



DILLON

CO L O R A D O

**TOWN OF DILLON
PLANNING AND ZONING COMMISSION**

**REGULAR MEETING
Wednesday, February 1, 2017
5:30 p.m.
Dillon Town Hall
275 Lake Dillon Dr.**

AGENDA

1. **Call to Order**
2. **Approval of the minutes** of the December 7th, 2016 regular meeting.
3. **Public Comments:** Open comment period for planning and zoning topics not on tonight's agenda.
4. **Consideration of Resolution No. PZ 01-17, Series of 2017;** 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**
5. **Consideration of Resolution No. PZ 02-17, Series of 2017;** A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO TO RECOMMEND THE AMENDMENT OF CHAPTER 16, "ZONING," ARTICLE III, "ZONING DISTRICTS," SECTION 16-3-140 "RESIDENTIAL HIGH DENSITY (RH) ZONE," SECTION 16-3-150 "CORE AREA RETAIL (CA) ZONE," AND SECTION 16-3-70 "MIXED USE (MU) ZONE," AND ARTICLE V "PLANNED UNIT DEVELOPMENT," SECTION 16-5-120 "PUD DEVELOPMENT STANDARDS," OF THE DILLON MUNICIPAL CODE OF THE TOWN OF DILLON, TO AMEND RESIDENTIAL AND OTHER USES IN THE ZONING DISTRICTS; AND, SETTING FORTH DETAILS IN RELATION THERETO. **PUBLIC HEARING**
6. **Consideration of Resolution No. PZ 03-17, Series of 2017;** A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, APPROVING THE PERMANENT SIGNS FOR 652 LAKE DILLON DRIVE AND 223 W. LA BONTE STREET, DILLON, COLORADO.
7. Discussion Item: Town of Dillon Architectural Design Guidelines under development by Roth Shepard Architects
8. Other Business
9. Adjournment

**TOWN OF DILLON
PLANNING AND ZONING COMMISSION**

**REGULAR MEETING
WEDNESDAY, December 7, 2016
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, December 7, 2016, at Dillon Town Hall. Chairman Nathan Nosari called the meeting to order at 5:31p.m. Commissioners present were: Amy Gaddis, Jerry Peterson, Charlotte Jacobsen and Teresa England. Staff members present were Dan Burroughs, Town Engineer; Ned West, Engineering Inspector/Town Planner; Tom Breslin, Town Manager; and Corrie Woloshan, Recording Secretary.

APPROVAL OF THE MINUTES OF NOVEMBER 7, 2016 REGULAR MEETING

Commissioner Peterson moved to approve the minutes from the November 7, 2016 regular meeting. Commissioner England seconded the motion, which passed unanimously with Commissioner Amy abstaining.

PUBLIC COMMENTS

There were no public comments.

CONSIDERATION OF RESOLUTION NO. PZ 07-16, SERIES OF 2016, PREVIOUSLY TABLED FROM THE NOVEMBER 2, 2016 MEETING; 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.

SUMMARY:

This is a continuation of the hearing for the Resolution from the November 2, 2016 Planning and Zoning Commission meeting.

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.

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.

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.

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 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'.

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 new lots can be created while maintain over 500 parking spaces in the Town Center area.

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 Fiedler 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.

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'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:

This plat creates seven lots along the north side of East LaBonte Street between Lake Dillon Drive and Fiedler 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 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.

Chairman Nathan Nosari summarized the resolution and opened to the Commission for any questions to the applicant. The applicant would like to have economic development growth and provide this information to outside developers.

Commissioner Teresa England: Right now on the economic development brochure they already identify 8 potential sites, this is 11. It's literally the same style that's advertised as being available. So why does it need to be subdivided? Dan Burroughs, Town Engineer: If you subdivide something, it exists and it can be purchased tomorrow. Chairman Nathan Nosari: It streamlines the process. Chairman Nathan Nosari: Last time we went through this process it brought CMC to the table. That was the end result. They were an identified party to potentially purchase land. So they stepped up. Dan Burroughs, Town Engineer: We previously created 3 other lots along La Bonte Street on the East side of Town Center and put an RFP out in October. We got 2 responses. We have a developer that wants to put townhomes and apartment complex along those 3 lots to be built. CMC replied that they'd like to give an option too. It brought it to the table but it has been a long time. We're still working with them to try and get a more formal thing. But by creating the 3 lots and it created an opportunity. The other developer is still interested in proceeding with the project if the Council decides CMC doesn't want that lot. It absolutely created an opportunity when we replatted those 3 lots that didn't exist before. There were some access lots we determined we didn't really need anymore. That's basically why the Town did this too. That was successful and brought interest to the Town Center in order to establish start economic redevelopment.

Commissioner Teresa England: Have we looked at what we're doing here in light of the agenda item #6 which requests approval of less than required amount of parking for that use? Will that impact our ability to provide parking for the Town? Dan: Again, if you recall, we did a huge parking study for this. We studied the parking for a year and we were able to create these lots. We only lost 30 out of 530 parking spaces. We've done a pretty good job at making sure the parking impact to the rest of the Town Center is pretty minimal. We had 220 excess parking spaces and 280 that were actually used at peak demand. We still have 500 parking spots which supports parking requirements for all the new development on these lots, current and proposed uses. If we get some spectacular development, like all the lots along La Bonte Street, they would probably provide parking for something that big in addition to what the Town Center has. But we would evaluate every single application separately. This isn't the end all game. You're always going to have an opportunity to review whatever comes to the Town for development. It has to go through the DURA process, so it's going to be a lot of steps for all this property to actually get developed. There will be plenty of opportunity for community input. Anyone who thinks they're going to be impacted by parking or noise or a problem associated with the new

development will have ample opportunity. There are 3 places they have to go through, the DURA Board, the Town Council, and the Planning & Zoning Commission. So nothing's going to happen tomorrow. There's an elaborate process. We're just trying to take an additional step out of the way. It's quite likely that another developer might say well this works but I want to replat. I don't guarantee anything. You just never know. Some people don't want a huge building, they just want a little building.

Commissioner Jerry Peterson: NW-1 is going to make the old medical building pretty much a throw-away building? Dan Burroughs, Town Engineer: No, it doesn't change that, we're just going to repurpose that parking lot, C & D, to become a building. There's an open area between all the buildings. It would be a sidewalk. You couldn't drive to the door if you were on the back side, but that's not typical. Usually you have one door next to the street frontage. So it's nothing paradigm shifting or anything it's just normal development.

Commissioner Jerry Peterson: How big is that space in that NW2 building? Dan Burroughs, Town Engineer: It's 16 feet. So most of the sidewalks we build in Town are 6 feet wide. So depending on how it gets developed you'd have a 6 foot sidewalk and 5 feet of landscaping. So it's a pretty big gap.

Commissioner Jerry Peterson: Are you putting these lots up for sale at the same time as the Payne building? Dan Burroughs, Town Engineer: That's up to the Payne building owner. We've had conversations with them. They're willing to entertain offers. By creating the lots we'll have a mechanism to start shopping that around. I don't know the answer to that. We're just trying to create opportunity that doesn't exist. Without it, we don't have anything,

Chairman Nathan Nosari asked: We're trying to do land assemblage, is that correct? Dan Burroughs, Town Engineer: We're creating development opportunities. Creating new lots that don't exist. Trying to make our Town Center more efficient to encourage redevelopment. We will work through all those things individually. Instead of bringing you 16 applications we wanted to get the lots created in one big broad swoop. Then every single lot will come to you in some form of an application with a proposed building on it, it will talk about the parking needs, the impact to the adjacent people, and other issues you'll have to evaluate individually. Chairman Nathan Nosari continued: The current building owners could buy these parcels. Dan Burroughs, Town Engineer replied: Absolutely. Through the DURA process they can actually acquire them for free which is what we did with Pub Ryan's when they did their expansion. That's why we created the Dillon Urban Renewal Authority. So that there's an opportunity for people to acquire land next to their buildings. They can redevelop their land, their buildings to be whatever they want. We're not denying anything to anybody. We're just trying to open the door and encourage new ideas. It's easier to talk about something that exists as opposed to an idea. Without that kind of conversation you can't say this lot isn't big enough.

Commissioner Jerry Peterson: NW1 takes part of Lake Dillon Drive doesn't it? Dan Burroughs, Town Engineer: It puts frontage on Lake Dillon Drive which is one of the goals of this, to encourage retail along Lake Dillon Drive where right now it's just kind of a forest. It's just all trees right now.

Chairman Nathan Nosari clarified: The public hearing was closed last meeting but it was continued to this meeting.

Commissioner Amy Gaddis moved to approve Resolution NO. PZ 07-16 Series of 2016. Commissioner Teresa England seconded the motion, which passed upon roll call vote. Commissioner Jerry Peterson abstained.

CONSIDERATION OF RESOLUTION NO. PZ 08-16, SERIES OF 2016: A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO,

APPROVING THE PERMANENT SIGN FOR 176 LAKE DILLON DRIVE, DILLON, COLORADO.

SUMMARY:

High Country Conservation Center (HC3) submitted a Class I Sign Permit application for an Individual Sign Permit for a permanent freestanding sign for their office building at 176 Lake Dillon Drive. The proposed sign is described as follows:

- A freestanding sign (mounted on an existing 4"x4" timber post) with a maximum sign elevation of eight (8) feet
- A thirty-one (31) inch diameter circular wood relief sign having a natural wood colored background with orange letters, accompanied by a blue and green colored logo
- The applicant does not plan to illuminate the sign

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 one proposed freestanding sign totals 5.2 sq. ft. The Dillon Municipal Code requires two (2) square feet of maintained landscaping for every one (1) square foot of signage (Sec. 16-11-260(b)). Existing landscaping in the vicinity of the sign exceeds the required 10.4 sq. ft. of landscaping, and the applicant is required to maintain the landscaping free of trash weeds, and rubbish. The proposed height of eight (8) feet is well below the maximum height permitted in Sign Zone 'B', which is eighteen (18) feet.

STAFF RECOMMENDATION:

Staff recommends approval of Resolution PZ 08-16, Series of 2016.

Commissioner Teresa England: Are they going to take down temp banner, because it's more visible? Ned: Yes, it's a temporary banner in lieu of a permanent sign. Commissioner Teresa England asked: I assume they're on a lease? How long is the lease? Dan Burroughs, Town Engineer replied: It's month-to-month. Commissioner Amy Gaddis: So the sign is already existing they just want to attach it? Ned West, Town Planner: They moved to Dillon from Frisco so they brought their sign. Commissioner Amy Gaddis said: It's kind of hard to read but it's up to them. Ned West, Town Planner: The applicant was looking at producing a whole new sign with a new logo and things but it was cost prohibitive. They are a non-profit.

Commissioner Jerry Peterson moved to approve Resolution NO. PZ 08-16 Series of 2016. Chairman Nathan Nosari seconded the motion, which passed unanimously upon roll call vote.

CONSIDERATION OF RESOLUTION NO. PZ 09-16, SERIES OF 2016; A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING APPROVAL OF A LEVEL IV DEVELOPMENT APPLICATION FOR THE CROSSROADS AT LAKE DILLON PLANNED UNIT DEVELOPMENT ON LOTS 1, 1A, 1B, AND 1C, BLOCK B, NEW TOWN OF DILLON, LOCATED AT 122, 134, AND 176 LAKE DILLON DRIVE, DILLON, COLORADO; AND, SETTING FORTH DETAILS IN RELATION THERETO. PUBLIC HEARING

INTRODUCTION:

The Town of Dillon has received a Level IV Development Permit application for the proposed Crossroads at Lake Dillon Planned Unit Development (PUD) at the southeastern corner of Lake Dillon Drive and US Highway 6, at 122, 134, and 176 Lake Dillon Drive. The project is generally described as a six (6) level, vertically mixed use building with a small conference center, hotel rooms, residential units, and a top floor restaurant and lounge. The total building area considering all levels is 128,800 square feet, covering 28,410 square feet of the site. The

site has the potential to offer arguably some of the best views in Summit County with its vantage providing views of Lake Dillon, the Ten Mile Range, the Gore Range, Ptarmigan Mountain, Tenderfoot Mountain, and the Keystone area.

The development provides twenty-three (23) residential units on Levels 3, 5, & 6, of which three (3) will be dedicated as apartments on Level 3 reserved for employees of the project. Two (2) large penthouse residences are on the upper level. The project contains eighty-three (83) hotel rooms on Levels 3 & 4 and a ground level one-hundred (100) seat capacity conference center. A nearly six thousand-two hundred (6,200) square foot recreation deck with two (2) large hot tubs is provided on Level 3 with southern views of Lake Dillon and the Ten Mile Range provided for both residents and hotel guests. A top floor restaurant, lounge and observation & event deck top off the project. Parking is provided in open air parking lots, as well as in a parking structure within the building.

CONCURRENT RESOLUTION:

The residential component of the project requires a Conditional Use Permit as required by the underlying Commercial zoning district regulations. The Conditional Use Permit application is running concurrently with this PUD application, and will be heard following this agenda item as Resolution PZ 10-16, Series of 2016.

This PUD varies two typical conditions of a Conditional Use Permit for Residential uses in the Commercial zoning district:

- 1) The density of the residential component of the proposed project is higher than that permitted through a Conditional Use Permit in the Commercial (C) underlying zoning district by two (2) residential units.
- 2) The typical requirement to provide private open space immediately adjacent to all residential units is varied through this PUD. Not all residential units are provided with private open space immediately adjacent to their units

GENERAL CODE PROVISIONS FOR PLANNED UNIT DEVELOPMENTS:

The Dillon Municipal Code (Code) provides the following general provisions for a Planned Unit Development (PUD). Below is an excerpt from the Code:

Sec. 16-5-110. - PUD requirements.

- (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.
- (b) All requirements of the underlying zone and those set forth in this Code otherwise applicable to the area of land proposed for a PUD shall govern, except to the extent that the approved PUD development plan provides exceptions as allowed herein.

PUD VARIATIONS FROM CODE:

The applicant requests the following deviations from the Code through this PUD:

- 1) **Building Height.** The Developer requests an 85.5' allowable building height instead of the 40' allowed by Town Code for buildings within the Commercial zoning district.
- 2) **Setbacks.** The Developer requests reduced setback and yard provisions from those required in the Commercial zoning district.
- 3) **Residential Density.** The Developer proposes twenty-three (23) Conditional Use residential units for the commercially zoned 1.501 acre project. Twenty-one (21) would typically be allowed through the Conditional Use Permit process.
- 4) **Open Space.** The typical requirement to provide private open space immediately adjacent to all residential units is varied through this PUD. Not all residential units are provided with the typically required two-hundred (200) square foot private open space immediately adjacent to their units; however, the project provides communal open space with the large recreation deck, observation deck, and some ground level exterior open space.
- 5) **Landscaping.** The project provides narrower on site landscaping buffers for off-street parking, some project yard buffers are too narrow for planting trees, reduces the percentage of evergreen trees from fifty percent (50%) to thirty percent (30%), reduces the tree spacing for off-street parking screening

from ten (10) feet to fifteen (15) feet, and reduces the minimum planted tree height from eight (8) to six (6) feet for off-street parking screening.

6) Parking Design Considerations. The Developer has requested the following parking design considerations through the PUD process:

- a. Providing a reduced amount of residential and commercial parking on site.
- b. Parking spaces along the CDOT Highway 6 Right-of-way to be constructed at 17' deep with a 12" overhang over the curb and landscape strip adjacent to the right-of-way line, rather than the typical 18' deep space.
- c. Parking garage ramp grades of a maximum of 20%.
- d. Garage ramp widths at a minimum of 20'.
- e. Designate up to 20% compact parking spaces.

APPLICATION SUMMARY AND ANALYSIS:

Applicant: DANIEL LEE EILTS, individually, and CYNTHIA A. EILTS, individually, and DILLON GATEWAY DIAMOND IN THE RUFF a Colorado limited liability company (the "Developer"). The Developer is the owner of Lots 1 & 1B, and has an option to buy Lots 1A & 1C.

