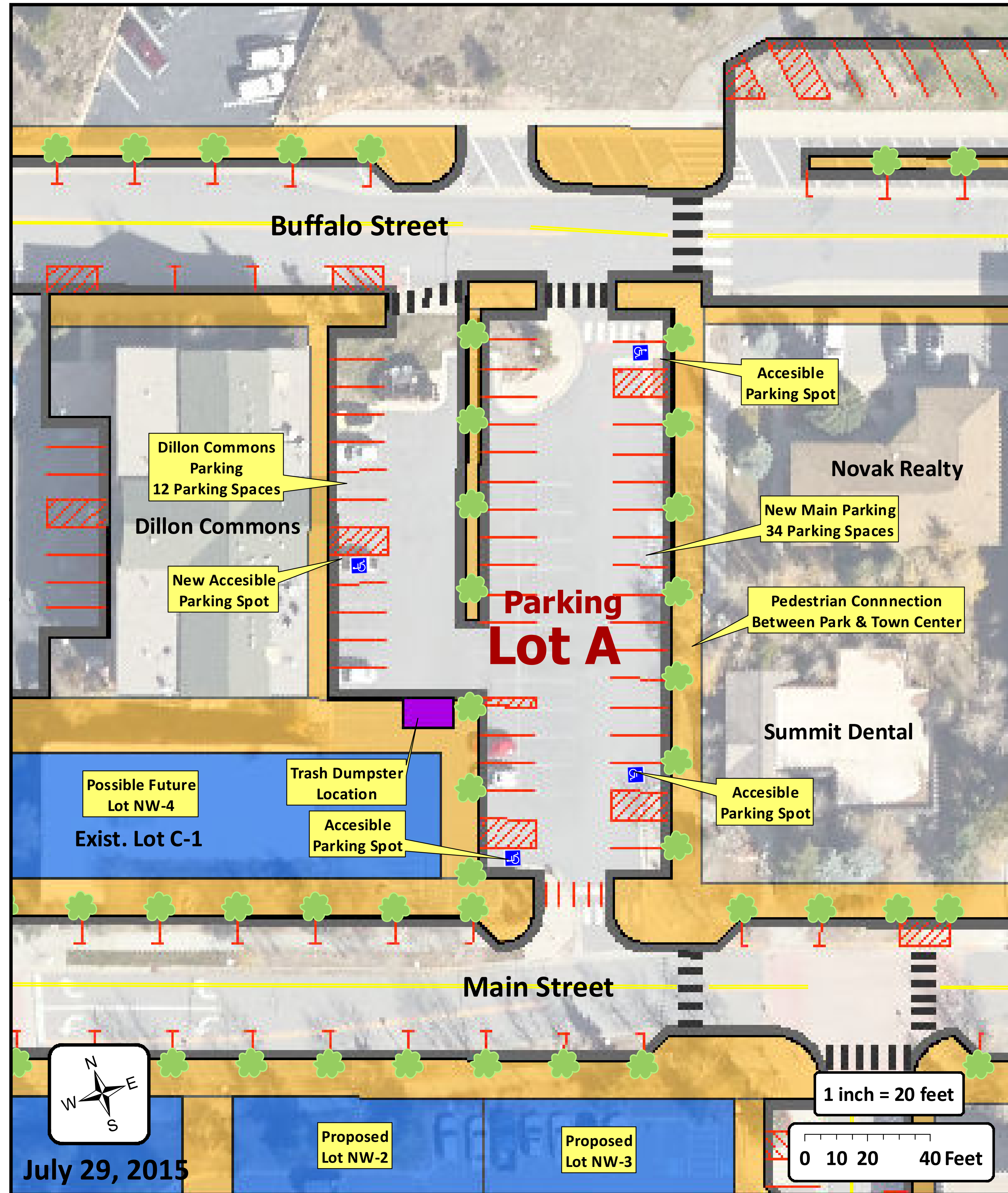
Parking Study Notes:
 Parking Lot 'A' was shown to be moderately used. It typically only needs about 25-30 spaces. The New Parking Lot will provide 46 SPACES.



Dillon Town Center Location Map

Key Design Concepts

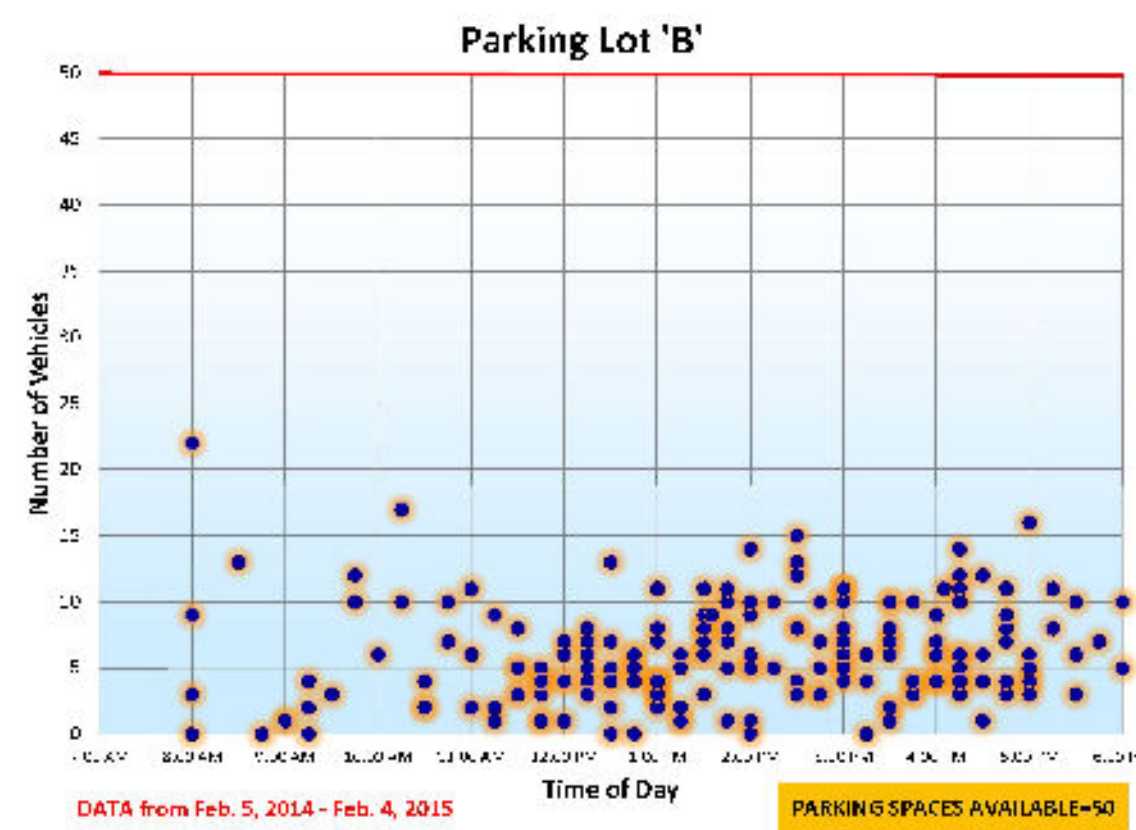
MAINTAIN SIMILAR SIZE	Parking Lot 'A' is reconfigured to provide a main parking area with direct access between Main street & Buffalo. The Parking lot is slightly reduced from 48 spaces to 46 spaces.
IMPROVED TRASH ACCESS	The trash enclosure is relocated to the southwest corner of the parking lot. It is easily accessible to trash trucks coming down the end of the drive.
ADEQUATE ACCESSIBLE PARKING	The proposed design provides accessible parking spaces at each of the existing buildings and future buildings.
PEDESTRIAN CONNECTION TO TOWN PARK	A new strong pedestrian connection is constructed along the east side of the parking lot between Main Street and Buffalo Street.
CREATION OF A FUTURE LOT NW-1	The proposed parking lot layout allows for an additional Lot NW-1 to be constructed between Main Street and the Dillon Commons Building, which would replace the existing building on Lot C-2.





Dillon Town Center Revitalization

Parking Lot 'B'

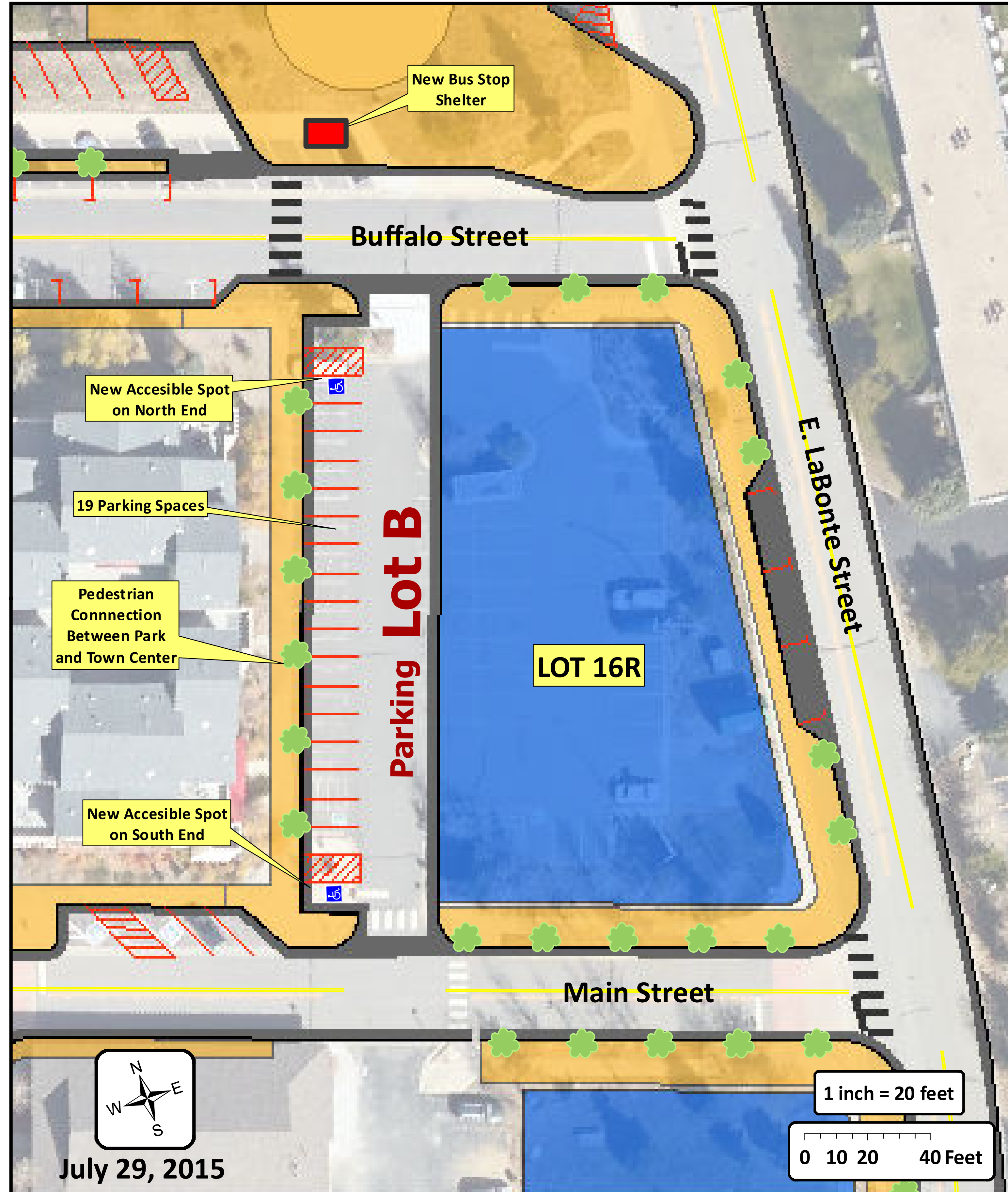
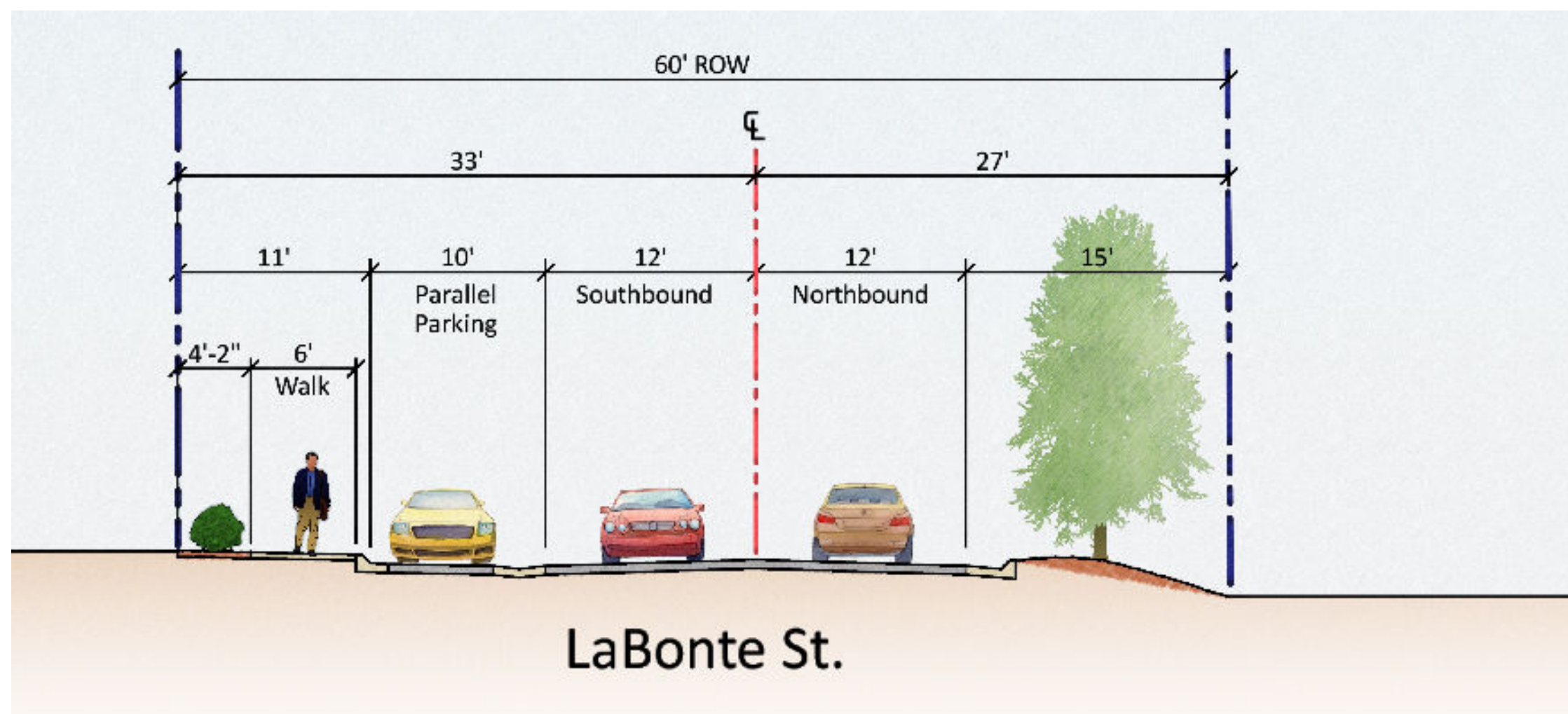