Property Location: 122, 134, and 176 Lake Dillon Drive, Dillon, Co.

Lot, Block, Subdivision: Lots 1, 1A, 1B, & 1C, Block B, New Town of Dillon Subdivision

Property Size: 1.501 acres

Existing Zoning: Commercial (C) zoning district

Proposed Zoning: PUD retaining the underlying Commercial (C) zoning district. No zoning district change proposed.

Existing Land Use: Currently the parcel has a mix of uses on the proposed project site. A gas station and convenience store are located on Lot 1. Old Town Hall, located on Lot 1C was utilized as a performing arts center prior to the current use as office space for the non-profit High County Conservation Center (HC3). The Old Rebekah Lodge on Lot 1B is used for radio broadcasting and by a barbeque and catering business. Lot 1A is landlocked vacant land.

Surrounding Land Use:

North: CDOT Right-of-Way with the intersection of US Highway 6 and Lake Dillon Drive, with Town of Dillon Mixed Use (MU) zoned with townhome residential use and a large church facility, as well as Summit County R-2 and R-3 single-family and multi-family residential dwellings.

East: Lake Dillon Drive, the Commercially (C) zoned Columbine shopping center (149 Tenderfoot Street) with a bike rental facility, liquor store, restaurant, and ski rental shop; Parks and Open Space (POS) zoned Town Park and a Public Transit stop; the Fire Department zoned Public Facilities (PF); and Town of Dillon Town Hall/Police station (275 Lake Dillon Drive), Parks and Open Space (POS) zoning.

South: Mixed use building with a restaurant and a residential use, Core Area (CA) zoning. The parcel is under current approval for a five (5) story mixed-use restaurant, retail, and residential building.

West: Telecommunications Utility building (166 West Buffalo Street) operated by Century Link, Commercial (C) zoning. The building has antennae and a microwave transmission tower on it.

Proposed Land Use:

The project is a six (6) level, vertically mixed-use building with a small conference center, hotel rooms, residential units, and a top floor restaurant and lounge.

Proposed Residential Units and Open Spaces:

Residential use in the Commercial (C) zoning district require a Conditional Use Permit, and an application is running concurrently with this PUD application. The underlying Commercial (C) zoning district requires that

two-hundred (200) square feet of private open space be provided immediately adjacent to the units. The development provides twenty-three (23) residential units on Levels 3, 5, & 6; however some are not provide with private open space / decks. In addition, residential uses in the underlying zoning district are limited to 21 units for this size proposed parcel (1.501 acres) through the Conditional Use Permit process based on the specified density of the Residential Medium (RM) zoning district that has a maximum density of fourteen (14) units per acre.

The Code provides the following requirements for Residential uses in the Commercial zoning district:

Sec. 16-3-160. - Commercial (C) Zone. (excerpt)

(3) Conditional uses. The following uses and their accessory uses may be permitted if in conformance with the intent of this Chapter, subject to the provisions of Article V, Division 3, and after an appropriate review has been conducted:

c. Multi-family dwelling units at the density established for dwelling units within the RM zone.

(4) Residential uses. Residential uses shall only be allowed as conditional uses if they meet the following standards and criteria:

a. The residential uses do not exceed forty percent (40%) of the square footage of the total project nor exceed fifty percent (50%) of the square footage of any one (1) building within a project.

b. The residential uses are located either above the first floor or, if located on the first floor, do not occupy, in the determination of the Commission, a primary building facade, which is generally those facades that face the primary commercial parking lot intended to serve the project, or face public rights-of-way from which pedestrian access to the commercial or other approved primary uses is provided.

c. The residential uses are provided with private yards or outdoor open space areas, a minimum of two hundred (200) square feet in size per unit, located immediately adjacent to the residential units. This may be on-grade or provided through the use of decks and/or balconies.

d. Parking for the residential uses shall be distinct from any other parking on-site, shall be in a separate area whenever possible and shall be signed for the use of the residents only. No required residential parking may be off-site, nor shall its construction be deferred to a later date.

The Developer requests the Code provision for the private residential open space and unit per acre density be varied through the PUD.

Level 3. Three (3) apartments dedicated for employees of the project. The PUD Agreement binds the Developer to this dedication. The employee housing units are sited in the northwestern corner of the building on Level 3, and comprise 2,233 square feet of that level. The three (3) residential apartment units are separated from the hotel use by a private, limited access hallway.

As a condition of the Conditional Use Permit, residential uses are to be provided two-hundred (200) square feet of private open space immediately adjacent to the units. The units are not provided private decks directly adjacent to them, but are afforded access to the 6,191 square foot Recreation Deck on that level. The recreation deck is available to both hotel guests and residents in the building, and the Developer proposes that open space provided by the Recreation Deck, upper level Observation Deck, and open space outside the building on the ground level be sufficient for the residential open space requirements on Level 3.

Level 5. Eighteen (18) residential units are provided on Level 5. The Developer proposes these units as market rate for sale condominiums. A total of 14,781 square feet of residential unit space is provided on the level.

The two (2) one-bedroom units are not provided with private open space decks due to limitations on the size of the units. They are afforded access to the 6,191 square foot common Recreation Deck on Level 3, as well as on grade open space, and the observation deck on Level 6.

Level 6. Two (2) residential units are provided on Level 6, totaling 4,548 square feet with an average of four-hundred and eighty-seven (487) square feet of private open space immediately adjacent to the units.

The 3,928 square foot observation deck on Level 6 provides additional common open space for residents of the building in a shared capacity with the commercial users.

Proposed Commercial uses: The building contains hotel, conference center, and restaurant commercial components.

Architectural Style: The building design uses stone elements on the lower level and as vertical elements giving the building a solid appearing base, beams, overhangs, and lower roof elements accompanied by building articulation and varied facial materials and colors break up the middle levels of the building, and multi-pitched gabled roofs top of the project. The restaurant, on the south eastern corner of the building, will have a large enclosed deck on the southern side that has a retractable ceiling and glass walls. The Observation Deck on Level 6 is a covered open viewing area and the large windows in the restaurant and lounge lighten the appearance of the mass on the upper level of the building. The design elements conform to the Design Guidelines as set forth in Article VIII of Chapter 16 of the Dillon Municipal Code (Sec. 16-8-10).

Site Configuration:

Access: Automobile access to the site is off of Lake Dillon Drive at the Intersection with Tenderfoot Street. A new crosswalk will connect pedestrian users with Town Park and the Summit Stage transit stop, as well as to sidewalks and paths connecting to the Core Area.

Off-street Parking: Off-street parking is provide in open air parking spaces as well as a two (2) level covered parking structure.

The Code provides for off-street parking requirements in Article VI of Chapter 16.

Crossroads at Lake Dillon PUD Parking Design Considerations. The Developer has requested the following parking design considerations through the PUD process:

- 1) **Reduced Commercial and Residential Parking.** Through the PUD process, Section 16-5-120(i) of the Code provides for the ability for an applicant to vary the required number of parking spaces based on consideration of the following factors:
 - a) Estimated number of vehicles to be used by occupants of dwellings in the PUD;
 - b) Temporary and permanent parking needs of non-dwelling uses;
 - c) Varying time periods of use whenever joint use of common parking areas is proposed; and
 - d) Parking and storage needs for recreational vehicles, including but not necessarily limited to campers, camper shells, boats, travel trailers and snowmobiles. Note that the PUD Agreement stipulates that this item (4) may not be considered for this project, as such uses are not permitted in this PUD.

The Developer proposes one-hundred and twenty-five (125) parking spaces. They propose one (1) parking space per residential unit and hotel room, and differing criteria for the assessment of parking for the restaurant and conference center than provide for in the Code.

- a) The Code requires two-hundred and thirteen (213) parking spaces for the underlying Commercial zoning district.
 - b) Comparatively, the Core Area zoning district parking requirements would require one-hundred and eight-one (181) parking spaces.
 - c) The project provides approximately 59% of the required parking for the underlying zoning district, and approximately 69% of that required using the Core Area requirements as a comparative.
- 2) **Allowance for Curb Overhang in Parking Dimensions.** The Developer requests that a portion of the parking, those parking spaces along the CDOT Highway 6 Right-of-way be constructed at 17' deep with a 12" overhang over the curb and landscape strip adjacent to the right-of-way line. This effectively still provides an 18 foot long parking space, in the view of the Town Engineer, and is acceptable to the Town. There is no specific Code reference pertaining to this item.
 - 3) **Compact Parking Spaces:** The Code allows for compact parking spaces in conjunction with a PUD. In this case the applicant has asked for five (5) compact parking spaces within the parking structure. The Developer proposed compact parking spaces with a width of eight (8) feet. The five (5) compact parking spaces represent 4% of the provided 125 total parking spaces provided. The Code provides for up to 20% compact vehicle parking within a PUD.

4) Parking Garage Ramp grade in excess of 10%. The Code allows for steeper parking garage ramp grades in conjunction with a PUD, with the condition that they don't exceed 20% grade and are heated. All parking garage ramp segments within a PUD greater than 10% require integral heating in accordance with Sec. 15-5-120(n)(2) of the Dillon Municipal Code (Code). The Developer proposes twenty percent (20%) grades for the garage ramps and will provide an integral snow melt system in all ramps exceeding 10%.

5) Parking Garage Ramp Width. The Code provides for a 20' parking garage ramp width as proposed for the parking garage access on the northern side of the building, in conjunction with a PUD. This is permissible within a PUD in accordance with Sec. 15-5-120(n)(3) of the Dillon Municipal Code (Code).

6) Parking Space Use restrictions. As noted in subsection 1)d) above, as a component of the concessions made for parking lot and parking garage design standard variations from the Code through the PUD process, the Town has placed the following limitations on parking space usage: The residential and commercial parking spaces located onsite may not be used for the storage of any vehicle or non-vehicle items, including, but not limited to storage sheds, trailers, boats, kayaks, ATVs or recreational equipment, construction equipment or any other vehicle or non-vehicle items.

YARDS / SERTBACKS:

The Code requires the following yards:

Front: 25'
Side: 10'
Rear: 20'

The Development shall be allowed the following yards and building setbacks as a part of the PUD approval:

1. Along the Lake Dillon Drive Right-of-Way: No yard required.
2. Along the 40' unnamed Right-of-Way: No yard required.
3. Along the Highway 6 Right-of-Way: Minimum 25' Street Side Yard.
4. Along Lot 2, Block B, New Town of Dillon: No Yard Required.

BUILDING HEIGHT:

The Developer has requested an **85.5'** allowable building height instead of the 40' allowed by Town Code for buildings within the Commercial zoning district. The building may have an additional eight (8) feet of non-inhabitable space above the top of building roof ridge elevation in accordance with the Code. The building has a chimney feature within this additional height allowance that extends an additional 4.3 feet above the top of roof ridge element.

Per the requirements of the Town Code, the maximum allowable elevation of a structure is determined by calculating a base elevation and adding the maximum building height to that elevation. The base elevation is determined to be 9,115 feet. The top of roof ridge elevation is 9,200'-6", and the chimney top elevation is 9,204'-10".

Surrounding Building Elevations: To the south, the approved Gateway PUD has a top elevation of 9,159, 41.5' lower than the Crossroads building. The hose tower on the fire station is 43.2' lower and the Century Link microwave transmission tower is 43.7' lower than the proposed building.

Relative building height to the adjacent streets: With a base elevation of 9,115', and a relative Lake Dillon Drive centerline elevation of 9,112.5' near the southeastern corner of the building, the 85.5' foot structure will appear to be 88' tall.

LANDSCAPING:

Landscaping Provisions: The developer has agreed to provide the landscaping allowances outlined in Section I.A.21 of the PUD Agreement. The planting of trees and shrubs shall generally conform to Chapter 7, Article V and Chapter 16, Article VI and VII of the Code, except as provided for in the PUD Agreement.

1. The Developer shall submit a final detailed landscaping plan for the entire Development to the Town for review and approval. The landscaping plan shall provide at a minimum, the following trees and shrubs:

- a. One tree for every (15) fifteen feet of ROW along both Lake Dillon Drive and the 40' ROW.
 - i. The PUD reduces the typically required ten (10) foot tree spacing for screening off-street parking areas to fifteen (15) feet. (Code: Chapter 16, Sec. 16-6-60(8)).
 - ii. The PUD reduces the ratio of evergreens to deciduous trees from 50:50 to 30:70. (Code: Chapter 16, Sec. 16-6-60(8)).
 - iii. The PUD reduces the minimum tree height for off-street parking screening from the typically required eight (8) feet to six (6) feet. (Code: Chapter 16, Sec. 16-6-60(8)).
 - iv. The PUD reduces the yards and the width of typically required project landscape buffer areas, preventing the ability to plant trees on site along the northern, U.S. Highway 6 boundary and the western boundary (Code: Chapter 16, Sec. 16-7-30(e)(3)). The Developer enters into an access and maintenance agreement to provide landscaping buffers on the southern boundary within the 40' right-of-way.
- b. Trees shall be planted as follows:
 - i. A minimum of forty-six (46) trees shall be planted.
 - ii. Trees shall be a minimum of six (6) feet tall.
 - iii. Twenty-five percent (25%) of all trees shall be eight (8) feet tall.
 - iv. Thirty percent (30%) of all trees shall be evergreens.
 - v. Twenty-five percent (25%) of the evergreen trees shall be eight (8) feet tall.
- c. The minimal landscaping strip width shall be six (6) feet along Lake Dillon Drive from the back of the six (6) foot wide sidewalk on Lake Dillon Drive to the parking area as shown on the Development Plans, Sheet A2.2.
- d. Landscaping shall primarily consist of ground cover, trees, shrubs and other living plants with sufficient irrigation to properly maintain all vegetation.
- e. Irrigation plans for all irrigation lines in Town right of way shall also be submitted to the Town Engineer for review and approval.

2. The Developer shall submit a final detailed irrigation plan for the entire Development to the Town for review and approval. The irrigation plan shall provide adequate vegetation support, detail the irrigation water tap location and size, location of the backflow prevention device, and location of the primary irrigation control system(s).

REVIEW CONSIDERATIONS:

Snow Storage: Heated garage ramps. Snow on hardscapes is to be placed in dedicated onsite snow storage areas or hauled off site. The Developer provides snow storage at the required rate of 25% of all hardscapes to be cleared of snow.

Lighting: Section 16-4-60 of the Town Code defines the lighting standards for site and building lighting. Basically exterior lights must be shielded by the light fixture and not reflect onto adjacent properties. Some lighting, such as three (3) street lights are indicated on the PUD plans. Lighting would be reviewed in more depth when an application to construct the project and pull building permits is submitted. Section I.A.20.i of the PUD Agreement requires the Developer to submit final lighting plans to Town staff for review and approval.

Workforce Housing: The applicant proposes three (3) dedicated apartment units for employees working in the hotel and restaurant on site. Additionally the applicant is required to pay an affordable housing Impact Fee at the time of building permit application. The Development Impact Fee for the proposed development is currently estimated at approximately \$174,000.

Right-of-way encroachment license and maintenance agreements: Accompanying an approval of the PUD additional agreements shall be entered into such as a maintenance and encroachment agreements for the landscaping and sidewalks located in the Lake Dillon Drive right-of-way along the eastern side of the project.

An additional right-of-way maintenance agreement and encroachment license is required for 40' right-of-way along the south side of the property. These easements and agreements, as well as the required letter of credit to guarantee the improvements are due from the developer prior to construction.

Snow and Ice Removal and Maintenance Agreement: The Developer is required to enter into a snow and ice removal and maintenance agreement with the Town.

Public Improvements Cost Estimate: Developer shall provide a cost estimate for the public improvements for the project in accordance with the PUD Agreement.

Telecommunications Interference: The developer is required to determine if the project produces interference with nearby telecommunications facilities. The Developer shall coordinate with facilities operators for a resolution to any such interference. The Developer has provided an email from Richard Martinez, Lead Radio Engineer for CenturyLink, who wrote, "I can confirm that CenturyLink will abandon the microwave radio system [at the Dillon CenturyLink facility] and transfer everything to fiberoptics." November 30, 2016.

EQR Evaluation: The Town performed a preliminary EQR evaluation on the project based on the PUD application Development Plans.

Based on the current rate structure for EQR's, the Developer is required to pay \$1,066,866.28 in EQR water and sewer tap fees. The Developer can petition the Town Manger to delay payment on the EQR fees until the time of the Certificate of Occupancy, so long as the Developer can prove that the funds are available.

PUD Agreement: The PUD agreement for the Crossroads at Lake Dillon Project is attached for reference and review. Exhibits to the Agreement contain the Development Plans and other relevant documents.

RESOLUTION CONSIDERATION:

The Developer has submitted an application for a Class IV Development Permit for the Crossroads at Lake Dillon Planned Unit Development. Town staff presents Resolution PZ09-16, Series of 2016 and the evidence provided in this staff summary for consideration by the Planning and Zoning Commission.

This Resolution requires a **PUBLIC HEARING**.

Chairman Nathan Nosari opened the public hearing at 5:51p.m.

Ken O'Bryan, applicant, presented his report: We're local architects in Frisco, we've been here a long time. Thank you for hearing this application. To begin with we've been working with this project for a while, and the neighboring Ivano's project. At one time it was one project. We worked through several work sessions with Council to determine how PUD's with both properties combined should move forward. Setbacks and heights and whatnot. I want to say to Ned & Dan, you guys put together an awesome report, it is very concise and pretty much to the point.

As everyone knows parking is always an issue in any mountain town development, especially in a core area like this. I just want to get the concepts right now. It is a PUD, hopefully there are some negotiating factors. We as architects, we develop hotels across the country. We work with a lot of huge flags, one of which is going to come here. Most flag, even in urban developments require .7 to .73 parking spaces per hotel rooms. That's based on occupancy loads. You don't design the church for Easter Sunday, so to say. You have to come to a happy medium. What we're proposing is .75 per hotel room. We're proposing 1-spot per individual residential unit. There are only 5 of those 1-bedroom units and 18 2-bedroom units. So we're proposing one for each of those. We're proposing .75 for hotel rooms, by code we're proposing 74 for the restaurant & bar, and 13 for the conference center. If you tally all that up we're 2 spots over. We're really happy to be here tonight to present this opportunity for the developer and the Town.

Commissioner Jerry Peterson inquired: This is all underground parking? Ken O'Bryan: No. Again, part of underground parking up here in the mountains can be very very expensive. Part of our chore by the land

owners, let's see what we can do and do a fit test to fit everything parking on grade and above ground, and then let's see what we can fit above that. Chairman Nathan Nosari commented: Parking structure is in the back. Commissioner Teresa England: There are also ramps. I'm confused. There's a parking structure, and then there's ramps. I thought I understood 20% grade ramp to upper level. Ken O'Bryan: It doesn't have a 20% grade, it's 16. We've done a lot of parking garages and you will not high-center.

Commissioner Jerry Peterson asked: What about snow storage, is there a plan for that? Dan Burroughs, Town Engineer: Yes. Exhibit C, Snow Storage Plan

Ken O'Bryan presented drawings.

Commissioner Teresa England: 1 parking space for each of these condo units. The hotel rooms don't bother me, but do you perceive this as marketable. Ken O'Bryan: We do, yes. Commissioner Teresa England: Someone's going to buy a 4-bedroom condo with 1 parking spot? Ken O'Bryan: We don't have any 4 bedrooms. They're 3 bedrooms, most are 2. The penthouses might have 4. The 4 bedrooms, I would agree I might question that as marketable. There have been a lot of studies done studies. Over at Ski Hill Place in Breckenridge, those only have one parking space per unit except for their penthouse suites which have 2. Commissioner Amy Gaddis: I think Breckenridge is a little more pedestrian. Chairman Nathan Nosari: It does have a parking problem and I'm involved with it. Village at Breckenridge we have .5 spaces per unit. We ranges from studios all the way to 4-bedrooms with lofts.

Commissioner Teresa England: Just so we understand, we want it to be marketable, and we want it to be successful. I have a real estate background and I'm a little concerned that anyone would pay for a penthouse and only receive one parking spot. I have a concern with these being marketable. Chairman Nathan Nosari: Are these spots deeded or are they non-deeded? Ken O'Bryan: We don't know yet. Until a flag gets involved. I would imagine a flag's going to have something to say about that. I would tend to think yes, they'll want more than one space per residential. Commissioner Charlotte Jacobsen: Is the parking designated for the living unit? Ken O'Bryan: Parking for hotel certainly needs to be separated from residential. That needs to be controlled somehow whether it's by level of the internal parking. Because we foresee surface area parking being hotel. So it's the covered parking, the open air parking that can be controlled whether it's for residents or conference or restaurant or whatever. So there are some opportunities there. Commissioner Amy Gaddis: I want to hear the deviances regarding parking on each of the items, both residential and hotel from what we currently have. Ned West, Town Planner: We can go back to that.

Nosari: Are hotel rooms programmed as extended stays with kitchenettes or with any future plumbing? Are they going to get out of the hotel business and convert to studios? Ken O'Bryan: That's a great point. No. No kitchenettes. Commissioner Teresa England: They're not going to be restricted to owner occupants. So you're going to have people buying these condos to rent them. So a 3-bedroom condo is going to have 6 people at least with 1 parking spot.

Chairman Nathan Nosari: You did talk about Christmas. We're having more Christmas's. We're having weekends. I see it in Breckenridge every weekend. I see it the week before Christmas, I see it the week of Christmas, the week after, the whole month of March, I'm seeing it in July and August and every weekend in September. Ken O'Bryan: Wouldn't we all love to have a parking problem? That means they're here.

Commissioner Teresa England: Snow storage, it's a little unclear to me if it's going in the landscaping or in the parking lot? I see where it's marked but it's almost like it's going to be piled on top of new trees. Dan Burroughs, Town Engineer: Shove it between them. It's very typical. In big winters everyone has to haul off snow. There's never enough snow storage. In this case they're using CDOT right of way for that. If you can get an agreement to allow for that. Otherwise you need to agree to haul that off. Commissioner Teresa England: Because it would take up parking spaces.

Chairman Nathan Nosari: Are you presenting snowmelt on your rec roof? Ken O'Bryan: Maybe, maybe not. Snow melt takes a lot of energy and it's not being green, so we're trying to stay away from that.

Commissioner Teresa England: I have questions about open space. We required open space to be lessened due to the rec and observation deck. And that the residents will have a right to use it. How you going to document their right to use that? How are you going to control that, how are you going to manage that? And it won't be just the owners. It'll be their tenants. You can't make that a general common element because it's not part of the condominium. I don't see any way that that understanding can be enforced.

Ken O'Bryan: It's going to have to be in the docs. Commissioner Teresa England: It needs to be of record. We're being asked to approve this with an understanding without knowing how it's going to be enforced. Again, it goes to the conditional use. Ken O'Bryan: We don't know yet, we want to get past you guys first. The idea is common elements are shared by both. They'll have legal rights to it and pay their fair share.

Stephen presented materials.

Ned West, Town Planner: discussed current PUD.

Commissioner Amy Gaddis: Why a mix of residential & hotel combination? Ken O'Bryan: Want to try to help activate downtown Dillon. The residence is long term stay versus potentially buying a single family home. Chairman Nathan Nosari: This model is becoming more common. Ken O'Bryan: We're doing a lot of this in Aspen, Telluride. There are some in Vail. Telluride, we did hotel, fractional and residential. It went like hot cakes. They may say we want to up hotel rooms and decrease residential, but until a flag is engaged. But a flag nor any financial organization won't got involved until they know what's allowed which is why we're here today.

Amy Gaddis: I know when we went through this with the Gateway we obviously had some variances. Do you recall what they were? I feel like they were not as extensive as what's being asked here. I know we had some height variances. Dan Burroughs, Town Engineer: It's a different situation. This is zoned Commercial whereas the project next door, the Gateway, is zoned Core Area. So the benefit of the Core Area is there are no setbacks, you wouldn't have to get a variance for that. There is a 50 foot height instead of in the Commercial District it's only 40. Residential as a conditional use isn't a problem in the Core Area unless they put it on the 1st Floor, which they haven't done. Those are the 3 big things. The open space requirement for residential goes away in the Town Center. In the Core Area zoning there is no open space requirement per unit, there's no open space requirement at all in the Core Area. The tree requirements don't exist in the Core Area. If they chose to rezone it to Core Area, which they preferred to go this way because the only place a gas station is allowed currently is in the Commercial Zone. They didn't want to mess with zoning in case this project didn't go through. We're essentially adopting the Core Area model on these 4 lots. They'll combine them as a conditional approval into 1 lot eventually. The Core Area zoning is very favorable to zero lot lines and a tall development.

Ken O'Bryan: I'm assuming you are recommending to the Planning & Zoning Commission approval?

Dan Burroughs, Town Engineer: We are not recommending anything. The reason being, the whole point of this process is, we don't build many buildings in Dillon. The last building we built was Walgreens and the Qdoba / Noodles building. That was almost 10 years ago. Before that Petco went in in 2004. Dillon Common was 1997. 20 years ago. As a Town and the Planning Department, we don't have a lot of experience building buildings. You're going from 40 foot height to something that's going to be 90 feet. We're asking for twice the height, and that's the real issue. We don't know how the community feels about that. That's why we haven't made a recommendation. If it was close to the underlying zoning and everything we would probably make a recommendation. But we don't want to be the one that says no or yes. That's why we have these meetings. We want the community to weigh in on it. To see if it's the right fit for the community. And we'll do the same for Town Council. We want public input. We like the idea of the conference center. We've been down at the Best Western conference space a lot this year. A lot of

the condo associations use this conference room here for their meetings. So there is a need for conference space in the Town. We like the rooftop restaurant. And then you have a residential component and a hotel component. So we want a real open discussion because we don't know what's right for this community.

Commissioner Teresa England: Where are the trash receptacles? Dan Burroughs, Town Engineer: In the back. Ken O'Bryan: There's loading and a trash compactor area. Commissioner Teresa England: So the restaurant's going to get access to that, and the condos? Ken O'Bryan: Yes, there's a service elevator for this whole area. Commissioner Teresa England: How do the condo owners get their trash to that location? Ken O'Bryan: There's no trash chute. They're going to have to bring it down to that area. Commissioner Teresa England: That's not going to happen. Ken O'Bryan: Or management brings it down.

Chairman Nathan Nosari: Are we going to relocate Old Town Hall? Dan Burroughs, Town Engineer: We've had many conversations with the Historical Society. Historical Society does not want that building. I think they're more focused on the Rebecca Lodge. That's the building they're looking at right now. Old Town Hall you see there now has been modified a lot. You can't designate it as a historic structure because it's not on its original foundation. That's at the bottom of the lake. It's just an old building. The Old Town Hall building has been modified so many times. Most of the things you probably like about it were additions so the original building isn't there. Right now we haven't been approached by anybody that wants to save that. We talked about that 3 or 4 years ago, about moving it. But it's about \$400,000 to move it over where CMC is and we're not going to pay that. But we have been approached by the Historical Society. They are interested in maybe preserving the Rebecca Lodge because it was the old opera house back in 1896. It wasn't a very big opera house, it's just a term they use. Whether or not they can work out a deal or not I don't know. It's nothing we have in the code that we're trying to protect that. They're just old buildings. To some people they have value to others they don't. It's already been moved so it's not a historic structure.

Lisa Hunter, Dillon Commons: I have a question about parking. With the deficit in parking we've talked about using some of the Town lots for overflow. How does parceling that was just approved in agenda item 4 impact that if we're going to put some of those together and take from the Town parking that would possibly be used by this project? I ask from the fact that I have some designated parking spots in the front of my building but that gets filled very quickly. People that live there and work there, as a full time resident I don't want to come home one night and not have a place to park. Dan Burroughs, Town Engineer: Simple answer, we have 530 spots in the Town Center as a whole and that doesn't include all the parking on the sides. When we redid the plats we still have over 500 parking spaces if all the lots got developed. We found the maximum usage in Town Center was 280. So we have a surplus of 220 spaces. As projects come online we evaluate how they're effect that parking pool. Most of these are used during the day. We found most people didn't come to work until 9 or 10. In the peak hours of the afternoon we have 280, that's where it peaks. At 5:00pm it drops off. What we found, there's really no parking problem outside those working hours from 9, maybe 10, to 5. On weekends there's no problem. A lot of these uses, the conference might be a little different. The restaurant use for sure, would not compete with anyone because all the business parking opens up. Right now there's no reason we can't provide that parking. Down the road if the whole Town Center is developed we anticipate we'd be ok based on the parking pool we have. As things develop we'll constantly be looking at that. Ultimately if we need more parking we can convert parking lot F, which is by the daycare, to a parking structure. It'll take us a long time to get there. Right now there's not a big concern. Not only is there a finite amount of parking that seems to work there's also that use. The other thing, you'd hope some of the conference goers would stay in a hotel room. So you have some dual use that's not taken into account in any of this analysis. But to be clear they still are deficient. From a business model standpoint it's up to them to determine if that's good. There could be a situation where the closest parking space to their restaurant is 2 blocks away in the Town Center. It's something the applicant needs to consider if this is the right answer for them. Commissioner Teresa England: May I suggest valet parking? That's what they're going to have to do. Otherwise people won't go to the restaurant. They'll turn around and leave. I think it'd be a great project on a slightly larger piece of ground.

Chairman Nathan Nosari: My concern is the height. Dan Burroughs, Town Engineer: It's a 40ft right-of-way between that and Gateway. But both buildings aren't right up to the right-of-way line. It's 8 feet from the edge of the road. There's a good 60ft between the buildings.

Commissioner Teresa England: Do we think the architecture compliments each other?

Dan Burroughs, Town Engineer: I think it's fine. It's not a perfect world. I think they're both modern. It's just one of those things. I don't know how to answer that. It's really up to you to interpret that.

Commissioner Amy Gaddis: The stucco to me, I'm not a fan of stucco. I feel like it cheapens the building. I don't know why on the parking, I don't know why it's not a metal grate or something. I don't think anyone wants to see in there and see all those cars. It's messy. Commissioner Teresa England: I agree. And it's Lake Dillon Drive. Commissioner Amy Gaddis: They do enough parking now you can hide that stuff so it's not so noticeable. Ken O'Bryan: I thought we hid it. We have walls that are 4 1/2 feet high so I don't think you'd see the cars. Commissioner Amy Gaddis: But even seeing the structure of a parking structure to me is fairly. Dan Burroughs, Town Engineer: It's kind of setback. Ken O'Bryan: We could screen it.

Commissioner Amy Gaddis: I think there's an overall concern about height to begin with. Whether parking needs to go down some. Chairman Nathan Nosari: Chop a level off. Commissioner Amy Gaddis: I believe it still needs to be screened. Why is that not important? Commissioner Teresa England: I'm more concerned about the view from Lake Dillon Drive itself. Driving past an 80 foot mass.

Commissioner Jerry Peterson: I think we've worn this all out. Chairman Nathan Nosari: Can I make a suggestion that we continue this conversation for the next meeting. We can ask for some additional information from Ken. For example, one of my concerns is height. I think it's going to be overpowering.

Commissioner Amy Gaddis: It would be helpful to see perspectives for how this fits into the heights of the Town. To show the mass of that building.

Commissioner Jerry Peterson: It's almost impossible to get anything done anymore.

Chairman Nathan Nosari: I don't disagree with the residential and commercial. Commissioner Teresa England: I think it's a great concept. I just want to ensure it's thought through and it's successful. It's a very complicated concept. Part of what I want to require is that we see the governing documents. For example, it's one thing to tell the applicant, no storage. That's got to be in the condominium documents. I don't want trash showing up because they don't want to take it down. Dan Burroughs, Town Engineer: We'll review all that stuff later when they do the condo replat. At that point in time it'll come to you for review, you can certainly make that a condition of approval. Dan Burroughs, Town Engineer: What we're doing is creating a list of things we want the applicant to work through.