Parking Study Notes:
 Parking Lot 'B' was shown to be very lightly used. It typically only needs about 10-12 spaces.

Dillon Town Center Location Map

Key Design Concepts

REDUCE SIZE	Parking Lot 'B' is reduced to 19 spaces which will adequately handle observed demand
PEDESTRIAN CONNECTION TO TOWN PARK	A new strong pedestrian connection is constructed along the west side of the parking lot between Main Street and Buffalo Street.
CREATION OF LOT 16R	Lot 16R was created out of the unused portion of parking lot in order to create a development opportunity in the Town Center.

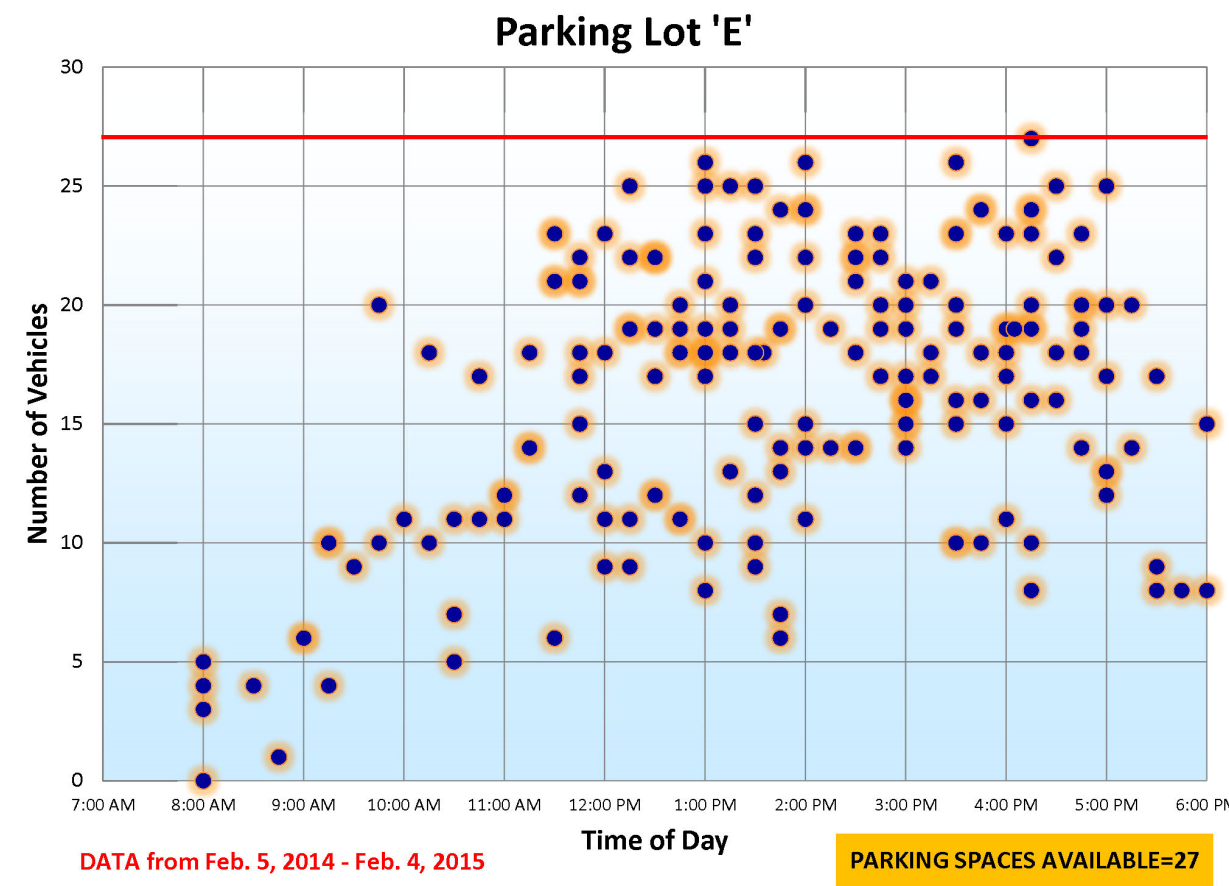


July 29, 2015



Dillon Town Center Revitalization

Parking Lot 'E' - Option 2

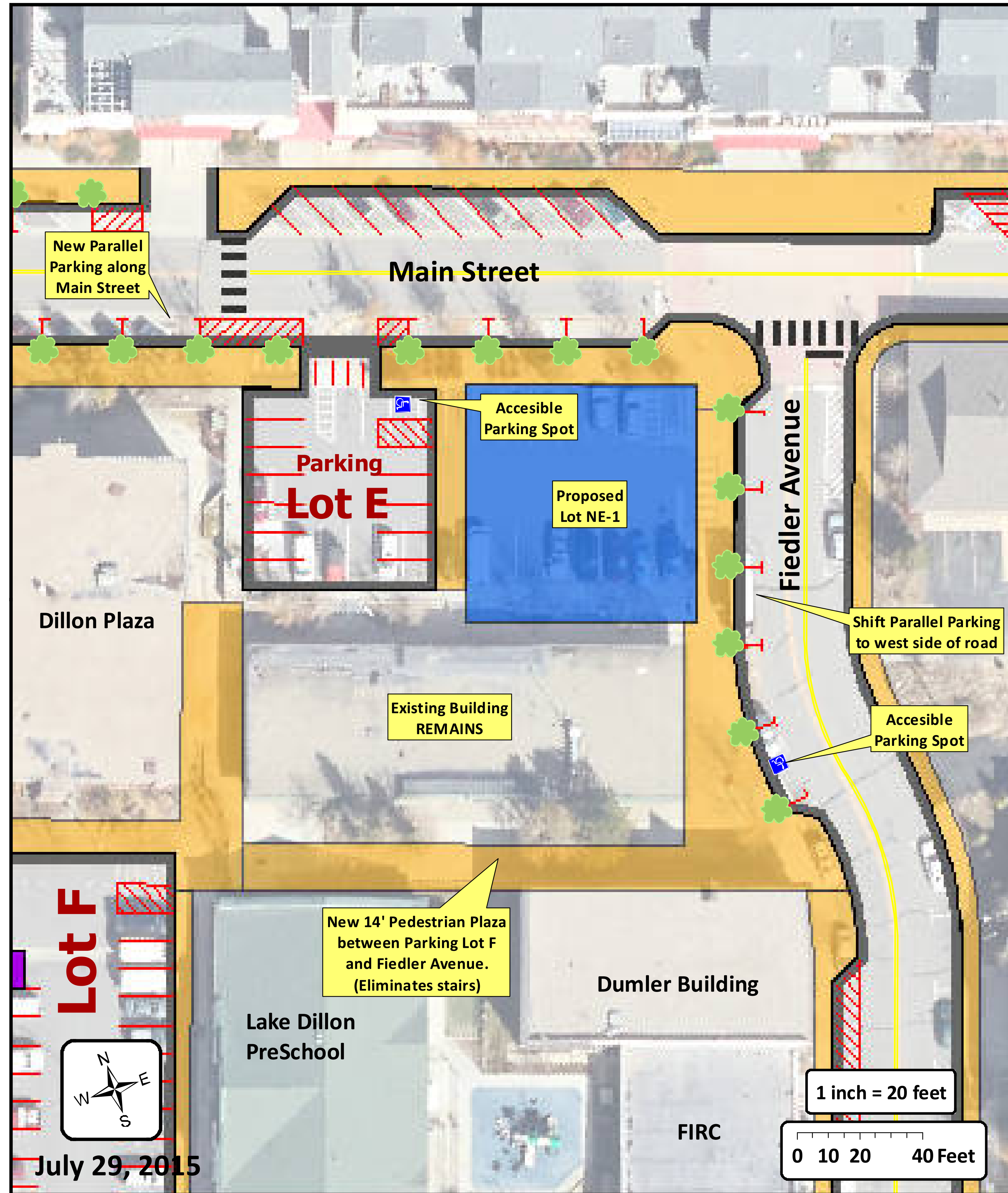


Parking Study Notes:
 Parking Lot 'E' was shown to be Heavily used.