Chairman Nathan Nosari: Can we go back to the snowmelt? I have to deal with this for our health club. We just put in a new snowmelt system on the plaza deck, so you know. It's working great but we're having issues with our fitness area, with the health club hot tubs. There is no snowmelt and so we're having manpower there. And we're having a lot of slips and falls. Can we make snowmelt required on the recreation deck? Dan Burroughs, Town Engineer: Yes, and if the applicant doesn't like it they can argue it. This will go to Town Council next for approval. Town Council will evaluate it and they can provide evidence one way or another. Because you can move a lot of snow with a guy and a shovel. Chairman Nathan Nosari: The problem is its on top the parking structure. How do you remove that snow from the top down? Ken O'Bryan: I agree with Nathan. There should be a path snowmelt in there. I don't think we'd propose to snowmelt the entire thing, that's a lot of energy. I agree, even if you have a guy shoveling it, it's going to snow, someone's going to poach the hot tub at midnight.

Commissioner Amy Gaddis: I think parking needs to be looked at again. We're at a 41% deficit. I could see 10%, but 40% seems like a lot. Dan Burroughs, Town Engineer: There are other ways to add parking. Is that something you want them to do, or look at it and argue it? Commissioner Amy Gaddis: Yes, I feel like a 3-bedroom apartment and 1 parking spot is not realistic. Dan Burroughs, Town Engineer: Ok, so we'll ask the applicant to relook at that, maybe adding a parking structure or something. Ken O'Bryan: It's something we've already been through with Town Council in previous work sessions 4 years ago. Dan Burroughs, Town Engineer: That was a different Council then, and this Council may have a different opinion. Ken O'Bryan: Sure we can come back to you, there's no place to add parking to this proposal. We'd prefer, rather than you send us away, that you give us a yay or nay tonight with conditions. We'll come back and say we'll go to .7 spots per hotel room, which is still national industry standard, which will give us then 2.5 spaces for a 3-bedroom unit, and 1.5 spaces for 2-bedroom. It's just a numbers game. We're pretty maxed out, we can't add any more parking. Commissioner Amy Gaddis: I don't know hotel standards. But if the hotel that you get on board, it's their issue to deal with parking. But for the residents I feel like something closer to 2 spots for 2 to 3-bedrooms is necessary.

Dan Burroughs, Town Engineer: There will be a PUD amendment no matter what. And you will get to review that.

Commissioner Teresa England: How did you come up with the ratios of hotel rooms to condos? Ken O'Bryan: It was a guess based on projects we've done in the past. Dan Burroughs, Town Engineer: If we look at this again from the overnight perspective, there are 125 parking spaces. There are 83 hotel rooms. If we ask them to argue this a little better that you might have a whole parking level be dedicated to residential parking. That fits better with your parking layout of the building. The most important thing from the Town standpoint is overnight parking. Don't waste his time if you're not going to agree with this in a month. The real question is if the applicant feels comfortable moving forward with parking for the restaurant being a block away. Commissioner Teresa England: For approval purposes, how do we put that in the resolution?

Ned West, Town Planner, reviewed code in staff summary, requiring the applicant for approval purposes to provide 4 facts to be able to be evaluated.

Dan Burroughs, Town Engineer: We can have them write a 1-page dissertation on why this is going to work and is economically viable to meet the evidential proof requirements required by the PUD code that Ned outlined. Part of this redevelopment process is we want a walkable community, and there's an expectation that you'd have to walk a block or two in a successful Town Center. Those are the kind of things we have to evaluate.

Would like to see additional conditions for approval:

- 1) 3D rendering in context to the community / a massing model of the Gateway Project for Town Council approval.
- 2) Agreement from CDOT to store snow on their right of way or agree to haul it off.
- 3) Conditional approval that HOA docs match the development agreements.
- 4) Deal with trash issue for residents, must be handled in condo docs.
- 5) Review the open space in condo docs.
- 6) Evaluate snowmelt path to and around hot tubs.
- 7) Removal of underground tanks in conformance with state law, federal law and mitigation.
- 8) Reconfigure parking calculation. 2 spaces for 2, 3, or 4-bedrooms. 1 space for 1-bedroom. .7 for hotel. Everything else for restaurant and conference center.

Chairman Nathan Nosari closed the public hearing at 8:10 p.m.

Commissioner Jerry Peterson moved to approve Resolution NO. PZ 09-16 Series of 2016. The motion failed.

Commissioner Teresa England made a motion to approve Resolution NO. PZ 09-16 Series of 2016 with all conditions set forth in the proposed resolution plus the additional conditions that have been listed. Commissioner Jerry Peterson seconded the motion. The motion passed 4 to 1. Commissioner Amy Gaddis said no.

CONSIDERATION OF RESOLUTION NO. PZ 10-16, SERIES OF 2016; A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, APPROVING A LEVEL III DEVELOPMENT APPLICATION FOR A CONDITIONAL USE PERMIT FOR RESIDENTIAL USE IN THE COMMERCIAL ZONING DISTRICT ON LOTS 1, 1A, 1B AND 1C, BLOCK B, NEW TOWN OF DILLON SUBDIVISION, LOCATED AT 122, 134, AND 176 LAKE DILLON DRIVE, DILLON, COLORADO; AND, SETTING FORTH DETAILS IN RELATION THERETO. PUBLIC HEARING. PUBLIC HEARING

SUMMARY:

The Town received a Level III Development application from the Developers of the proposed Crossroads at Lake Dillon Drive PUD project at 122, 134, and 176 Lake Dillon drive. A conditional use permit is required for residential uses in the Commercial (C) zoning district.

This application is running concurrently with Resolution PZ09-16, Series of 2016 for a Planned Unit Development (PUD) approval for the project. Code requirements varied by the PUD are detailed in that document, staff summary, and PUD Agreement.

Project Overview:

Zoning:

Commercial (C) per the adopted 2013 Town of Dillon Zoning Map:

Current Land Use:

Currently the parcel has a mix of uses on the proposed project site. A gas station and convenience store are located on Lot 1. Old Town Hall, located on Lot 1C was utilized as a performing arts center prior to the current use as office space for the non-profit High County Conservation Center (HC3). The Old Rebekah Lodge on Lot 1B is used for radio broadcasting and by a barbeque and catering business. Lot 1A is landlocked vacant land.

Proposed Residential Units and Open Spaces:

Residential use in the Commercial (C) zoning district require a Conditional Use Permit, and an application is running concurrently with this PUD application. The underlying Commercial (C) zoning district requires that two-hundred (200) square feet of private open space be provided immediately adjacent to the units. The development provides twenty-three (23) residential units on Levels 3, 5, & 6; however some are not provide with private open space / decks. In addition, residential uses in the underlying zoning district are limited to 21 units for this size proposed parcel (1.501 acres) through the Conditional Use Permit process based on the specified density of the Residential Medium (RM) zoning district that has a maximum density of fourteen (14) units per acre.

The Code provides the following requirements for Residential uses in the Commercial zoning district:

Sec. 16-3-160. - Commercial (C) Zone. (excerpt)

(3) Conditional uses. The following uses and their accessory uses may be permitted if in conformance with the intent of this Chapter, subject to the provisions of Article V, Division 3, and after an appropriate review has been conducted:

c. Multi-family dwelling units at the density established for dwelling units within the RM zone.

(4) Residential uses. Residential uses shall only be allowed as conditional uses if they meet the following standards and criteria:

- a. The residential uses do not exceed forty percent (40%) of the square footage of the total project nor exceed fifty percent (50%) of the square footage of any one (1) building within a project.
- b. The residential uses are located either above the first floor or, if located on the first floor, do not occupy, in the determination of the Commission, a primary building facade, which is generally those facades that face the primary commercial parking lot intended to serve the project, or face public rights-of-way from which pedestrian access to the commercial or other approved primary uses is provided.
- c. The residential uses are provided with private yards or outdoor open space areas, a minimum of two hundred (200) square feet in size per unit, located immediately adjacent to the residential units. This may be on-grade or provided through the use of decks and/or balconies.
- d. Parking for the residential uses shall be distinct from any other parking on-site, shall be in a separate area whenever possible and shall be signed for the use of the residents only. No required residential parking may be off-site, nor shall its construction be deferred to a later date. The Developer requests the Code provision for the private residential open space and unit per acre density be varied through the PUD.

The Developer requests the Code provision for the private residential open space and unit per acre density be varied through the PUD.

Level 3. Three (3) apartments dedicated for employees of the project. The PUD Agreement binds the Developer to this dedication. The employee housing units are sited in the northwestern corner of the building on Level 3, and comprise 2,233 square feet of that level. The three (3) residential apartment units are separated from the hotel use by a private, limited access hallway.

As a condition of the Conditional Use Permit, residential uses are to be provided two-hundred (200) square feet of private open space immediately adjacent to the units. The units are not provided private decks directly adjacent to them, but are afforded access to the 6,191 square foot Recreation Deck on that level. The recreation deck is available to both hotel guests and residents in the building, and the Developer proposes that open space provided by the Recreation Deck, upper level Observation Deck, and open space outside the building on the ground level be sufficient for the residential open space requirements on Level 3.

Level 5. Eighteen (18) residential units are provided on Level 5. The Developer proposes these units as market rate for sale condominiums. A total of 14,781 square feet of residential unit space is provided on the level.

The two (2) one-bedroom units are not provided with private open space decks due to limitations on the size of the units. They are afforded access to the 6,191 square foot common Recreation Deck on Level 3, as well as on grade open space, and the observation deck on Level 6.

Level 6. Two (2) residential units are provided on Level 6, totaling 4,548 square feet with an average of four-hundred and eighty-seven (487) square feet of private open space immediately adjacent to the units.

The 3,928 square foot observation deck on Level 6 provides additional common open space for residents of the building in a shared capacity with the commercial users.

Site Configuration:

Access: Automobile access to the site is off of Lake Dillon Drive at the Intersection with Tenderfoot Street. A new crosswalk will connect pedestrian users with Town Park and the Summit Stage transit stop, as well as to sidewalks and paths connecting to the Core Area.

Off-street Parking:

Off-street parking is provide in open air parking spaces as well as a two (2) level covered parking structure.

The Code provides for off-street parking requirements in Article VI of Chapter 16.

Crossroads at Lake Dillon PUD Parking Design Considerations. The Developer has requested the following parking design considerations through the PUD process:

1) Reduced Commercial and Residential Parking. Through the PUD process, Section 16-5-120(i) of the Code provides for the ability for an applicant to vary the required number of parking spaces based on consideration of the following factors:

- a) Estimated number of vehicles to be used by occupants of dwellings in the PUD;
- b) Temporary and permanent parking needs of non-dwelling uses;
- c) Varying time periods of use whenever joint use of common parking areas is proposed; and
- d) Parking and storage needs for recreational vehicles, including but not necessarily limited to campers, camper shells, boats, travel trailers and snowmobiles. Note that the PUD Agreement stipulates that this item (4) may not be considered for this project, as such uses are not permitted in this PUD.

The Developer proposes one-hundred and twenty-five (125) parking spaces. They propose one (1) parking space per residential unit and hotel room, and differing criteria for the assessment of parking for the restaurant and conference center than provide for in the Code.

- a) The Code requires two-hundred and thirteen (213) parking spaces for the underlying Commercial zoning district.
- b) Comparatively, the Core Area zoning district parking requirements would require one-hundred and eight-one (181) parking spaces.
- c) The project provides approximately 59% of the required parking for the underlying zoning district, and approximately 69% of that required using the Core Area requirements as a comparative.

2) Allowance for Curb Overhang in Parking Dimensions. The Developer requests that a portion of the parking, those parking spaces along the CDOT Highway 6 Right-of-way be constructed at 17' deep with a 12" overhang over the curb and landscape strip adjacent to the right-of-way line. This effectively still provides an 18 foot long parking space, in the view of the Town Engineer, and is acceptable to the Town. There is no specific Code reference pertaining to this item.

3) Compact Parking Spaces: The Code allows for compact parking spaces in conjunction with a PUD. In this case the applicant has asked for five (5) compact parking spaces within the parking structure. The Developer proposed compact parking spaces with a width of eight (8) feet. The five (5) compact parking spaces represent 4% of the provided 125 total parking spaces provided. The Code provides for up to 20% compact vehicle parking within a PUD.

4) Parking Garage Ramp grade in excess of 10%. The Code allows for steeper parking garage ramp grades in conjunction with a PUD, with the condition that they don't exceed 20% grade and are heated. All parking garage ramp segments within a PUD greater than 10% require integral heating in accordance with Sec. 15-5-120(n)(2) of the Dillon Municipal Code (Code). The Developer proposes twenty percent (20%) grades for the garage ramps and will provide an integral snow melt system in all ramps exceeding 10%.

5) Parking Garage Ramp Width. The Code provides for a 20' parking garage ramp width as proposed for the parking garage access on the northern side of the building, in conjunction with a PUD. This is permissible within a PUD in accordance with Sec. 15-5-120(n)(3) of the Dillon Municipal Code (Code).

6) Parking Space Use restrictions. As noted in subsection 1)d) above, as a component of the concessions made for parking lot and parking garage design standard variations from the Code through the PUD process, the Town has placed the following limitations on parking space usage: The residential and commercial parking spaces located onsite may not be used for the storage of any vehicle or non-vehicle items, including, but not limited to storage sheds, trailers, boats, kayaks, ATVs or recreational equipment, construction equipment or any other vehicle or non-vehicle items.

Commercial Zoning District Considerations:

The following shall be considered for a Conditional Use Permit for a residential use in the Commercial (C) zone, per Section 16-3-160 of the Dillon Municipal Code.

1. A Conditional Use Permit for the proposed residential use in the existing Crossroads at Lake Dillon is consistent with the zoning provisions of the Commercial (C) zoning district.
 - a. *Residential uses are permitted in the Commercial (C) zoning district upon issuance of a Conditional Use Permit.*
 - b. *Other aspects of the project having commercial components are compatible with the Commercial (C) zoning district.*
2. The residential uses do not exceed forty percent (40%) of the square footage of the total project nor exceed fifty percent (50%) of the square footage of any one (1) building within a project.
 - a. *The proposed residential use areas comprise approximately 25,381 square feet of the 128,800 square foot total building area. The residential use areas used in the calculation include the residential decks attached to the majority of the units. The residential uses in the building are therefore 19.7% of the square footage of the total project. This falls below the threshold provided by the Dillon Municipal Code of 40% maximum residential use for a project in the Commercial (C) zone.*
 - b. *The criteria for a maximum of 50% residential use for any one building well exceeds the 19.7% residential use proposed in the building.*
3. The residential uses are located either above the first floor or, if located on the first floor, do not occupy, in the determination of the Commission, a primary building facade, which is generally those facades that face the primary commercial parking lot intended to serve the project, or face public rights-of-way from which pedestrian access to the commercial or other approved primary uses is provided.
 - a. *The proposed residential use does not occupy the primary façade of the building on the first floor; the residential use is dedicated to Levels 3, 5, and 6 of the building.*
 - b. *Private residential access points, lobbies, and elevators are provided for the residential use, and do not occupy the primary façade or area of the proposed hotel lobby and conference center on the first level.*
4. The residential uses are provided with private yards or outdoor open space areas, a minimum of two hundred (200) square feet in size per unit, located immediately adjacent to the residential units. This may be on-grade or provided through the use of decks and/or balconies.
 - a. *The three (3) employee housing units on Level 3 do not have private decks/ balconies; they are afforded access to the 6,191 square foot Recreation Deck on Level 3. This is a condition of approval of the concurrent Resolution PZ 09-16, Series of 2016 for the Crossroads at Lake Dillon PUD.*
 - b. *Of the eighteen (18) residential units on Level 5, sixteen (16) are provided with an average deck / balcony size of approximately 177 square feet of private space immediately adjacent to their units. This is determined by dividing the provided deck area of 2,846 square feet, by the sixteen (16) units on that level that are provided decks. These are multi-bedroom units, which are also afforded access to the 6,191 square foot Recreation Deck on Level 3. This is a condition of approval of the concurrent Resolution PZ 09-16, Series of 2016 for the Crossroads at Lake Dillon PUD.*
 - c. *Two (2) one-bedroom / studio units on Level 5 are not provided private decks / balconies; they are afforded access to the 6,191 square foot Recreation Deck on Level 3. This is a condition of approval of the concurrent Resolution PZ 09-16, Series of 2016 for the Crossroads at Lake Dillon PUD.*
 - d. *The two (2) residential units on Level 6 are provided with a total of 973 square feet of private decks / balconies, providing an average private open space area of 487 square feet. These residents are also afforded access to the Recreation Deck on Level 3, in accordance with Resolution PZ 09-16, Series of 2016.*

5. Parking for the residential uses shall be distinct from any other parking on-site, shall be in a separate area whenever possible and shall be signed for the use of the residents only. No required residential parking may be off-site, nor shall its construction be deferred to a later date.

- a. *The project proposes one (1) dedicated vehicle parking space per residential unit.*
- b. *The number of dedicated residential parking spaces proposed is less than that required by the Dillon Municipal Code, which is a deviation from the underlying zoning district through the concurrent Resolution PZ 09-16, Series of 2016 for the Crossroads at Lake Dillon PUD.*

B. That the proposed Conditional Use meets the criteria set forth in Article V “Planned Unit Development”, Division 3 “Conditional Uses”, Section 16-5-220 “Conditional Use Criteria”, as follows:

1. The use is listed as a 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.
 - a. *The use is listed as a Conditional Use in the Commercial (C) zone. The Comprehensive Plan supports mixed-use projects and more intensive development along U.S. Highway 6. The hotel use, conference center, and restaurant uses are consistent with the purpose and permitted uses of the Commercial (C) zoning district. Multi-family residential uses are listed as a conditional use in the zoning district, so long as the proposed density is similar to that of the Residential Medium (RM) zoning district which has densities ranging from six (6) to fourteen (14) units per acre. The proposed twenty-three (23) residential units sited on the 1.5 acre project site is close to this density. The concurrent Resolution PZ 09-16, Series of 2016 for the Crossroads at Lake Dillon PUD provides for higher density as part of this proposed mixed-use development.*
2. The parcel is suitable for the proposed Conditional Use, considering such factors as size, shape, location, topography, soils, slope stability, drainage and natural features.
 - a. *The site is already developed with several buildings and parking lots.*
 - b. *The size and shape of the project site has been designed for optimal utilization of the property. The size constraints of the property have been optimized by seeking a deviation from the required setbacks through the concurrent Resolution PZ 09-16, Series of 2016 for the Crossroads at Lake Dillon PUD.*
 - c. *The proposed project has new drainage and landscaping improvements which will enhance the site.*
 - d. *Topography and slope stability are not anticipated to cause the site to be unsuitable, as the site is relatively gently sloping and there is no indication of soil instability at the current time.*
 - e. *The developer will have to legally remove the existing underground storage tanks on site and, if necessary, mitigate the soil in accordance with federal regulations.*
3. The proposed Conditional Use will not have significant adverse impacts on the air or water quality of the community.
 - a. *It is anticipated that the proposed project will not have any significant adverse impacts on the air or water quality of the community.*
 - b. *The project requires demolition of buildings that may contain asbestos. The PUD Agreement requires proper mitigation and legal disposal of all contaminated materials prior to the demolition of any structures.*
 - c. *As referenced in subsection 2 above, the existing underground fuel storage tanks will require removal and soil mitigation if necessary, in accordance with state and federal laws, to ensure the protection of air and water quality.*
4. 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.

a. *The proposed Conditional Use of residences on upper levels of the proposed building in the Commercial (C) zoning district are not anticipated to substantially limit, impair, or preclude the use of surrounding properties.*

5. Adequate public utilities and services are available or will be made available to the site prior to the establishment of the Conditional Use.

a. *All required utilities and services are in place, or can be made available to the site.*

b. *All required utilities would need to be in place prior to the issuance of a Certificate of Occupancy for the project, and thus prior to the establishment of the Condition Use residences.*

C. That Conditional Use Permits shall transfer in ownership and thus run with the land in accordance with Section 16-5-250 of the Dillon Municipal Code.

Section 2. That the Planning and Zoning Commission of the Town of Dillon does hereby approve a conditional use permit for a residential use in the Commercial (C) zoning district at 122, 134, and 176 Lake Dillon Drive, Dillon, Colorado with the following conditions:

1. The residential parking spaces shall be dedicated and distinct for the residential users in the building.

2. No residential use may occupy the lower level of the building.

3. All residential occupants are to be afforded access to the Recreation Deck on Level 3 as all, or part, of their dedicated open space.

RESOLUTION CONSIDERATION:

Staff presents Resolution PZ 10-16, Series of 2016 for consideration.

PUBLIC HEARING:

A **Public Hearing** is required for this resolution.

Chairman Nathan Nosari opened the public hearing at 8:23p.m.

Ned West, Town Planner presented the resolution. A typo in resolution was pointed out on page 2. We would want to amend the resolution to reflect the proper number. In 2B, instead of 19.7% it should be 26.6%.

Commissioner Teresa England: requested adding to condition #3 “legal” in front of access. So condition #3 reads: All residential occupants are to be afforded legal access to the Recreation Deck on Level 3 as all, or part, of their dedicated open space.

Chairman Nathan Nosari closed the public hearing at 8:34 p.m.

Commissioner Teresa England moved to approve Resolution NO. PZ 10-16 Series of 2016 with the addition of the word “legal” in condition #3 between the words ‘afforded’ and ‘access’. Commissioner Amy Gaddis seconded the motion, which passed unanimously upon roll call vote.

OTHER BUSINESS

January’s meeting is cancelled. The next meeting will be February 1, 2016

ADJOURNMENT

There being no further business, the meeting adjourned at 8:39p.m.

Respectfully submitted,

Corrie Woloshan

Corrie Woloshan
Secretary to the Commission

DRAFT

RESOLUTION NO. PZ 01-17
Series of 2017

**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 1ST DAY OF FEBRUARY, 2017 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
FEBRUARY 1, 2017 PLANNING AND ZONING COMMISSION MEETING**

DATE: January 22, 2017

AGENDA ITEM NUMBER: 4

ACTION TO BE CONSIDERED: Consideration of Resolution No. PZ 01-17, Series of 2017:

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 2015. The 2017 updates reflect the community's desire to increase the number and mix of residential uses in the Town with a focused effort on providing high quality housing for year round residents and the workforce of the community. The updates include a revision to the land use map to correct errors on the previous map thus more accurately depicting the appropriate land use designations. 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. A reference to a "recent" study might have been revised with the actual date of the culminating report of the study.

Minor changes to Section 2 "Background and Setting", Subsection III "Existing Land Use Patterns" were performed to improve readability, to update references, to present certain land areas as having potential for workforce housing, and to acknowledge improvements in Open Space and Public Land discussions.

In Section 3 "Economic Overview", a new table presenting updated sales tax information.

In Section 4 "Natural & Manmade Environment", amendments were made to reference the Architectural Guidelines under development.

Section 6 “Land Use Element” was amended to reference the Community Housing Forum held in October of 2016 wherein the community focus was on higher density residential uses, with a mix of housing options for the community’s workforce and full time residents. There was strong support for planning for higher density residential in portions of the Mixed Use and Urban Reserve zoning districts. Amendments also were done to the High Priority Uses table which focuses on the suggested community priorities for the community for the next three (3) to five (5) years. Such references to higher residential densities, a change from a stage theater facility to improvements to the amphitheater, and continued progress on the Town Park improvements were highlighted as high priority uses.

Some portions of Section 6 were reformatted and expanded to clarify the community’s desire for increasing residential densities in the long range planning for the Urban Reserve areas, as well as establishing criteria for reviewing residential projects in the Mixed Use zoning district. The potential for residential uses in the Core Area zone are also more explicitly presented. Amendments to the open space requirements in the Mixed Use (MU) zone were also made.

A new land Use Map was inserted on sheet 6-10 to reflect the appropriate land uses. The old map indicated areas as being commercial, even though they were residentially dominated, though in the Mixed Use zoning district. The new map helps to clarify the difference between land use and the zoning designation of parcels.

Section 7 “Circulation” only had one typographical amendment.

Section 8 “Community Facilities and Utilities” was amended to provide an update on the Old Dillon Town Hall, and to update the EQR table under the “Build Out Projects”, to reflect a minor change in the current demand for EQR’s (increased by 9 due to new projects).

STAFF RECOMMENDATION: Staff recommends the adoption of the 2017 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

Town of Dillon 2017 Comprehensive Plan

Deleted: 2015

ACKNOWLEDGEMENTS

Town Council

Kevin Burns, Mayor

Mark Nickel, Mayor Pro-Tem

Brad Bailey

Jen Barchers

Carolyn Skowrya

Tim Westerberg

Moved (insertion) [1]

Deleted: R. Louis Skowrya III

Moved up [1]: Mark Nickel

Deleted: Ben Raitano

Planning and Zoning Commission

Nathan Nosari, Chair

Amy Gaddis, Vice-Chair

Teresa England

Charlotte Jacobsen

Dr. Jerry Peterson

Deleted: Brad Bailey, Chair

Deleted: Vice

Deleted: Amy Gaddis
Kyle Hendricks

Contributing Staff:

Dan Burroughs, Community Development Coordinator

Ned West, Town Planner

Theresa Worsham, Former Town Planner

Melissa Wyatt, Former Town Planner

Deleted: October 2015

Deleted: 2015

Town of Dillon
2017 Comprehensive Plan

January 2017

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Section 1: Introduction and Administration

I. Introduction

The current Comprehensive Plan was adopted in 2015. The 2017 Comprehensive Plan amendments include:

1. Updates to the Town Council and Planning and Zoning Commission members; and,
2. Section 6 Land Use amendments to reflect the desire of the community for greater residential densities in some zoning districts, to increase a mix of housing available for Summit County's workforce, to provide for a mechanism for residential developments in some areas of the Mixed-use zoning district that are underutilized and do not occupy key commercial frontages; and,
3. A new Land Use Map accompanies the amendments in Section 6 to more accurately depict the land use of various parcels in Town and to correct errors depicted on the previous Land Use Map.

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.

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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 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.

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.



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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.

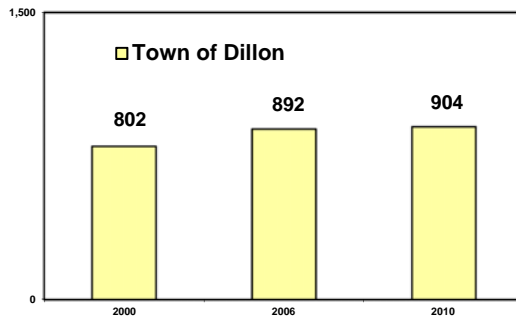
Section 2: Background and Setting

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.

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.

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 four (4) types: single family residential, medium-density multi-family residential, high-density multi-family residential, and mixed-use residential.

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Residential land uses have developed in a pattern that surrounds the Dillon Town Center, while the Town Center has residential use in mixed-use buildings. 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.

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 in the mid to late 1990's. 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.

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.

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. If any of these parcels are considered for development, the appropriate residential zoning will have to be considered with a focus on providing a broad range of housing types meeting the specific needs of the community, while closely considering the workforce housing demands. Denver Water stated their intentions in 2007 as follows:

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.
 - 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.
- 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, and has been instrumental in the Marina Park improvements and the planning and design process for proposed Town Park improvements.

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

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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.



Dillon Amphitheatre

Private Recreational Facilities. Private recreational facilities are somewhat limited within Dillon, and consist primarily of the bowling alley located in the La Riva del Lago building in the heart of Town, and the movie theater at Dillon Ridge Market Place.

A private gym and a Pilates/yoga studio are also located in the Town Center, and other such facilities are located in other commercial areas of Town. Several of the condominium complexes have private clubhouses.

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- Deleted: 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.

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.

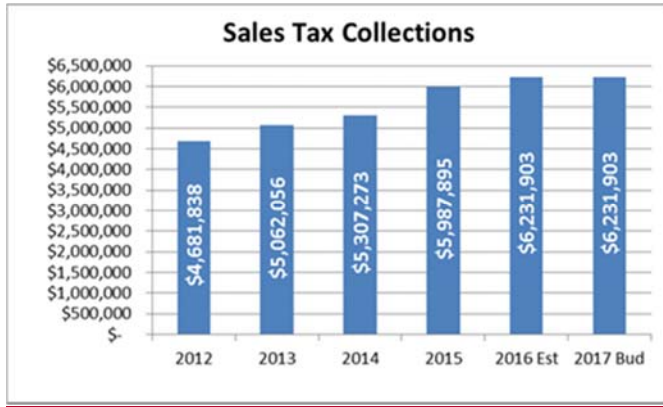
Dillon's strategic location along Highway 6 near I-70 should allow Dillon to capture a consistent share of retail sales associated with the ski and winter sports industry each year. Until the development of the Dillon Ridge Market Place, retail facilities and short-term lodging were limited. The Town 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

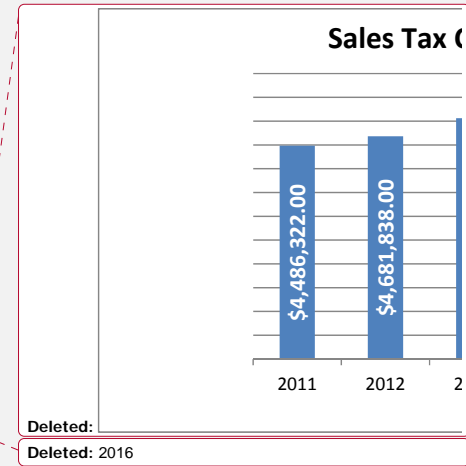
Sales tax in Dillon has increased with the development of Dillon Ridge Market Place and other associated developments. Dillon captured approximately 8.0% of countywide retail sales in 2006. This is a trend that should continue as Dillon Ridge Market Place and surrounding area is fully developed. Dillon 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.



Graph of Annual Sales Tax Collections by the Town of Dillon between 2011 and Projected to the end of 2017.



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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.

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

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.

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.

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.

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.

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



- 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

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. The Town needs to continue to work on creating architectural design guidelines that reflect the brand position of the Town, and new projects, or façade improvements to existing buildings, should utilize those guidelines during their design. 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.

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 incorporate 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. □



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 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

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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.

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.

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.

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.

Noise Pollution:

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

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.

Pursue sound barriers and other sound mitigating measures with CDOT.

Goal: *Increase enforcement of noise pollution violations.*

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).*

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.

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.*

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.

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.

In general, the Comprehensive Plan Boundary contains areas which:

- 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.

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.

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.

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:

- 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. Exhibits 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.

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.

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.*

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.

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.