 **Dillon Town Center Location Map**

Key Design Concepts

RESHAPE PARKING LOT E	Parking Lot E is reshaped with a single access off of Main Street. Parking reduced to 13 parking spaces. 3 parallel parking spaces are added on Main Street.
PEDESTRIAN PLAZA	The proposed design installs a new 14' wide pedestrian plaza between Fiedler Avenue and Parking Lot F. This removes the stairs in this location.





Dillon Town Center Revitalization

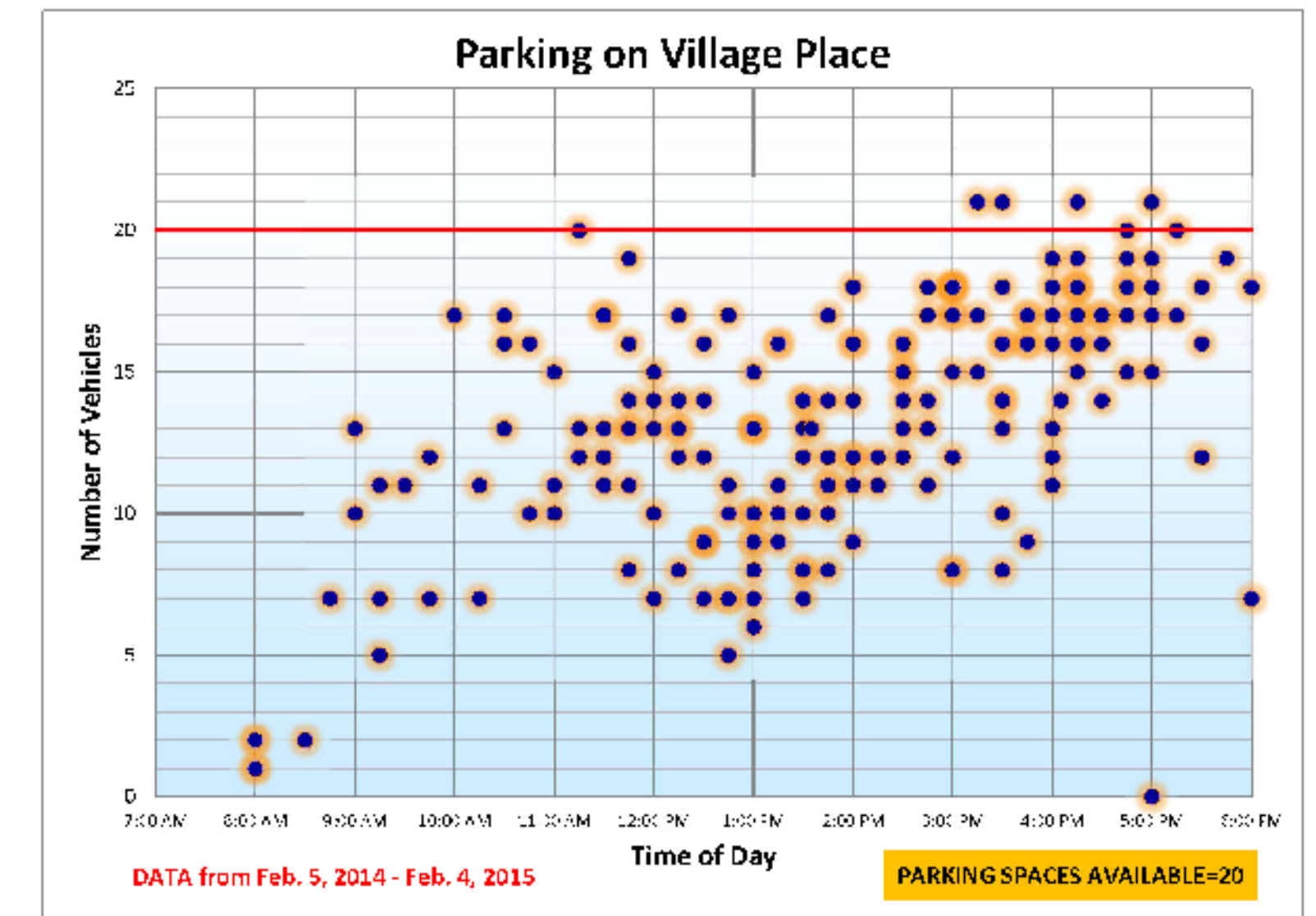
Village Place Parking



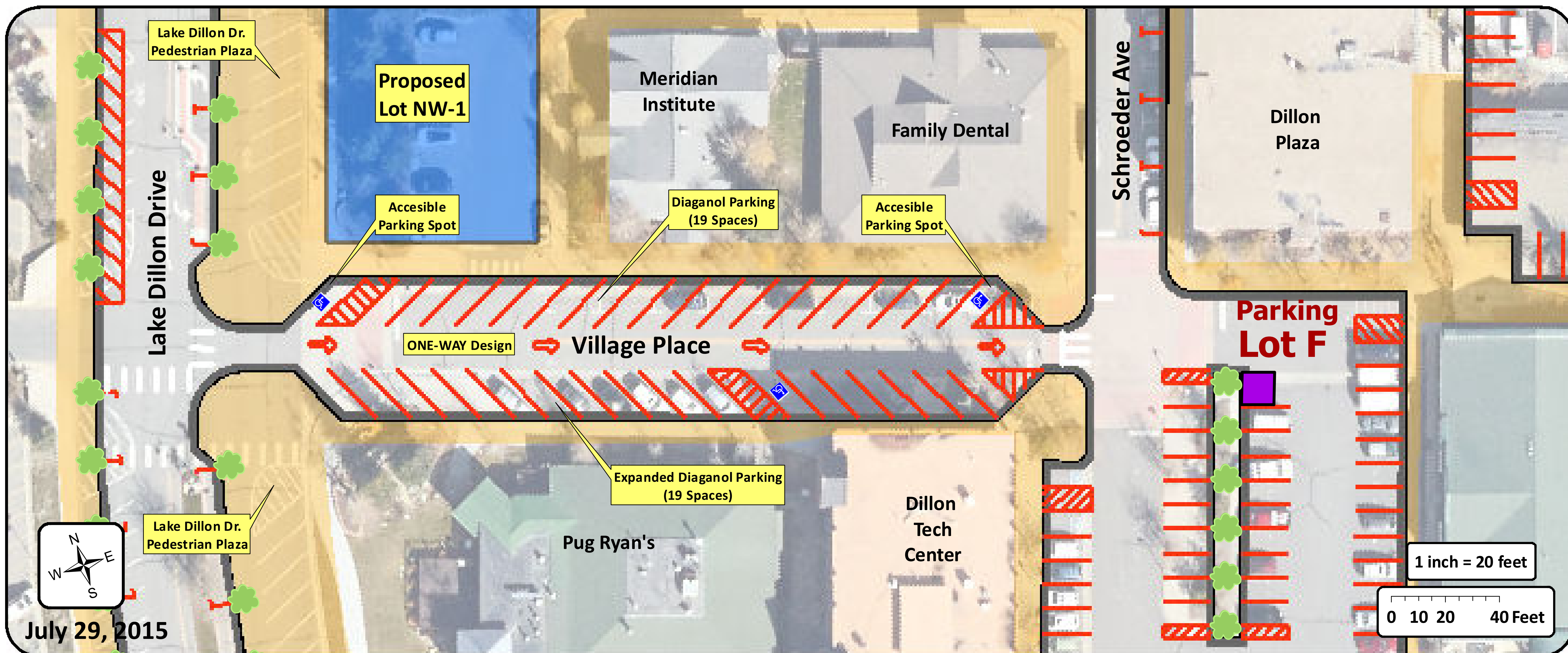
Dillon Town Center Location Map

Key Design Concepts

ONE-WAY ROAD DESIGN	Village Place is converted into a 16' wide one-way road into the Town Center. All traffic exits Village Place and Parking Lot 'F' using Schroeder Avenue.
NEW DIAGONAL PARKING	The 9 Parallel Spaces along the north side of the road are replaced with 19 Diagonal Parking Spaces.
REPLACE PARKING LOT 'D'	The New Village Place has a total of 38 parking spaces. An increase of 18 spaces These spaces replace the (12) spaces lost from putting a building on Parking Lot 'D'
ADD ACESIBLE PARKING	This design adds (2) two accessible parking spaces to the north side of the street to serve these businesses.
SHORT PEDESTRIAN CROSSINGS	The pedestrian crossings at Lake Dillon Drive and at Parking 'F' are reduced to only 16' long at each location.



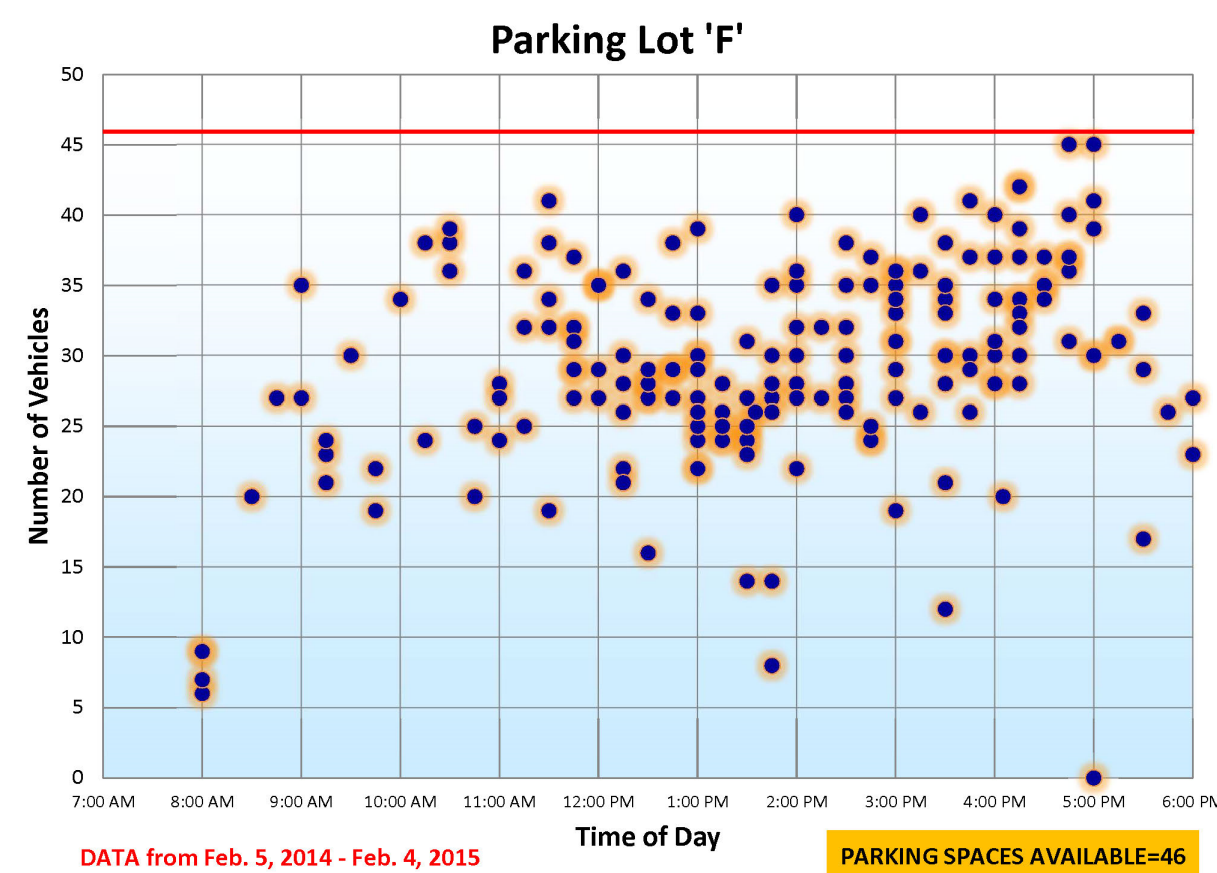
The parking study demonstrated that the parking along Village Place is heavily used. The parking will increased to 38 Spaces Total.