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.*

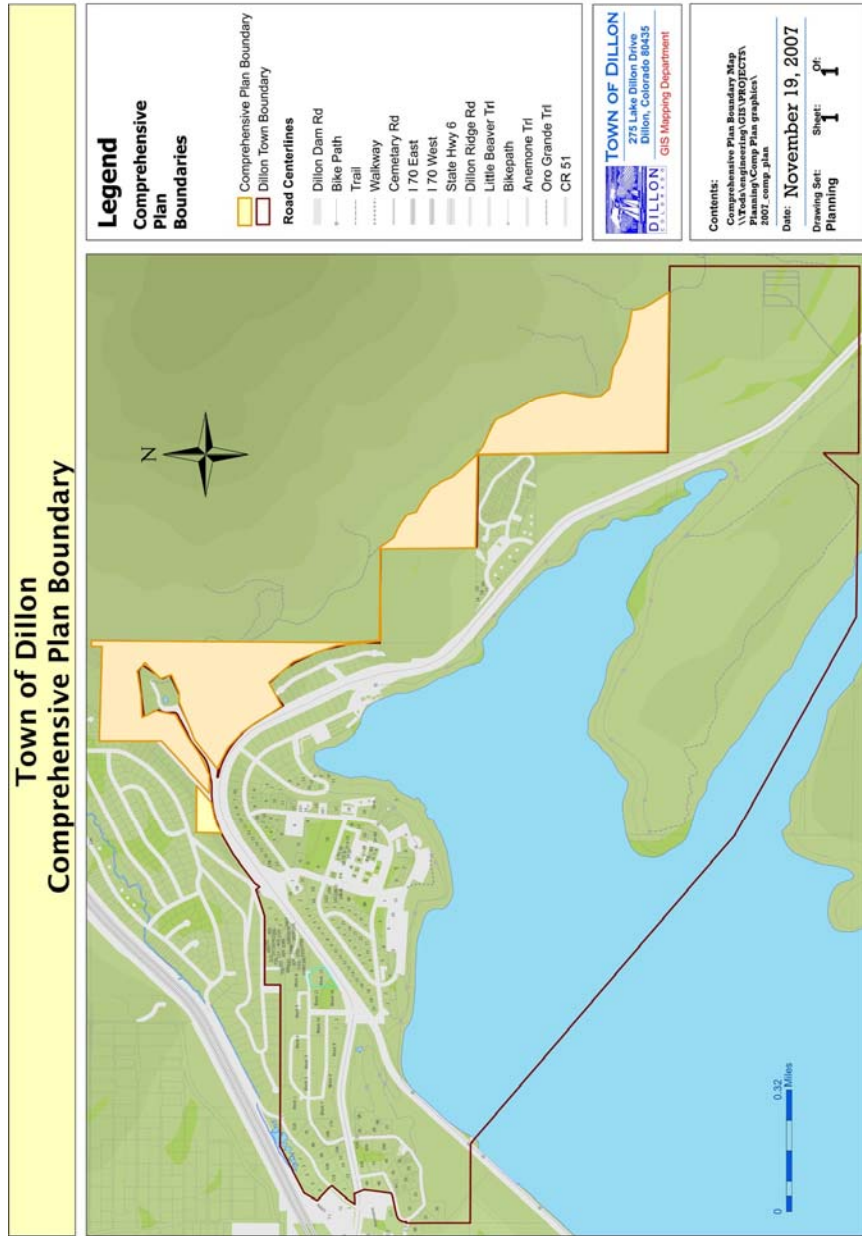
Policies: Annex land only on the basis of findings that support the need for additional developable land in order to maintain an orderly growth pattern within the Town's service capabilities.

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.

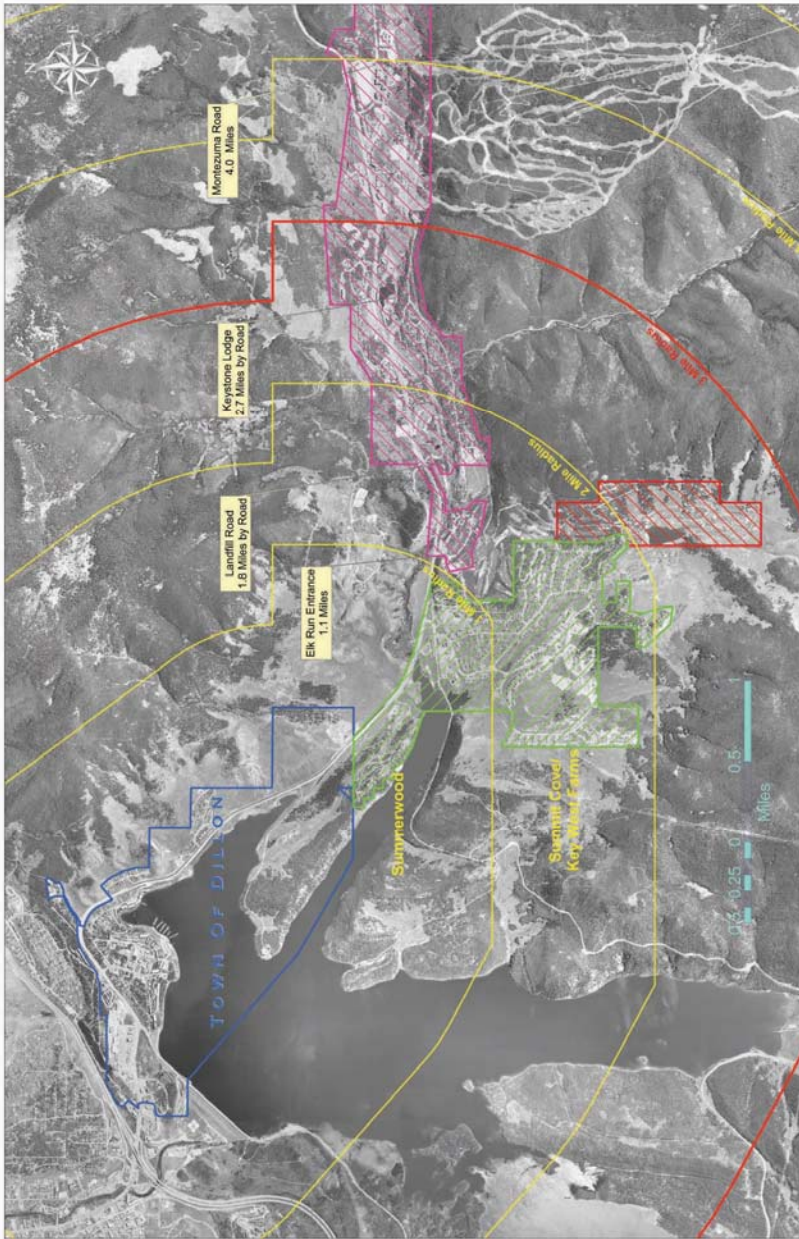
Do not annex those areas unwilling to provide needed facilities or services, or unwilling to upgrade existing substandard facilities prior to or upon annexation.

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.

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, the Parks and Recreation Master Plan, and community input during the October 2016 community housing work session were also used to identify appropriate land uses.

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 increase housing availability and full time residents in the Town as well as reduce the cost of providing urban facilities and services while preserving the critical natural characteristics of the community.
- Locate retail, service commercial and higher density residential projects near existing and proposed transportation systems.
- Plan for an adequate supply of land for all types of future land uses identified in the Plan and as detailed in the Three-Mile 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, designated wetlands and The Fen, critical natural vegetation, fish and wildlife resources, and the protection of other environmental assets.
- Protect critical open spaces and their 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.

II. Land Use Guidelines

The Town strives to integrate its multiple master plans into a unified vision. Through this process several medium and high priority goals were identified. The Town should continue 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
Update the Amphitheatre Facilities	Marina Park	Improve Restrooms, ADA Access, Concessions, and Stage Building.
Implement the Town Park Master Plan	Town Park	New play structures, bathrooms, pavilion, multi-use sports field, improved racquet sport courts, create new Town Market space, and improve parking and pedestrian circulation.
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 • high density workforce & attainable housing in multi-family context • high density workforce & attainable housing in conjunction with mixed-use developments • use funds from the affordable housing impact fee to develop workforce/attainable housing with a focus on Town employee housing 	County Wide Water Treatment Plant Area Denver Water parcels Town owned and privately owned land near Lookout Ridge Town Center Mixed-use zone Core Area zone	Balanced to meet the needs of the entire community, while promoting year-round occupancy (recommended by the Leland Study)
Core Area Redevelopment / Infill <ul style="list-style-type: none"> • Residential and Commercial with a focus on a full time residential populace along with service oriented and retail commercial with new development creating a sense of place. 	Core Area	Determine Town owned land that might be incorporated into a redevelopment or infill project. Partner with land owners and developers. Develop Core Area Design Guidelines to unify the vision of the Town through more improved and consistent architectural themes.

~~Deleted: New Cultural and Performing Arts Center~~

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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, ~~aims~~ to achieve diversity in housing types and densities to provide ~~additional housing opportunities to attract more~~ Dillon year-round residents ~~while still encouraging~~ 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, ~~with a focus on increasing the populace of full time residents.~~

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Currently, the number of parcels available for future high-density residential development within Dillon's Comprehensive Plan Boundary are limited. Underutilized and appropriately located Mixed-use zoned parcels and portions of the Core Area should also encourage high-density housing as a component of these neighborhoods and future developments. Outward from the core area and mixed-use areas of the community, gross residential densities should generally decrease in intensity.

A. Development in the vicinity of Corinthian Hill Subdivision: 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:

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 150 feet in width at a minimum.
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.

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

The Leland Study, the Dillon Economic Revitalization Advisory Committee, the Dillon Town Center Vision and Recommendations Document, and the recent community housing forum endorsed planning for residential uses at densities similar to the surrounding Oro Grande and Corinthian Hill developments on Parcels C & D. The northeast sections of both these parcels feature steep slopes which are not suitable for development. Also, the better portion of Parcel D contains The Fen wetlands, and is not suitable for development, and 150 foot setbacks should be required to buffer development from The Fen.

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

- Development should provide a green belt along 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 buffer width 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 recreation 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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B. Infill and Redevelopment in the Mixed-use and Core Area Zoning Districts: Infill and redevelopment projects should provide for an increase in the full time residential population while maintaining key commercial locations for retail, restaurants, entertainment venues, and service oriented businesses.

1. Residential uses should be limited to above the first floor in areas of key retail and commercial activity, such as frontage along Lake Dillon. Stand-alone residential projects should be considered in the Mixed-use zoning district where the parcels do not occupy key retail frontage areas, or are located on the outer portion of a larger development of combined lots such as a PUD and are adjacent to other such residential use. Residential uses in the Core Area should be developed through the PUD process, and first floor residential uses should go through Conditional Use Permit review.
2. New projects should satisfy the general criteria of the Architectural Guidelines of the Town.
3. Renovations of existing buildings in the Core Area should strive to incorporate some of the criteria developed for the Architectural Guideline, of the town.

C. Denver Water Land near the Dillon Nature Preserve: The land held by the Denver Water Board on the southern 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 given its close proximity to the Dillon Nature Preserve.

D. Denver Water Parcels A & B: At the current time, Denver Water does not appear interested in dispensing of any land, especially these parcels. The Caretakers facility on Parcel B remains in Denver Water's long term visioning for the parcel. Parcel A is being reserved for future potential water projects. Should Denver Water desire to sell off portions of these parcels, then they should be developed in densities similar to the Corinthian Hill and Tenderfoot Addition Subdivisions, with consideration of clustering at higher densities to provide for sensitive site

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 vicinity of 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.

Town Center / Core Area (CA) zone. This area of Town is defined as the lots adjacent to Lake Dillon Drive and the lots located within Block A of the New Town of Dillon Subdivision.

The Dillon Town Center was improved by the community in the early to mid-1990's through extensive streetscape and street improvements. The Town continues 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 high-density housing for year round residents as a component of a mixed-use building or as a stand-alone use when the project is not located on the major retail street Right-of-Ways. 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. Future development or redevelopment should focus on creating a sense of place to attract more year-round residents.



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

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Deleted: 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.¶
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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.¶ (1)

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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 strives to provide a 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 vitality, it is critical for the community to provide and maintain exceptional year-round recreational facilities and services.

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Open space provides for a variety of benefits including protecting ecologically sensitive areas, maintaining a mountain, lake side 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.

Forest Service parcels east of the Oro Grande Ditch that help form the backdrop to the community should be preserved in their existing state and should not be sold for development. The Town of Dillon Three Mile Plan contemplates some Forest Service land having residential development potential. Such development should be considered so long as a focus on maintaining ample open space, natural buffers, and protection of the natural environment. The Town should also encourage the retention of land with over twenty (20) percent slopes 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. The Town continues to support pedestrian and passive recreational uses in the Dillon Nature Preserve, and should continue with trail maintenance, parking area improvements, and improved navigation & mapping support.

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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. Recent forest fuels reduction projects and the creation of the Dillon Disc Golf course in the area enhance the open space.

III. Residential / Mixed Use 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 (RE). 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. 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.

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- Deleted: Low Density Residential

Residential Low (RL). This classification is intended to include residential development of a density up to six (6) 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.

Residential Medium (RM). This classification includes residential developments of single-family or two-family dwellings at a rate of six (6) to fourteen (14) 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

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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.

Residential High (RH). In this classification two-family and multi-family residential developments of fifteen (15) to ~~sixty-five (65)~~ 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.

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Mixed Use (MU) / Core Area (CA). This category is intended to allow the development of offices, retail, hotels, restaurants and entertainment facilities as stand-alone uses or in combination with each other. Additionally, limited residential housing developed with the densities in the medium or high density residential zones may be appropriate when the current housing needs of the community are being addressed. The Town Council and community may determine that stand-alone residential use may not be appropriate on all lots if they occupy key street frontage, to preserve sales tax generation to offset the impacts of growth.

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IV. Dillon Marina

Previous Comprehensive Plans indicated a need to master plan the marina. The Town has completed a Marina Masterplan, which may be amended from time to time, and continues to implement proposed components of the Marina Master Plan as funding is available. Development at the Marina should be consistent with other master plans for the Town of Dillon and be strongly tied to the Mountain Lakestyle brand and architectural guidelines of the Town.



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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.

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.

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.

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.

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.

Projects should improve the overall appearance and create a sense of pride in the community, including community gathering spaces, community amenities, and align with Dillon's Mountain Lifestyle identity. Projects should create a sense of place welcoming residents and visitors alike.

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.

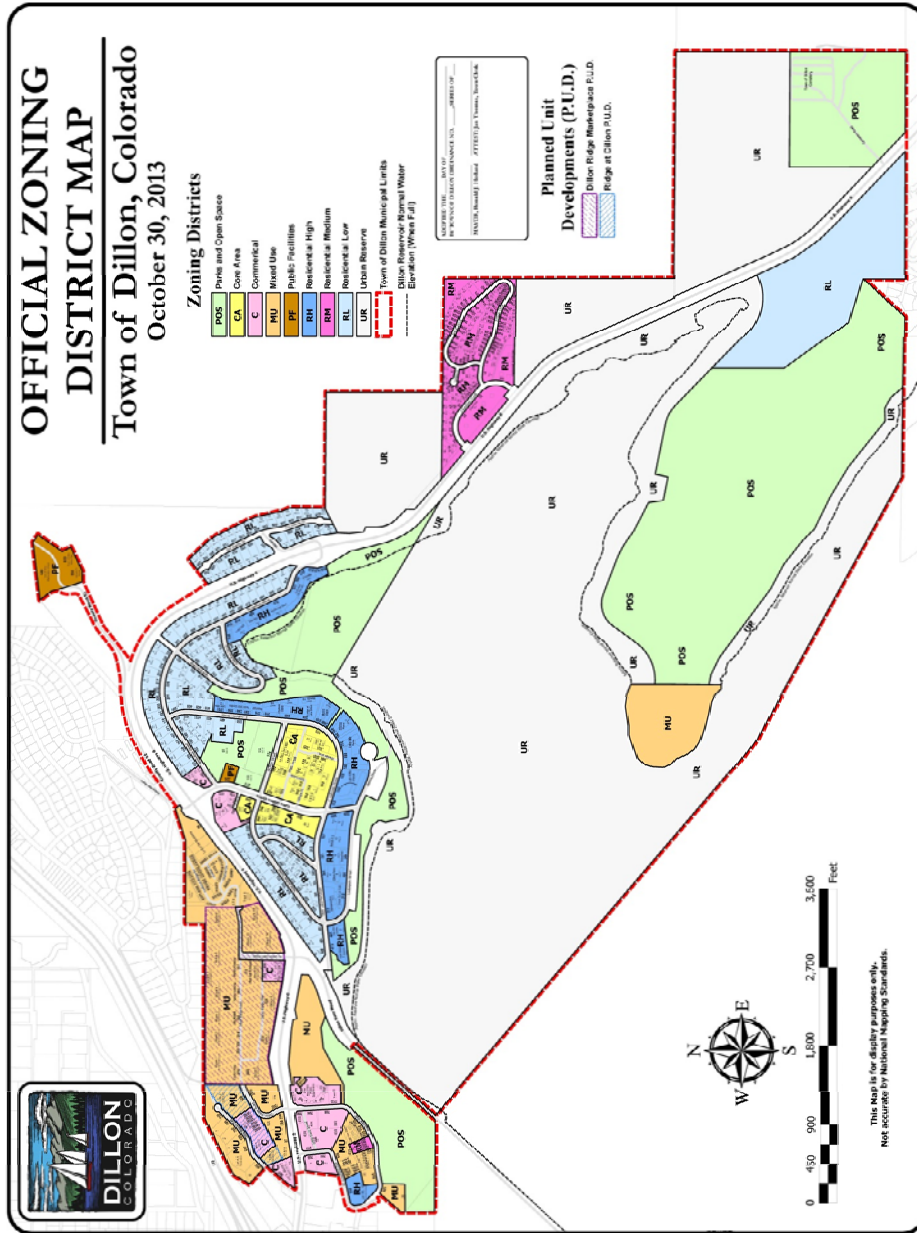
Goal: *Develop and implement a Marina Master Plan Policy and Asset Management Plan.*