Dillon Town Center Revitalization

Parking Lot 'F'

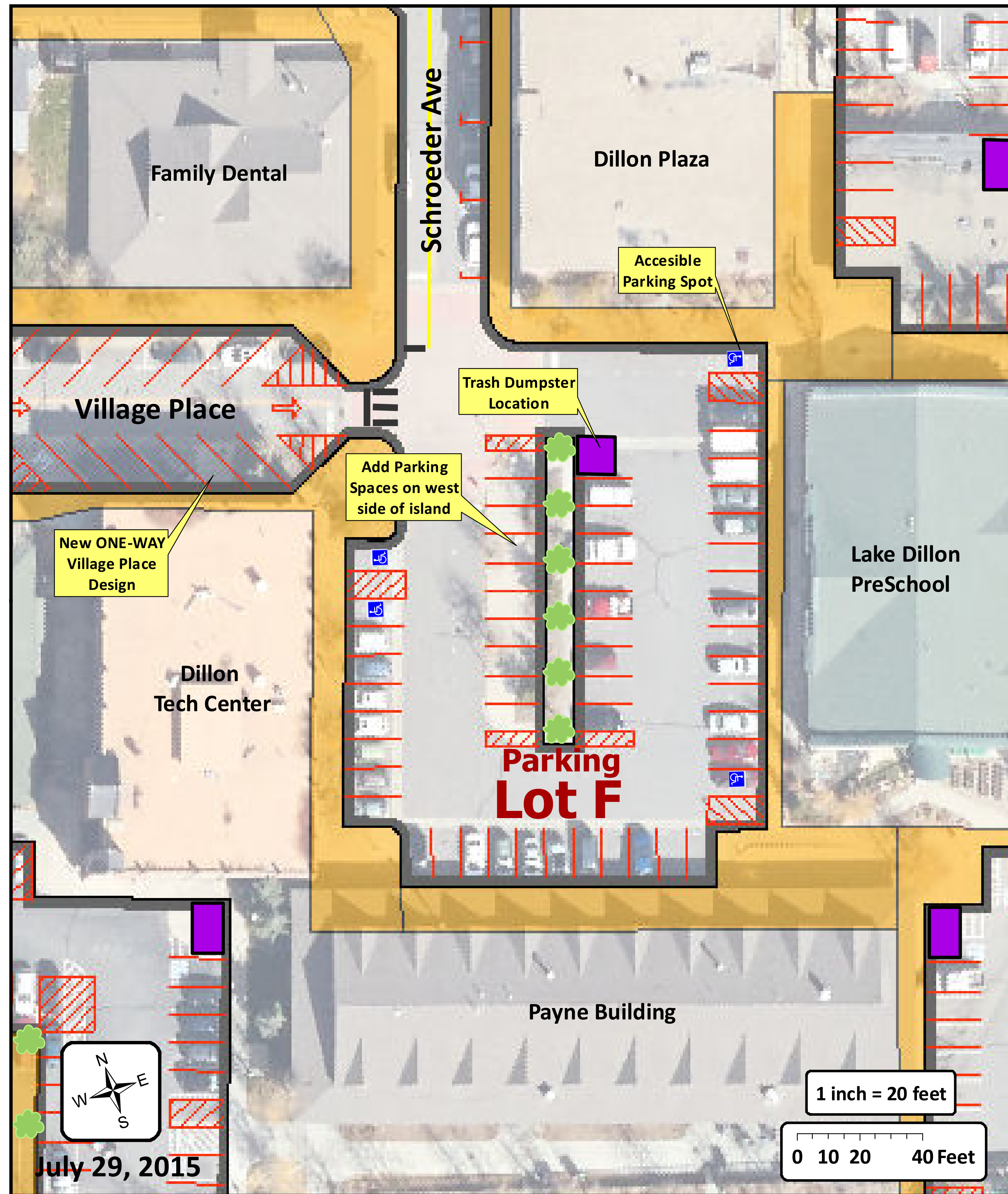


Parking Lot 'F' was shown to be Heavily used. The New Parking Lot will provide 54 SPACES. An increase of 8 Parking Spaces

Dillon Town Center Location Map

Key Design Concepts

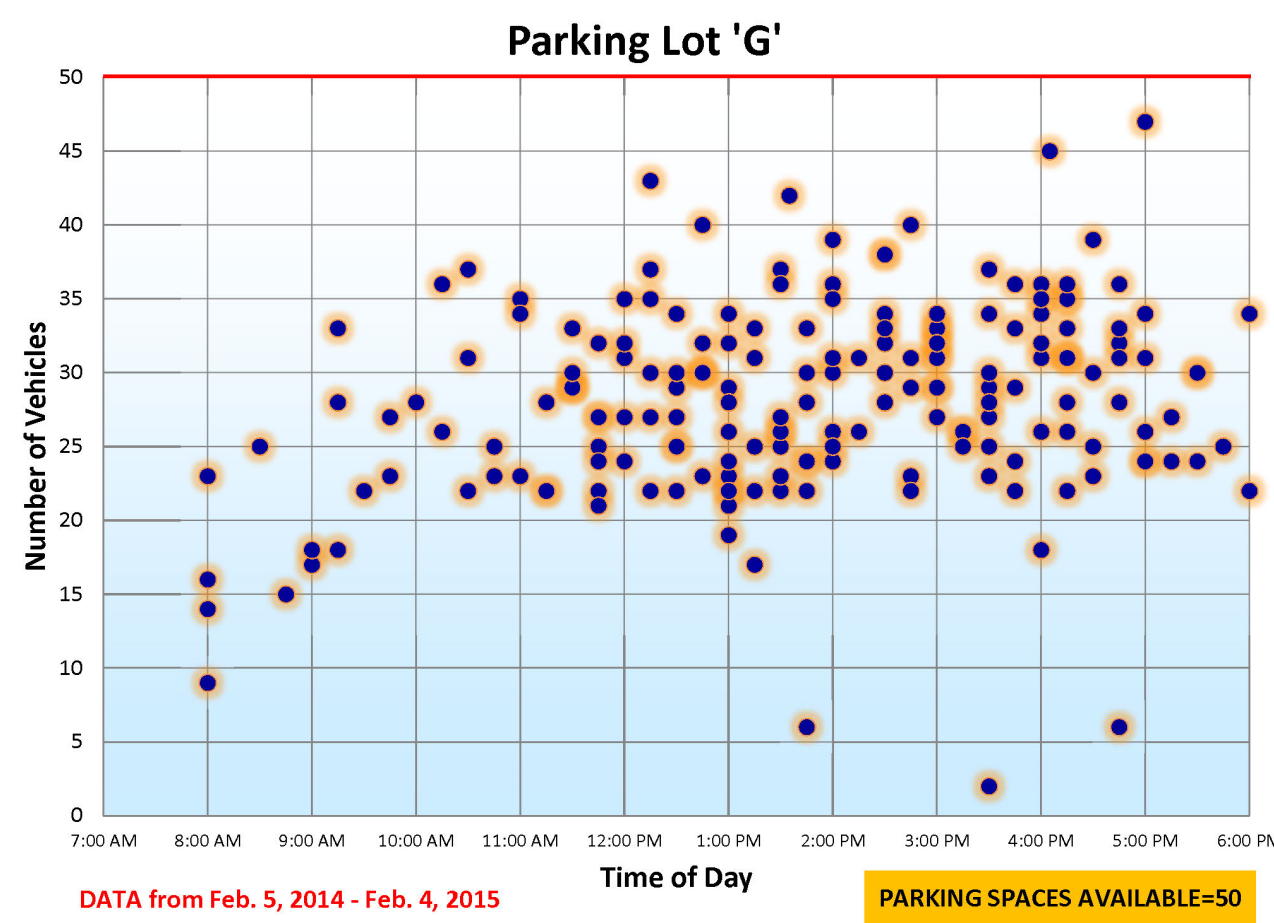
INCREASE SIZE	Parking Lot 'F' can be enlarged by adding 10 parking spaces to the west side of the center island. The trash dumpster and additional accessible parking spot reduced the overall parking by 2 for a net gain of 8 spaces. 54 TOTAL SPACES
ADD TRASH ACCESS	A new trash enclosure is located in the northern end of the parking lot. This will replace the trash enclosure from Parking Lots C & D.
ADEQUATE ACCESSIBLE PARKING	The proposed design provides accessible parking spaces at each of the existing buildings and future buildings.





Dillon Town Center Revitalization

Parking Lot 'G'

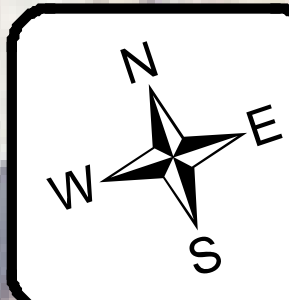
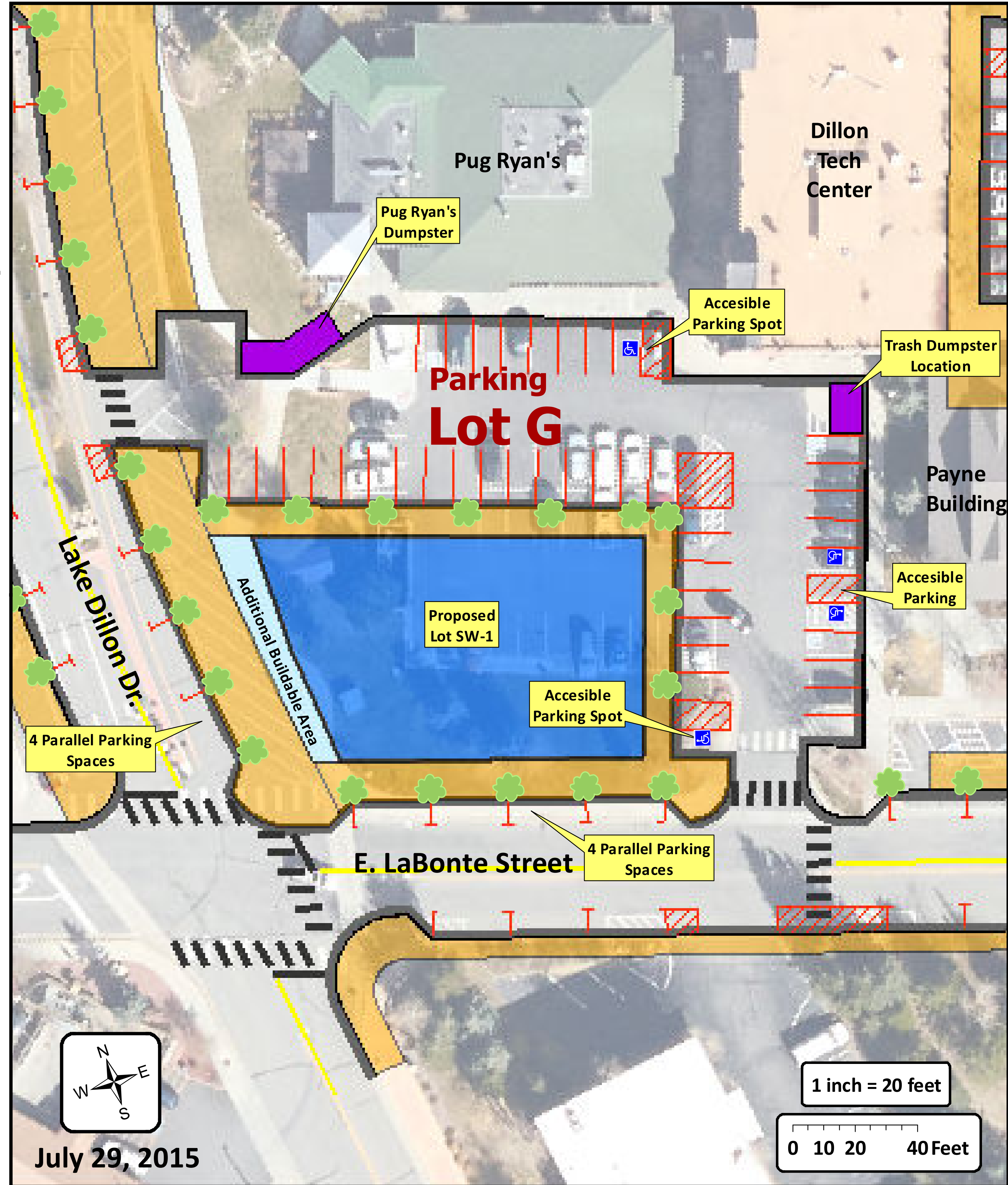


Parking Study Notes:
 Parking Lot 'G' was shown to be Heavily used.
 20-40 Spaces are required

Dillon Town Center Location Map

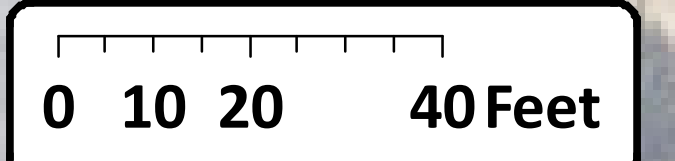
Key Design Concepts

CREATE NEW DEVELOPABLE LOT	This design creates a new lot, SW-1, at the southwest corner of Parking Lot G.
REVISED PARKING	The new 'L' shaped design allows for better through access and maintains an open feel between buildings. 45 Parking spaces will be in the lot. 4 parallel parking spaces will be installed along LaBonte Street, and 4 parallel parking spaces will be installed along Lake Dillon Drive. 52 spaces provided. Net Gain= +2 spaces
IMPROVE ACCESSIBLE PARKING	This proposed reconfigurations allows an accessible space to be built in front of each of the existing and the new buildings.
ADD TRASH ACCESS	The trash enclosure will be relocated in this parking lot to serve this part of the Town Center.



July 29, 2015

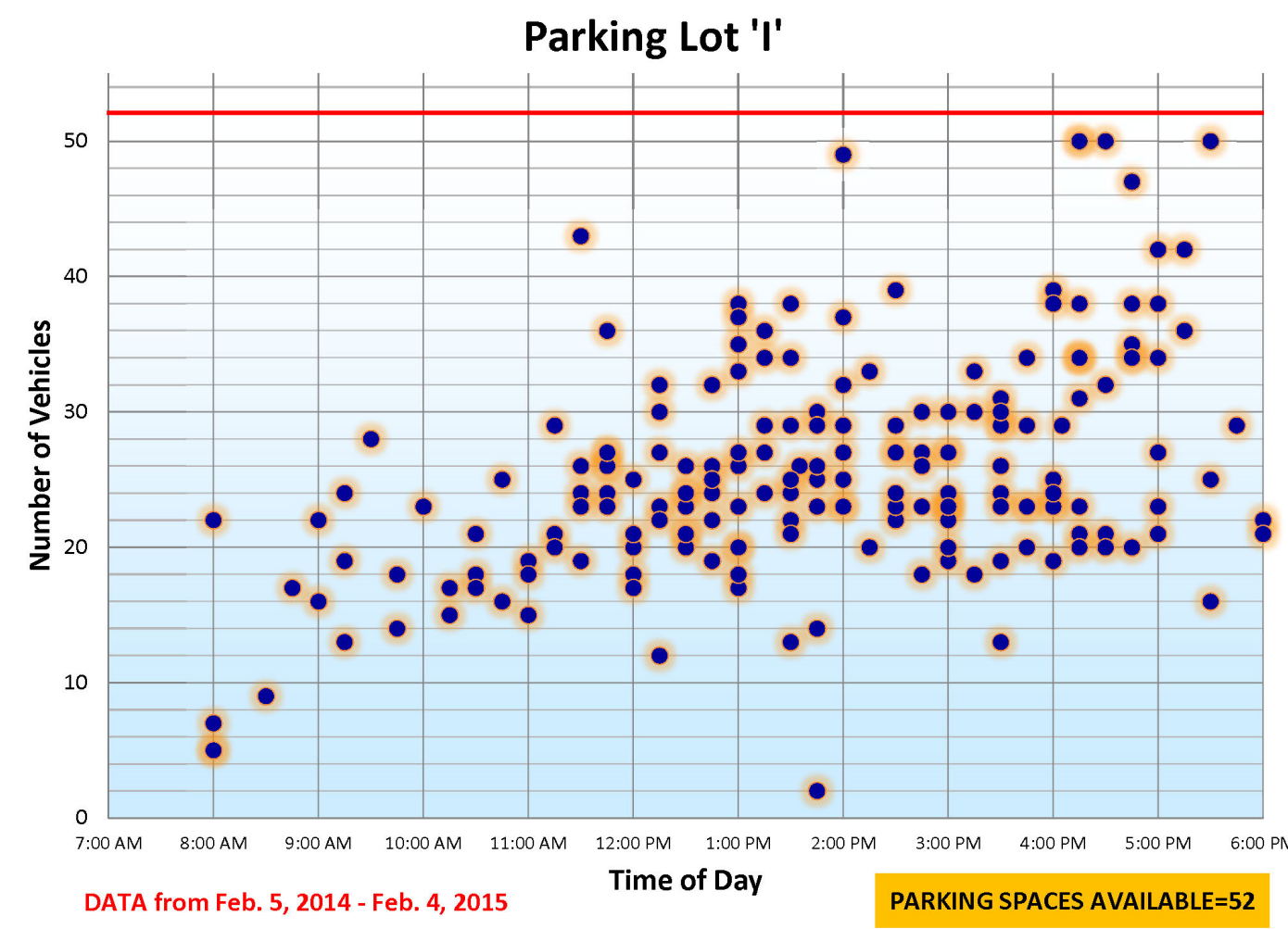
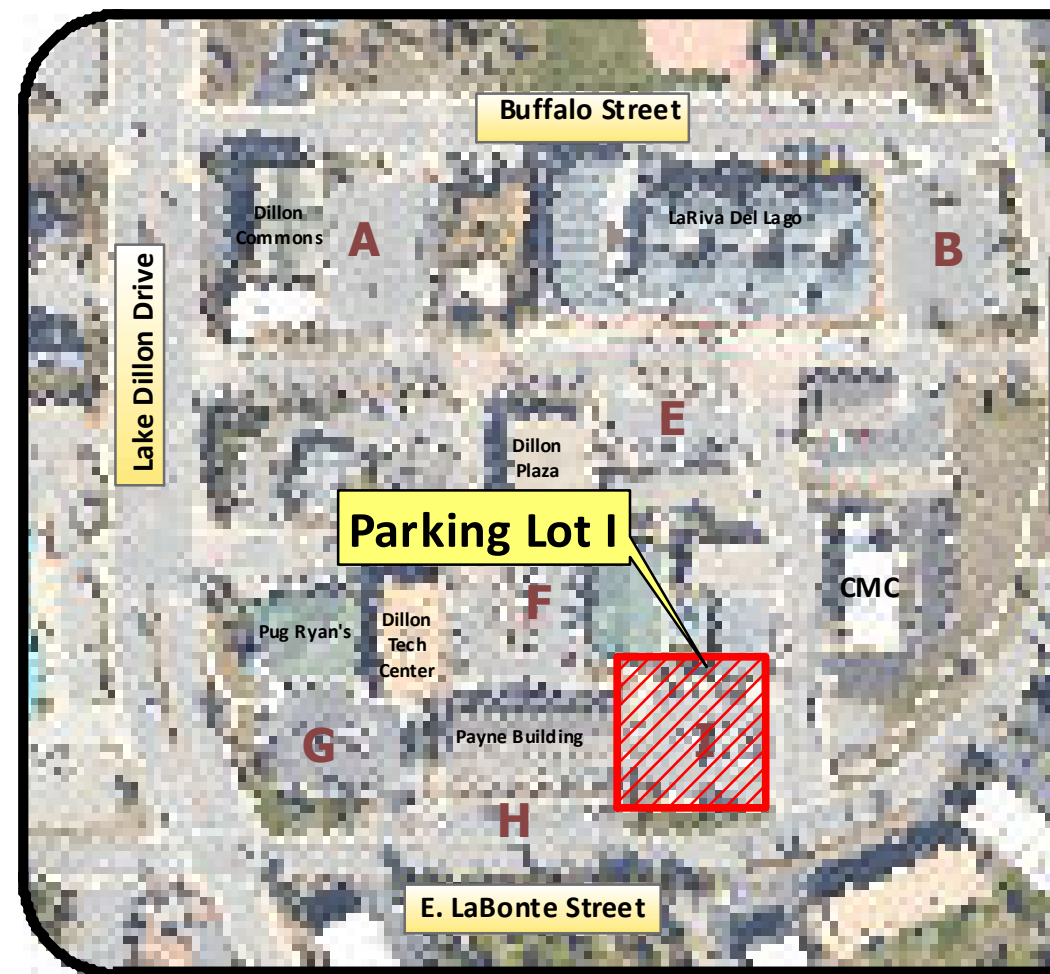
1 inch = 20 feet





Dillon Town Center Revitalization

Parking Lot 'I'