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



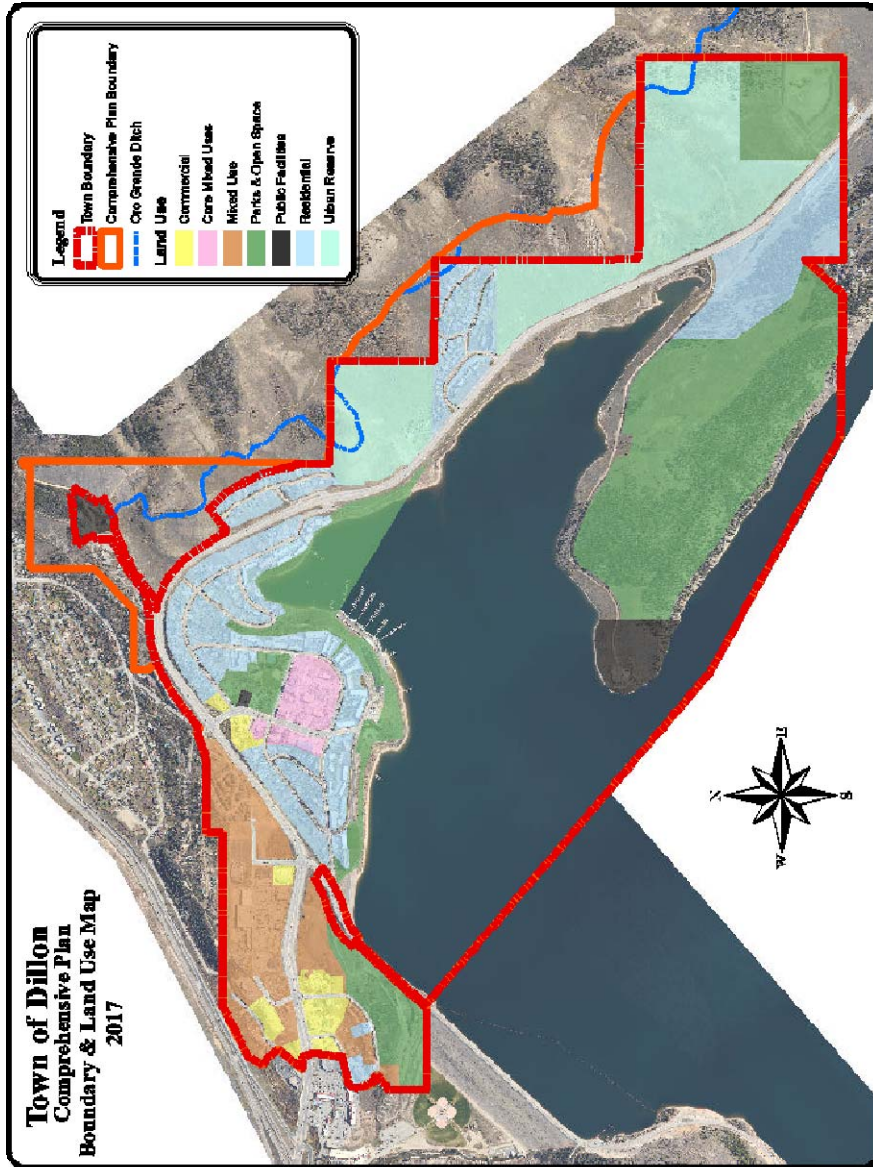


Exhibit 4: Land Use Map

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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..

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.

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

- 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.

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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.

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.

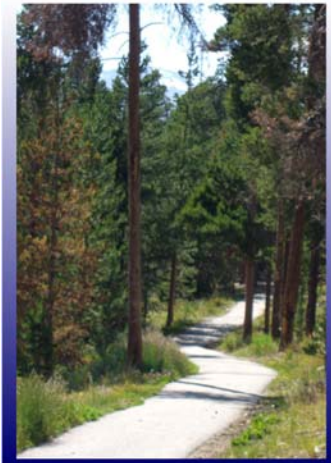
IV. **Bicycle & Pedestrian System.**

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.

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.

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.



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.

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.

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.

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.

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:

- 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.

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.

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.

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."

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.

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.

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

II. Town of Dillon Facilities.

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.

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.

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 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.

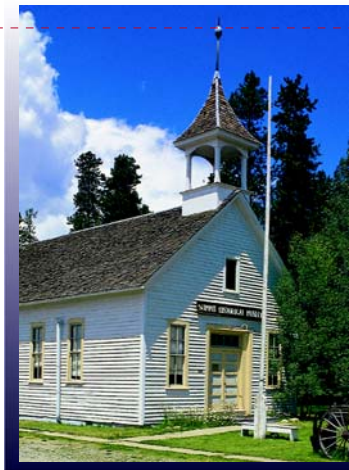
The Marina Master Plan consultant also took an interest in the planning efforts for the Town Center, and emphasized the need for any plan to strengthen the link between the Marina and Town Center. The recommendations of any master plan should be evaluated each year during the budget process and used 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, and has subsequently undergone numerous additions and renovations. The building is therefore not considered historical. 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.



Deleted: . 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 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.

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.

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.
- 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.
- 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.
- 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.



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.

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.

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.

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.

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.

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.

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.

<u>2015 Sewer EQR Build Out</u>		
<u>Existing Residential (total Sewer EQRs)</u>		
<u>Single Family</u>		319
<u>Multi-family</u>		842
<u>Hotel/motel</u>		101
<u>Subtotal:</u>		1262
<u>Future Residential</u>		
<u>Vacant Properties</u>		23
<u>Existing Properties</u>		<u>117</u>
<u>Urban Reserve Properties</u>		238
<u>Un-annexed USFS Properties</u>		13
<u>Subtotal:</u>		400
<u>Commercial and Other Land Uses</u>		
<u>Existing</u>		472
<u>Future</u>		<u>260</u>
<u>Subtotal:</u>		741
<u>Total existing Sewer EQR demand</u>		<u>1743</u>
<u>Total Sewer EQR requirements for build out</u>		
<u>Total Current EQRs with the Silverthorne/Dillon Joint Sewer Authority</u>		2403*

Deleted: 126

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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.

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.

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:

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.

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.

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.

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. [Projects should improve the overall appearance of the Town and provide a sense of place](#)

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.

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.

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.

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.

RESOLUTION NO. PZ 02-17
Series of 2017

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO TO RECOMMEND THE AMENDMENT OF CHAPTER 16, “ZONING,” ARTICLE III, “ZONING DISTRICTS,” SECTION 16-3-140 “RESIDENTIAL HIGH DENSITY (RH) ZONE,” SECTION 16-3-150 “CORE AREA RETAIL (CA) ZONE,” AND SECTION 16-3-170 “MIXED USE (MU) ZONE,” AND ARTICLE V “PLANNED UNIT DEVELOPMENT,” SECTION 16-5-120 “PUD DEVELOPMENT STANDARDS,” OF THE DILLON MUNICIPAL CODE OF THE TOWN OF DILLON, TO AMEND RESIDENTIAL AND OTHER USES IN THE ZONING DISTRICTS; 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 III, “Zoning Districts,” Section 16-3-140 “Residential High Density (RH) Zone,” Section 16-3-150 “Core Area Retail (CA) Zone,” and Section 16-3-170 “Mixed Use (MU) Zone,” and Article V, “Planned Unit Development,” Section 16-5-120 “PUD Development Standards,” of the Dillon Municipal Code of the Town of Dillon, Colorado, to amend residential and other uses in the zoning districts; and

WHEREAS, following the required notice, a public hearing was held on February 1, 2017, before the Planning and Zoning Commission of the Town of Dillon on the amendment of Chapter 16, “Zoning,” Article III, “Zoning Districts,” Section 16-3-140 “Residential High Density (RH) Zone,” Section 16-3-150 “Core Area Retail (CA) Zone,” and Section 16-3-170 “Mixed Use (MU) Zone,” and 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 III, “Zoning Districts,” Section 16-3-140 “Residential High Density (RH) Zone,” Section 16-3-150 “Core Area Retail (CA) Zone,” and Section 16-3-170 “Mixed Use (MU) Zone,” and 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 III, “Zoning Districts,” Section 16-3-140 “Residential High Density (RH) Zone,” Section 16-3-150 “Core Area Retail (CA) Zone,” and Section 16-3-170 “Mixed Use (MU) Zone,” and 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 III, “Zoning Districts,” Section 16-3-140 “Residential High Density (RH) Zone,” of the Dillon Municipal Code of the Town of Dillon, Colorado, be amended to remove and replace sub-section (1) to read as follows:

- (1) Purpose. The purpose of this zone is to provide areas suitable and desirable for multi-family dwellings with provisions for associated public service uses, in close proximity to the core area or lake. Residential developments between fifteen (15) and sixty-five (65) dwelling units per acre gross density are encouraged in this district. This district includes existing condominiums areas and other areas suitable for intensive residential uses. Related uses which serve the major residential use would be allowed subject to special review. This district is intended to encourage high quality intensive residential uses for both visitors and permanent residents. Developments should be designed to complement the surrounding areas and blend into the architectural character of the community.

Section 3. That Chapter 16, “Zoning,” Article III, “Zoning Districts,” Section 16-3-150 “Core Area Retail (CA) Zone,” of the Dillon Municipal Code of the Town of Dillon, Colorado, be removed in its entirety and replaced to read as follows:

Sec. 16-3-150. - Core Area (CA) Zone.

In the CA zone, the following regulations shall apply:

- (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, with mixed-use upper level residential uses permitted. 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.
- (2) Permitted uses. The following uses and their accessory uses are permitted and may be allowed by the Town when in conformance with the provisions of this Chapter:
 - a. Hotels, motels, inns or other similar uses.

- b. Medical or dental clinic.
 - c. Parking lots.
 - d. Retail trade establishments such as food store, drug store, hardware store, clothing store or department store, and other similar retail stores catering to foot traffic.
 - e. Business, governmental or professional office and financial institutions.
 - f. Service, commercial and commercial amusement establishments, such as bowling alleys, theaters, restaurant, and tavern, excluding drive-in restaurants, automobile sales and service and gas stations.
 - g. Personal and business service, such as barber shop and hair salon, tailoring shop and printing shop.
 - h. Laundry and dry cleaning establishments.
 - i. Second hand goods and antique stores.
 - j. Multi-family dwelling units, provided that the units are located above any use permitted within the CA zone.
- (3) Conditional uses. The following uses and their accessory uses may be permitted if in conformance with the requirements of this Chapter, subject to the provisions of Article V, Division 3, and after an appropriate review has been conducted.
- a. Governmental uses of land, including but not limited to recreation building, park, playground, fire station, library or museum.
 - b. Wholesale trade class 1.
 - c. Child care centers and child care facilities, except that they are not allowed within three hundred (300) feet of the Lake Dillon right-of-way.
 - d. Club, lodge, fraternal organization.
 - e. Business, trade schools, schools and colleges.
 - f. Accessory uses to any permitted use in the CA zone, including but not limited to decks, patios, outdoor seating, outdoor food and beverage service, outdoor entertainment, temporary structures and playgrounds.
 - g. Churches, except that they are not allowed within three hundred (300) feet of the Lake Dillon Drive right-of-way.
 - h. Gymnasium.
- (4) Conditional uses in conjunction with a PUD. The following uses and their accessory uses may be permitted if in conformance with the requirements of this Chapter, subject to the provisions of Article V, Divisions 1, 2 and 3, and after an appropriate review has been conducted.
- a. Multi-family dwelling units on the ground floor level.
- (5) Yards. Except as provided in Articles V and XII, no yards are required except that the Planning and Zoning Commission may require yards of various dimensions to protect the health, safety and welfare of the community, and a twenty-five (25) foot yard shall be required to any residential zone.
- (6) Building heights. Except as provided in Articles V and XII of this Chapter, no building shall exceed a height of fifty (50) feet.

- (7) Limitations on use.
 - a. Wholesale trade class 1 uses shall not be allowed on Lake Dillon Drive unless such uses include a retail store or restaurant component which faces and fronts on the Lake Dillon Drive portion of the building containing the wholesale trade class 1 use.

Section 4. That Chapter 16, “Zoning,” Article III, “Zoning Districts,” Section 16-3-170 “Mixed Use (MU) Zone,” of the Dillon Municipal Code of the Town of Dillon, Colorado, be removed in its entirety and replaced to read as follows:

Sec. 16-3-170. - Mixed Use (MU) Zone.

In the MU zone, the following regulations shall apply:

- (1) Purpose. The purpose of the MU zone is to recognize areas that possess potential for several types of land use (residential, office, commercial) or combinations of different land uses. This district is intended as an area comprised of retail/office development with residential uses integrated as a secondary use. It is desired that a carefully planned clustering of these uses results in harmonious development. Mixed-use buildings or developments are desired, but single-use buildings are allowed.
- (2) Permitted uses. In the MU zone, the following uses and their accessory uses are permitted, and may be allowed by the Town when in conformance with the provisions of this Code and approved utilizing the processes outlined in this Code:
 - a. Retail stores.
 - b. Offices.
 - c. Multi-family residential units in mixed-use developments when in compliance with the provisions of Subsection (5) below.
 - d. Child care facilities.
 - e. Medical or dental offices or clinics.
 - f. Entertainment facilities.
 - g. Hotels, motels or inns.
 - h. Personal services.
 - i. Restaurants.
 - j. Retail marijuana stores in accordance with Chapter 6 of this Code.
- (3) Conditional uses. In the MU zone, the following uses and their accessory uses may be permitted if in conformance with the intent of this Code, subject to the provisions of Article V, Division 3 of this Chapter, and after an appropriate review has been conducted:
 - a. Churches.
 - b. Drive-in facilities, in conjunction with any permitted use.
 - c. Group homes.
 - d. Public uses.
 - e. Planned developments.
 - f. Wholesale trade class 1.

- (4) Lot size and width. Except as provided in Articles V and XIII of this Chapter, the minimum lot size and width in the MU zone shall be as follows:
 - a. The minimum lot area shall be ten thousand (10,000) square feet for all uses.
 - b. The minimum lot width shall be eighty (80) feet.
- (5) Multi-family supplemental standards within the MU Zoning:
 - a. Single-family uses: not allowed in any situation.
 - b. Duplex uses: not allowed in any situation.
 - c. Multi-family residential standards:
 1. Residential uses in the Mixed Use zone shall be reviewed through the Level IV Development Permit process as set forth in this Code.
 2. Multi-family residential uses are only allowed as a permitted use if developed in conjunction with a retail store, entertainment use, medical or dental clinic, restaurant or office use, or similar use. The multi-family residential use shall not exceed eighty percent (80%) of the total gross square footage of a building, or a combination of buildings on any one (1) lot at any one (1) time.
 3. A project developed through the PUD process with one-hundred percent (100%) residential use may be considered provided that the development standards further the objectives of the PUD, is supported by the Comprehensive Plan; and is designed to complement the surrounding areas, blend into the architectural character of the community, and meet the criteria set forth in Article V of this Chapter and the multi-family residential standards of this Section.
 4. Parking for the multifamily residential uses shall be distinct from any other parking on-site, shall be in a separate area (separate from the retail/office/etc. parking) whenever possible and shall be signed for the exclusive use of the residents.
 5. The multi-family residential uses are provided with private yards or common outdoor open space. This standard may be met by providing an area either on-grade, or through the use of decks and/or balconies.
 6. The commercial component of a project should occupy a primary commercial street frontage.
 7. The project provides pedestrian and vehicle connectivity between the residential and commercial uses of the project and surrounding areas.
 8. The relationships of scale and connectivity with the community and the surrounding developments are appropriately addressed in the design of the project.
 9. Residential use projects in the Mixed Use Zone shall provide units for year-round workforce housing incorporated into the project, and the applicant for the residential use shall execute such agreements with the Town as required by the Town to preserve the workforce housing component of the project in perpetuity, including, but not limited to, a Restrictive Covenant and Agreement for Workforce Housing.