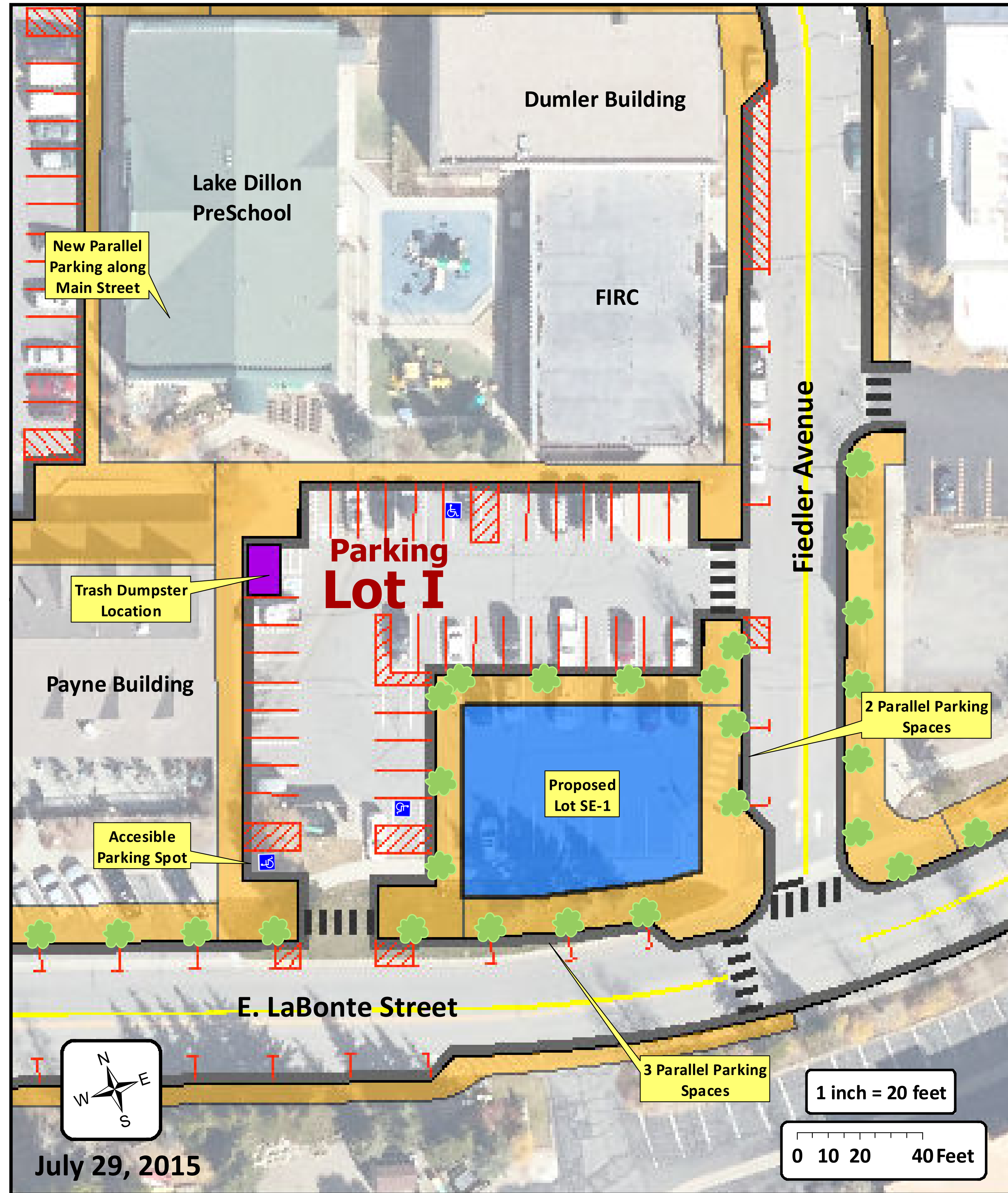


Parking Study Notes:
 Parking Lot 'I' was shown to be Heavily used.
 30-40 Spaces are required



Key Design Concepts

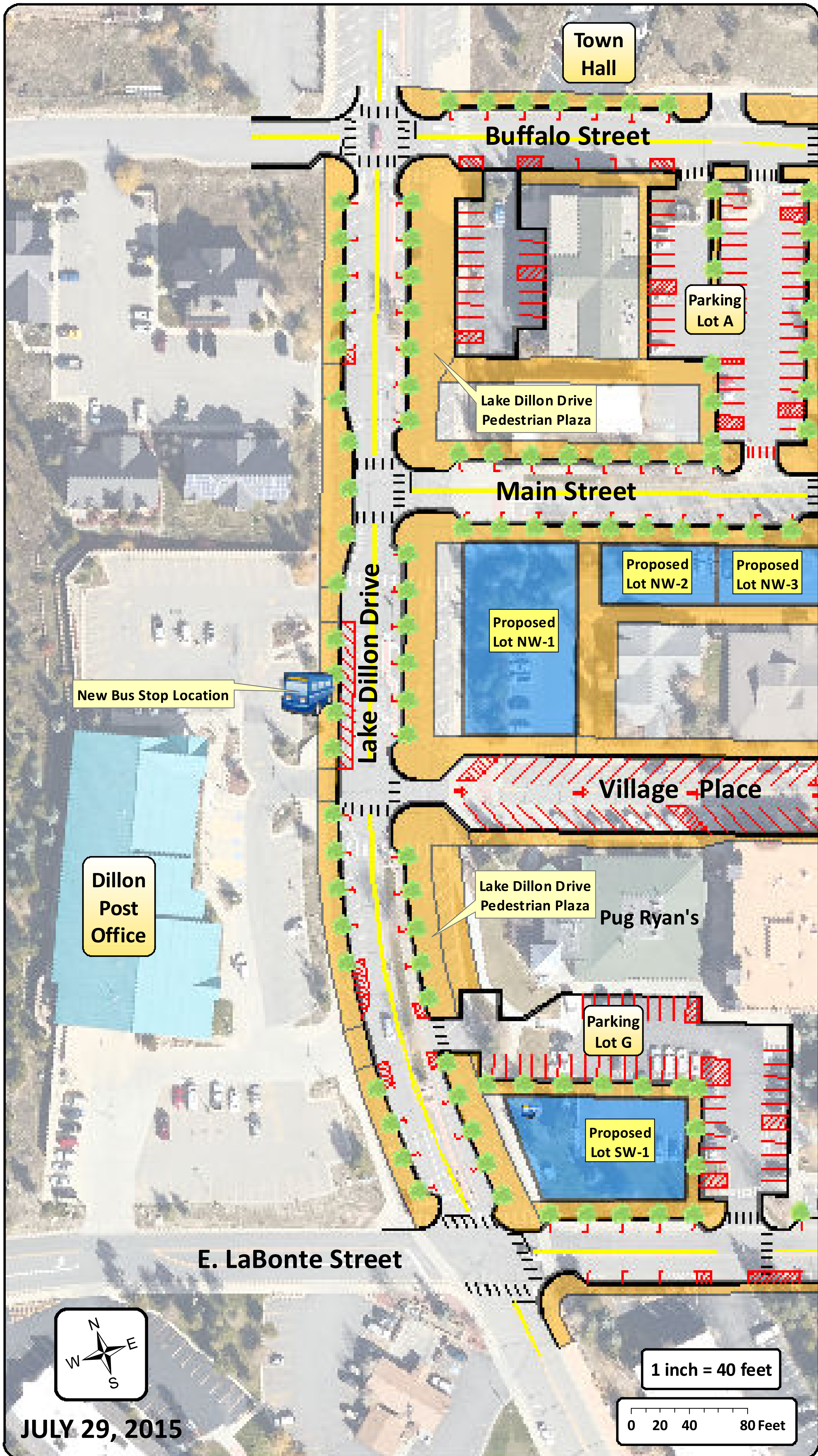
CREATE NEW DEVELOPABLE LOT	This design creates a new lot, SE-1, at the southeast corner of Parking Lot I.
REVISED PARKING	The new 'L' shaped design allows for better through access and maintains an open feel between buildings. 39 Parking spaces will be in the lot. 5 parallel parking spaces will be installed along Lot SE-1 on the streets. 44 spaces provided. Net Loss= -8 spaces
IMPROVE ACCESSIBLE PARKING	This proposed reconfigurations allows an accessible space to be built in front of each of the existing and the new buildings.
ADD TRASH ACCESS	The trash enclosure will be relocated in this parking lot to serve this part of the Town Center.





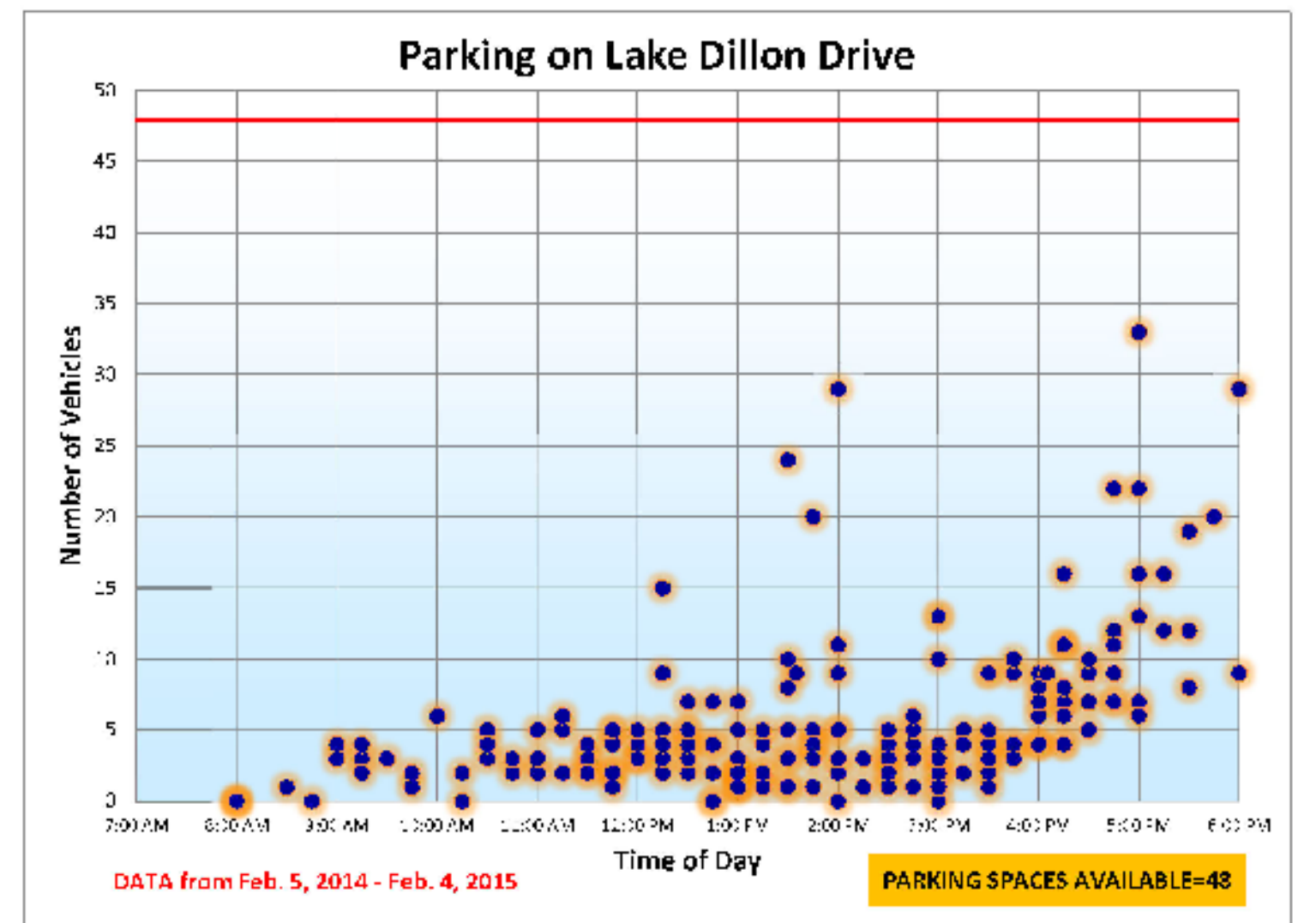
Dillon Town Center Revitalization

Lake Dillon Drive



Key Design Concepts

NARROW LAKE DILLON DRIVE	This design narrows Lake Dillon Drive into a more traditional 2 lane road with parallel parking on both sides. This design eliminates the center island and the turn pockets.
NEW PEDESTRIAN PLAZA	A new 20'+ wide pedestrian plaza would be constructed along the east side of Lake Dillon Drive next to the Core Area. This area would have street furnishings, vegetation and could host smaller events like the Arts Festival.
NEW BUS STOP	A new bus stop would be constructed in front of the Post Office



JULY 29, 2015



Dillon Town Center Revitalization

West End



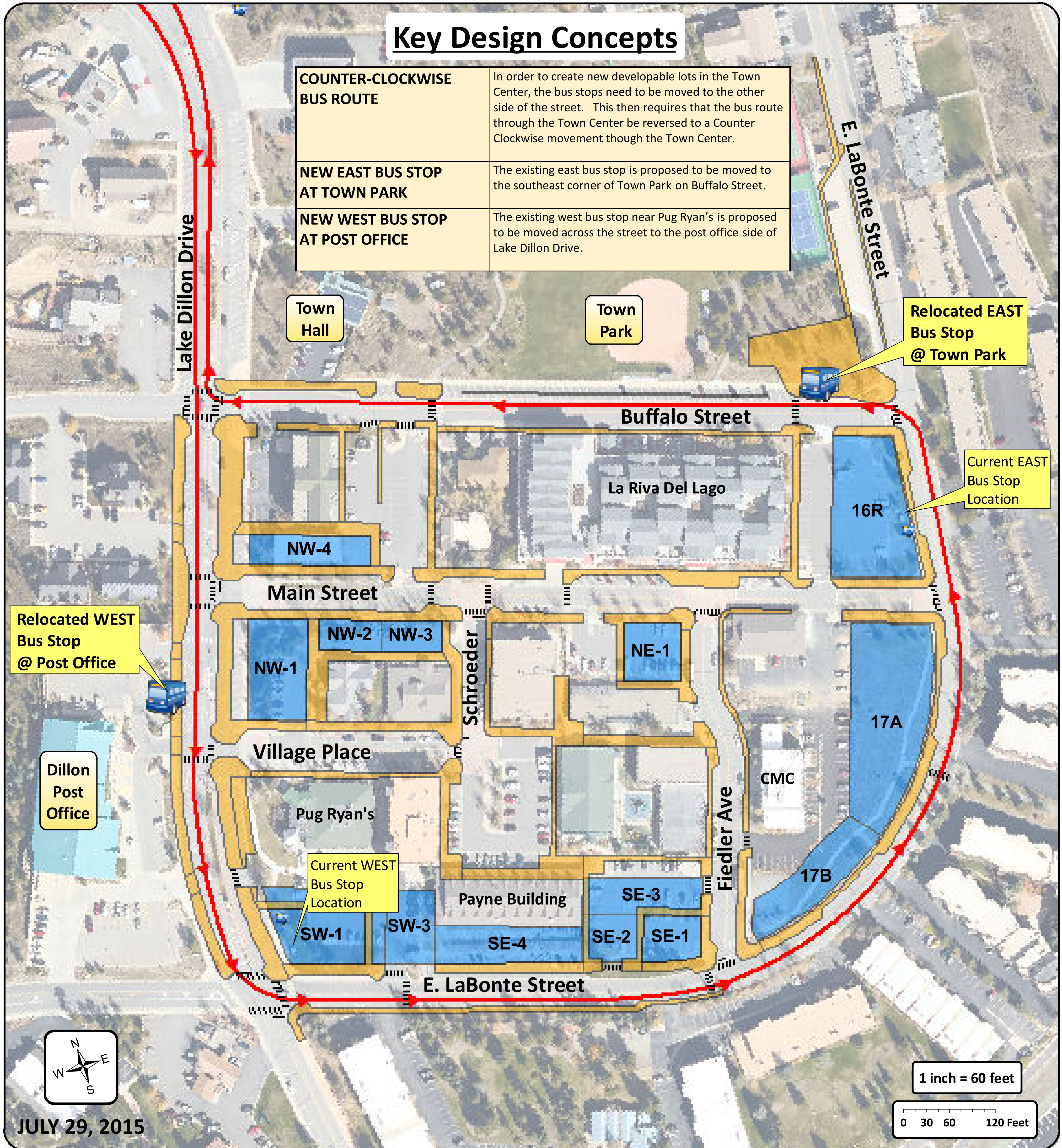


Dillon Town Center Revitalization

Proposed Bus Route

Key Design Concepts

COUNTER-CLOCKWISE BUS ROUTE	In order to create new developable lots in the Town Center, the bus stops need to be moved to the other side of the street. This then requires that the bus route through the Town Center be reversed to a Counter Clockwise movement through the Town Center.
NEW EAST BUS STOP AT TOWN PARK	The existing east bus stop is proposed to be moved to the southeast corner of Town Park on Buffalo Street.
NEW WEST BUS STOP AT POST OFFICE	The existing west bus stop near Pug Ryan's is proposed to be moved across the street to the post office side of Lake Dillon Drive.



Town Hall

Town Park

Relocated EAST Bus Stop @ Town Park

Current EAST Bus Stop Location

Relocated WEST Bus Stop @ Post Office

Dillon Post Office

Current WEST Bus Stop Location

1 inch = 60 feet

0 30 60 120 Feet

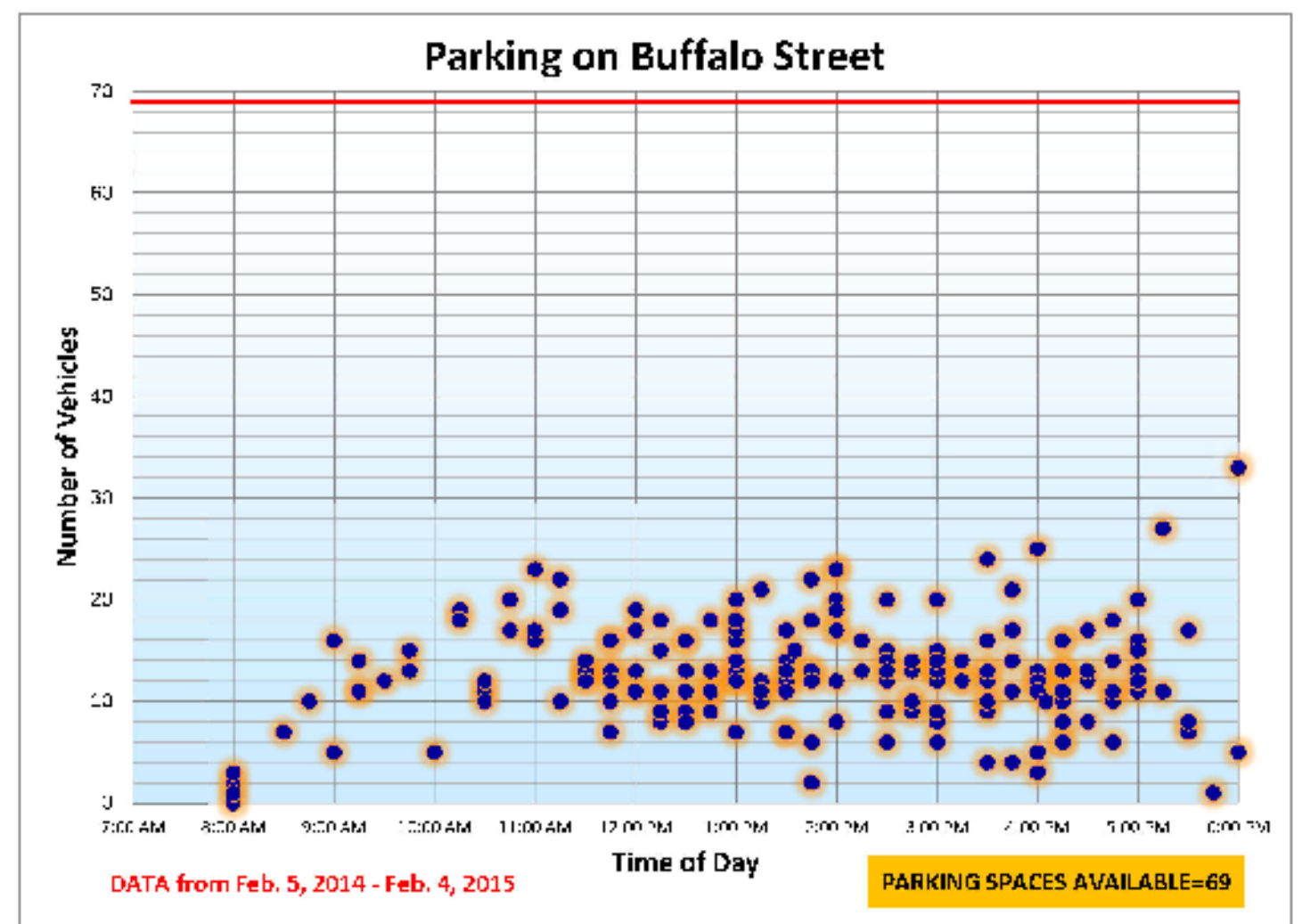


Dillon Town Center Revitalization

Buffalo Street & LaBonte Street at Town Park



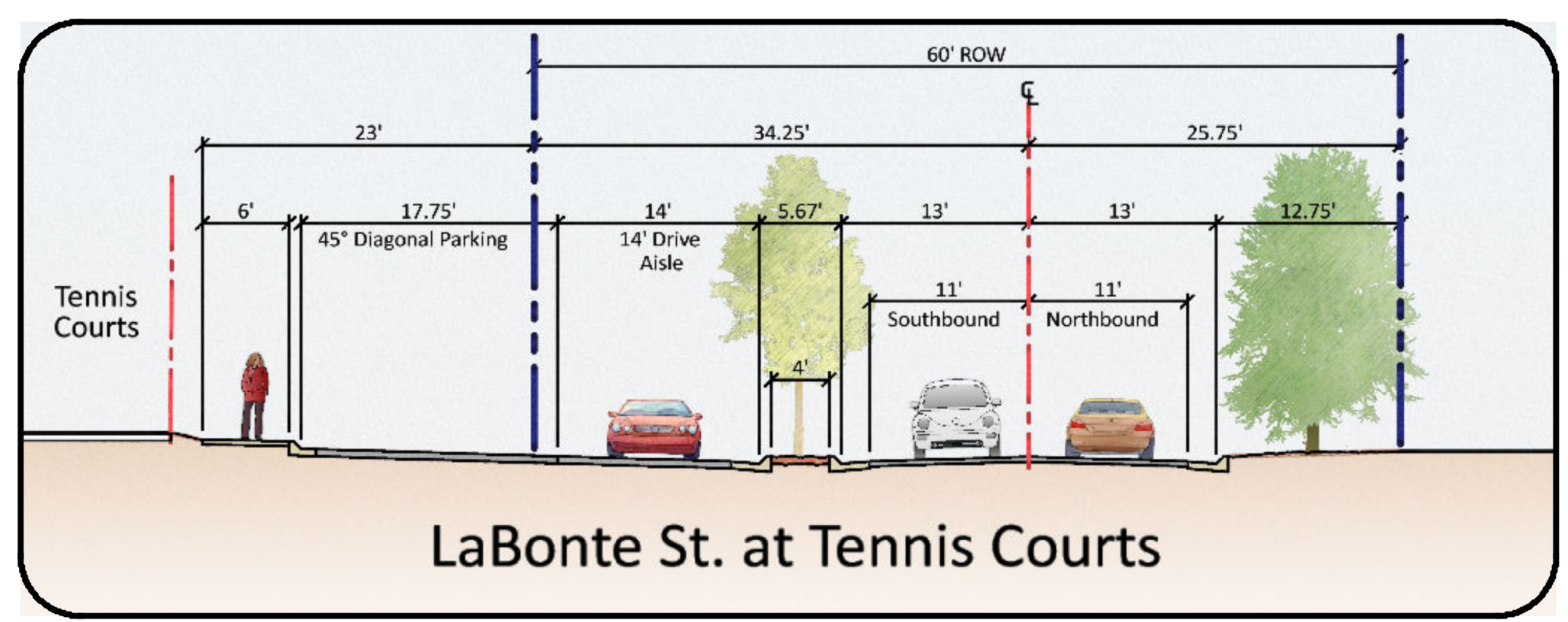
Dillon Town Center Location Map



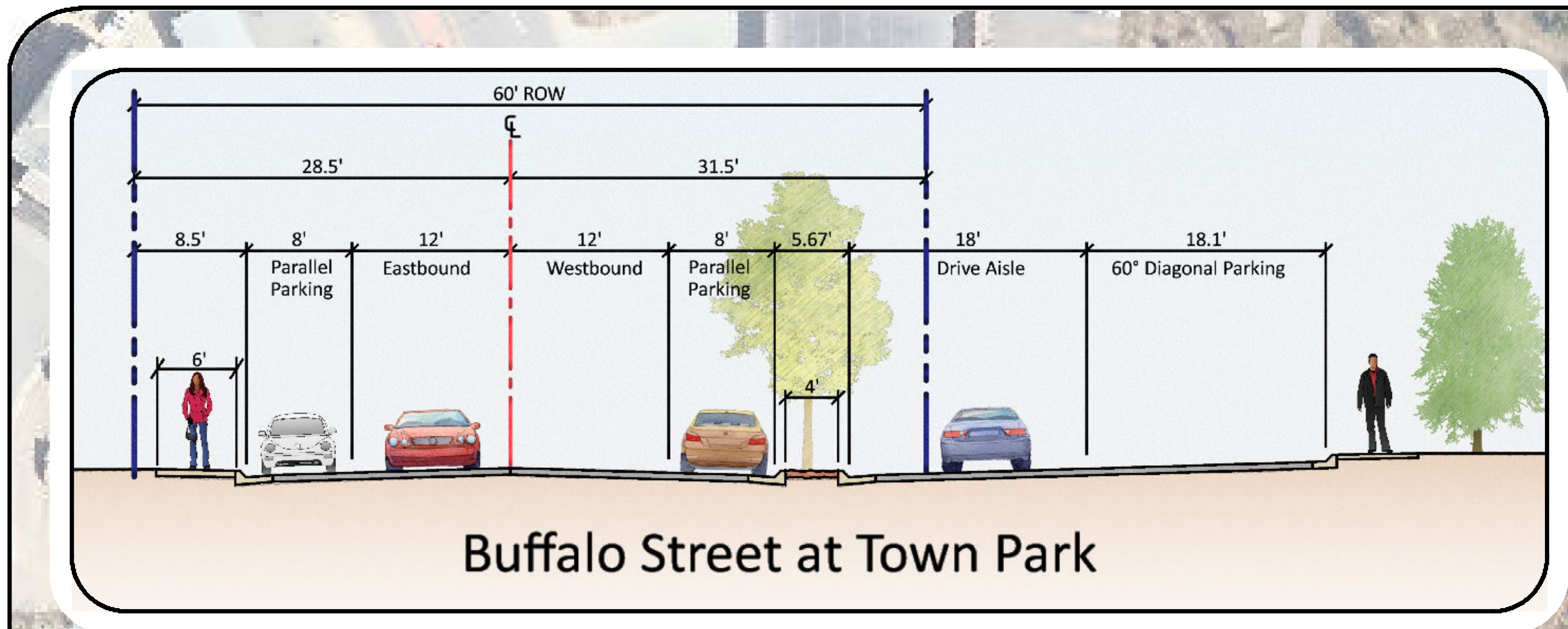
The parking study demonstrated that the existing parking along Buffalo Street was lightly used. 70 parking spaces will still be provided.

Key Design Concepts

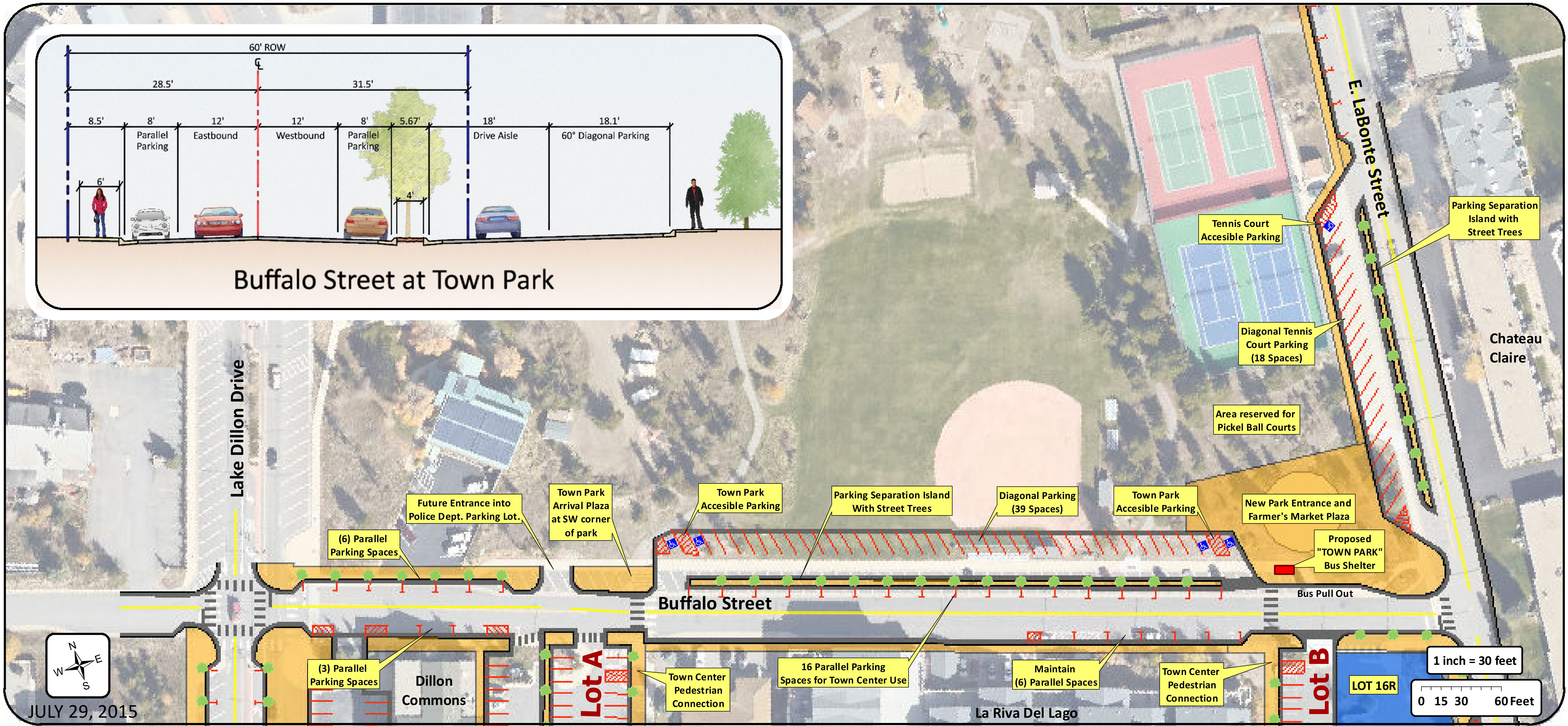
TOWN PARK MASTERPLAN INTEGRATION	Created a landscape separation island between Buffalo Street and the Town Park parking lot. This idea was also used along LaBonte Street.
PEDESTRIAN CONNECTIONS	The Town Park Masterplan also encouraged strong connections to the Town Center. These are shown and crosswalks across Buffalo Street were added.
ACCESSIBLE PARKING	Provide accessible parking opportunities for Tennis Courts and Town Park along Buffalo Street
NEW BUS STOP AT TOWN PARK	The proposed EAST bus stop is planned to be located at the southeast corner of the park. "Town Park" will be the stop designation on future bus route maps.
MAINTAIN PARKING FOR TOWN CENTER USE	This design adds 16 parallel parking spaces along the north side of Buffalo Street next to the landscape island, to preserve parking for Town Center businesses.



LaBonte St. at Tennis Courts



Buffalo Street at Town Park





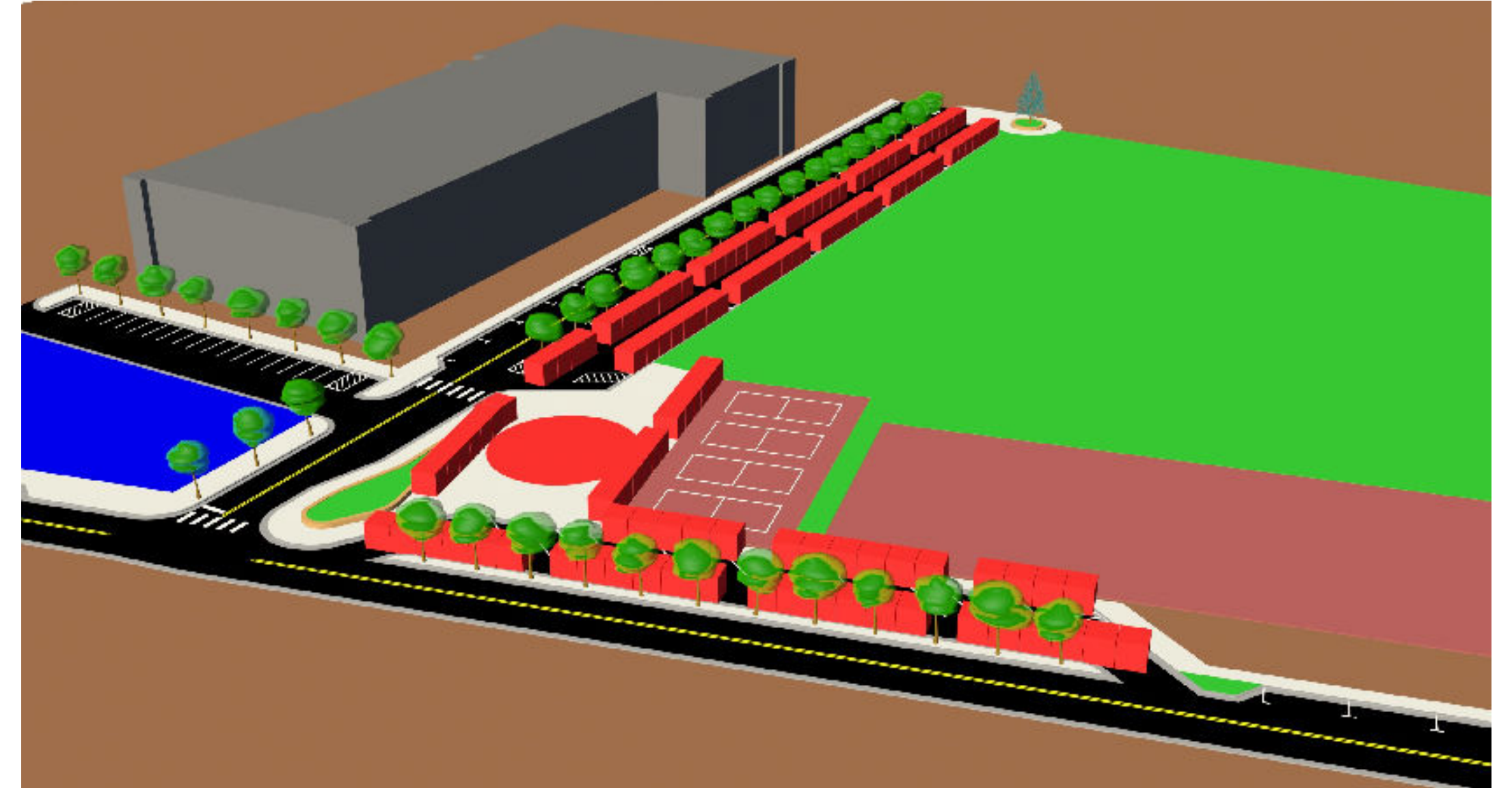
Dillon Town Center Revitalization

Future Farmer's Market Location



Key Design Concepts

HOST MARKET IN TOWN PARK PARKING LOTS	The (2) two Town Park parking lots along Buffalo and LaBonte Street can be easily closed to facilitate the Farmer's Market
KEEP BUFFALO STREET OPEN	This approach to the Farmer's Market allows the Town to maintain traffic on both Buffalo Street and LaBonte Streets during events like the Farmer's Market, and minimize disruptions to Town Center residents and businesses.
CREATE MARKET PLAZA	The southeast corner of Town Park can be designed as a Plaza to support the center of the Farmer's Market activity. This ties the two legs of the event together. This could eventually host a pavilion or other amenities.



Farmer's Market in Town Park Parking Lots

 Dillon Town Center Location Map