- (6) Yards. Except as provided in Articles V and XII of this Chapter, in the MU zone, yards shall be as follows:
 - a. Front yards shall be a minimum of twenty-five (25) feet.
 - b. Side yards shall be a minimum of ten (10) feet.
 - c. Street side yards shall be a minimum of twenty (20) feet.
 - d. Rear yards shall be a minimum of twenty (20) feet.
 - e. Yards that abut a residential district shall be a minimum of twenty-five (25) feet.
- (7) Lot coverage. In the MU zone, all buildings shall not occupy more than forty percent (40%) of the lot area, including all accessory structures.
- (8) Open space. In the MU zone, multi-family dwellings shall provide usable open space areas at a rate of fifty (50) square feet per studio or one-bedroom unit, and one hundred (100) square feet for each of the units that are two (2) bedrooms in size or larger. Such space shall not occupy a required yard, snow storage area or parking area, and must meet the definition for *open space* as provided in this Chapter. Open space areas may be combined into a larger common open space area for each building.
- (9) Building heights. Except as provided in Articles V and XII of this Chapter, no building shall exceed a height of thirty-five (35) feet.

Section 5. That Chapter 16, “Zoning,” Article V, “Planned Unit Development,” Section 16-5-110 “PUD requirements,” of the Dillon Municipal Code of the Town of Dillon, Colorado, be amended to add a new sub-section (c) to read as follows:

(c) A PUD with one-hundred percent (100%) residential use in the Mixed-use (MU) zone may be considered provided that the development standards further the objectives of the PUD, are supported by the Comprehensive Plan, and are designed to complement the surrounding areas, blend into the architectural character of the community, and meet the criteria set forth in Section 16-3-170 “Mixed Use” of this Code.

APPROVED AND ADOPTED THIS 1ST DAY OF FEBRUARY, 2017 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
FEBRUARY 1, 2017 PLANNING AND ZONING COMMISSION MEETING**

DATE: January 31, 2017

AGENDA ITEM NUMBER: 5

ACTION TO BE CONSIDERED: Consideration of Resolution No. PZ 02-17, Series of 2017

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO TO RECOMMEND THE AMENDMENT OF CHAPTER 16, "ZONING," ARTICLE III, "ZONING DISTRICTS," SECTION 16-3-140 "RESIDENTIAL HIGH DENSITY (RH) ZONE," SECTION 16-3-150 "CORE AREA RETAIL (CA) ZONE," AND SECTION 16-3-170 "MIXED USE (MU) ZONE," AND ARTICLE V "PLANNED UNIT DEVELOPMENT," SECTION 16-5-120 "PUD DEVELOPMENT STANDARDS," OF THE DILLON MUNICIPAL CODE OF THE TOWN OF DILLON, TO AMEND RESIDENTIAL AND OTHER USES IN THE ZONING DISTRICTS; AND, SETTING FORTH DETAILS IN RELATION THERETO.

PUBLIC HEARING

SUMMARY:

Town Staff proposes changes to zoning district code language found in Chapter 16 "Zoning" of the Dillon Municipal Code (Code). The changes relate primarily to residential uses, but also deal with changes in the permitted uses and conditional uses. The changes made within the Mixed Use (MU) section essentially concede retail dominance to residential, so long as workforce housing is a component of a proposed project.

Residential High (RH)

It is proposed that Chapter 16, "Zoning," Article III, "Zoning Districts," Section 16-3-140 "Residential High Density (RH) Zone," of the Dillon Municipal Code of the Town of Dillon, Colorado, be amended to remove and replace sub-section (1) to read as follows:

- (1) Purpose. The purpose of this zone is to provide areas suitable and desirable for multi-family dwellings with provisions for associated public service uses, in close proximity to the core area or lake. Residential developments between fifteen (15) and sixty-five (65) dwelling units per acre gross density are encouraged in this district. This district includes existing condominiums areas and other areas suitable for intensive residential uses. Related uses which serve the major residential use would be allowed subject to special review. This district is intended to encourage high quality intensive residential uses for both visitors and permanent residents. Developments should be designed to complement the surrounding areas and blend into the architectural character of the community.

The subsection is amended to change the upper density value of twenty-five (25) dwelling units per

acre, to sixty-five (65) dwelling units per acre.

Core Are (CA)

It is proposed that Chapter 16, “Zoning,” Article III, “Zoning Districts,” Section 16-3-150 “Core Area Retail (CA) Zone,” of the Dillon Municipal Code of the Town of Dillon, Colorado, be removed in its entirety and replaced.

Changes included with the proposed amendment:

1. Remove “Retail” from the Section title to read, “Core Area (CA) zone. The zone contains considerable mixed-use type commercial and residential developments, such developments are desirable in the district for vibrancy, and retail uses are among the many other uses permitted and desired in the zone.
2. Include reference to mixed-use residential use in Subsection 1 “Purpose”, “with mixed-use upper level residential uses permitted.”
3. Changes to the format and wording of the permitted uses, removal of some permitted uses, and moving some uses from permitted use to conditional use.
 - a. Funeral homes are removed entirely from the CA zone.
 - b. Clubs, lodges, fraternal organizations are moved to conditional use.
 - c. Schools, colleges, trade schools and business schools are moved to conditional use.
 - d. Gymnasiums, churches, and accessory uses to any permitted use in the CA zone, including but not limited to decks, patios, outdoor seating, outdoor food and beverage service, outdoor entertainment, temporary structures and playgrounds, are moved to conditional use.

Mixed Use (MU)

It is proposed that Chapter 16, “Zoning,” Article III, “Zoning Districts,” Section 16-3-170 “Mixed Use (MU) Zone,” of the Dillon Municipal Code of the Town of Dillon, Colorado, be removed in its entirety and replaced.

Changes included with the proposed amendment:

1. Removal of “limited” from the description of residential in the “Purpose” section of Section 16-3-170.
2. Removal of, “with the exception that single-use residential developments or buildings are not appropriate because of potential for conflicts between uses and the potential of eroding the Town's valuable commercial base.”
3. Changes to subsection (5) to reflect changes in residential criteria:
 - a. Requires that any residential use in the Mixed Use zone be reviewed through a Level IV Development Permit process to ensure that both the Planning and Zoning Commission and the Town Council hold public hearings on any such proposed project. In order to provide adequate language in the Code for this requirement, Town staff requests that the Commission amend this Resolution to add a new Section 2 to the Resolution, re-number the subsequent Sections, and so amend the Resolution title. The new Section 2 of the Resolution should read:

Section 2. That Chapter 16, “Zoning,” Article I, “General Provisions,” Section 16-1-50 “Definitions,” of the Dillon Municipal Code of the Town of Dillon, Colorado, be amended to remove and replace the definition of “*Level IV development*” to read as follows:

Level IV development means any development which includes any of the following:

- a. Rezoning.
- b. PUD.
- c. Major PUD amendment.
- d. Town right-of-way or easement vacation.
- e. Class S-1, S-2 and S-3 Subdivisions.
- f. Major modification to a level IV Development Permit.
- g. Residential use in the Mixed Use zoning district.

This reflects the addition of a new subsection “g.” relating to residential uses in the Mixed Use zone. Also, the title should be amended to include the change to the definition of *Level IV development* in Section 16-1-50 to read as follows:

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO TO RECOMMEND THE AMENDMENT OF CHAPTER 16, “ZONING,” ARTICLE I, “GENERAL PROVISIONS,” SECTION 16-1-50 “DEFINITIONS,” AND ARTICLE III, “ZONING DISTRICTS,” SECTION 16-3-140, “RESIDENTIAL HIGH DENSITY (RH) ZONE,” SECTION 16-3-150, “CORE AREA RETAIL (CA) ZONE,” SECTION 16-3-170, “MIXED USE (MU) ZONE,” AND ARTICLE V, “PLANNED UNIT DEVELOPMENT,” SECTION 16-5-120, “PUD DEVELOPMENT STANDARDS,” OF THE DILLON MUNICIPAL CODE OF THE TOWN OF DILLON, COLORADO; AMENDING THE USES ALLOWED IN THE ZONING DISTRICTS; AND, SETTING FORTH DETAILS IN RELATION THERETO.

- b. The maximum of forty percent (40%) residential is changed to eighty percent (80%) residential. During the community housing forum held in October of 2016, the community was in overwhelming support of increasing the residential densities in the community. Also, there was a dominant theme of lending difficulties for projects with greater than twenty-five (25%) commercial.
- c. Remove the restriction on residential uses, limiting them to areas above the first floor. A building with as little as twenty percent (20%) commercial could have residential uses on the first floor in a horizontally mixed-use designed building.
- d. The requirement for private outdoor open space being provided for residential uses is amended to allow common open space be provided as part of or all of the residential open space for a project. Open space cannot be provided in the required yards, snow storage areas, or parking lots. The required square foot areas of open space per residential unit is reduced as well.

- e. The Floor Area Ratio (FAR) table for determining lot density is removed. The zone contains setbacks through the required yards, and a maximum lot coverage criteria of forty percent (40%), and no other zone district contains FAR criteria.
- f. Establishes criteria for mixed use and stand-alone residential projects in Mixed Use zoned parcels through the PUD process if they are focused on providing housing for year round residents and meet the following multi-family residential standards:
 - 1. Multi-family residential uses are only allowed as a permitted use if developed in conjunction with a retail store, entertainment use, medical or dental clinic, restaurant or office use, or similar use. The multi-family residential use shall not exceed eighty percent (80%) of the total gross square footage of any one (1) lot at any one (1) time.
 - 2. A project developed through the PUD process with one-hundred percent (100%) residential use may be considered provided that the development standards further the objectives of the PUD, is supported by the Comprehensive Plan; and is designed to complement the surrounding areas, blend into the architectural character of the community, and meet the criteria set forth in Article V of this Chapter and the multi-family residential standards of this Section.
 - 3. Parking for the multifamily residential uses shall be distinct from any other parking on-site, shall be in a separate area (separate from the retail/office/etc. parking) whenever possible and shall be signed for the exclusive use of the residents.
 - 4. The multi-family residential uses are provided with private yards or common outdoor open space. This standard may be met by providing an area either on-grade, or through the use of decks and/or balconies.
 - 5. The commercial component of a project should occupy a primary commercial street frontage.
 - 6. The project provides pedestrian and vehicle connectivity between the residential and commercial uses of the project and surrounding areas.
 - 7. The relationships of scale and connectivity with the community and the surrounding developments are appropriately addressed in the design of the project.
 - 8. The project addresses year-round workforce housing as a priority, incorporates it into the project, and the developer executes agreements with the Town preserving the workforce housing component of the project in perpetuity.

Planned Unit Development (PUD)

It is proposed that Chapter 16, “Zoning,” Article V, “Planned Unit Development,” Section 16-5-110 “PUD requirements,” of the Dillon Municipal Code of the Town of Dillon, Colorado, be amended to add a new sub-section (c) to read as follows:

(c) A PUD with one-hundred percent (100%) residential use in the Mixed-use (MU) zone may be considered provided that the development standards further the objectives of the PUD, are supported by the Comprehensive Plan, and are designed to complement the surrounding areas, blend into the architectural character of the community, and meet the criteria set forth in Section 16-3-170 “Mixed Use” of this Code.

STAFF RECOMMENDATION:

Town staff believes it is in the best interest of the Town to adopt these Chapter 16 amendments in an effort to support the high demand for a mix of housing, especially for full time residents, in the County.

Staff recommends approval of Resolution PZ 02-17, Series of 2017.

PLANNING AND ZONING COMMISSION ACTION:

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

Town staff recommends approval of Resolution PZ 02-17, Series of 2017.

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

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Division 2 - Zoning District Classifications and Basic Regulations

Sec. 16-3-100. - Zoning districts established.

(a) For the purposes of this Chapter, the following basic zones are hereby established:

Basic Zone	Abbreviation
Residential Estate	RE
Residential Low Density	RL
Residential Medium Density	RM
Residential High Density	RH
Core Area Retail	CA
Commercial	C
Mixed Use	MU
Parks and Open Space	POS
Public Facilities	PF
Urban Reserve	UR

(b) Zoning districts which are used in the Town, the purpose statements which describe the intent of each zoning district and types of uses desired are described below. Specific densities allowed will be governed by the use, area, height, bulk and other requirements of this Chapter.

(Ord. 19-96 §3.02)

Sec. 16-3-140. - Residential High Density (RH) Zone.

In a RH zone, the following regulations shall apply:

(1) Purpose. The purpose of this zone is to provide areas suitable and desirable for multi-family dwellings with provisions for associated public service uses, in close proximity to the core area or lake. Residential developments of between fifteen (15) and ~~sixty-five (65)~~ dwelling units per acre

Deleted: twenty-five (25) or more

Deleted: forty-five (45)

gross density are encouraged in this district. This district includes existing condominiums areas and other areas suitable for intensive residential uses. Related uses which serve the major residential use would be allowed subject to special review. This district is intended to encourage high quality intensive residential uses for both visitors and permanent residents. Developments should be designed to complement the surrounding areas and blend into the architectural character of the community.

- (2) Permitted uses. The following uses and their accessory uses are permitted and may be allowed by the Town when in conformance with the provisions of this Chapter:
 - a. Two-family dwellings on lots which are ten thousand (10,000) square feet in size or greater.
 - b. Multi-family dwellings.
 - c. Structures and uses accessory to and on the same parcel as the primary dwelling unit which are in keeping with the residential estate character of the zone.
 - d. Home occupations which meet the requirements as set forth in Section 16-4-70.
- (3) Conditional uses. The following uses and their accessory uses may be permitted if in conformance with the intent of this Chapter, subject to the provisions of Article V, Division 3, and after an appropriate review has been conducted.
 - a. Churches.
 - b. Public or private schools or colleges.
 - c. Utility substations.
 - d. Hotels, motels, inns or other similar uses.
 - e. Restaurants.
 - f. Group homes.
 - g. Governmental structures or uses, including but not limited to recreation buildings, parks or playgrounds.
 - h. Nursery school, day nursery, kindergarten or similar child care facilities.
 - i. Planned developments.
 - j. Parking or storage uses accessory to a primary single-family use and located on an adjoining lot.
- (4) Lot size and width. Except as provided in Articles V and XIII, the minimum lot size and width shall be as follows:
 - a. The minimum lot area shall be ten thousand (10,000) square feet for multi-family dwellings and all other uses.
 - b. The minimum lot width shall be eighty (80) feet.
- (5) Minimum site area per multi-family dwelling. The minimum site area per dwelling unit per net land area, excluding rights-of-way, publicly dedicated open space and wetlands, shall be as follows:

Table 16.2
RH Zone Minimum Site Area Flat Sites

<i>Unit Type</i>	<i>Square Feet per Unit</i>	
	<i>Under 20% Slope</i>	<i>Over 20% Slope</i>

Studio	1375 sq. ft.	1500 sq. ft.
One Bedroom	1825 sq. ft.	2000 sq. ft.
Two Bedrooms	2700 sq. ft.	3000 sq. ft.
Three Bedrooms	3960 sq. ft.	4350 sq. ft.
Four or more Bedrooms	4850 sq. ft.	5325 sq. ft.
Hotel/Motel	1000 sq. ft.	1100 sq. ft.
Hotel Suites	1250 sq. ft.	1375 sq. ft.

The minimum site area per unit shall be adjusted upward by approximately ten percent (10%) for sites where grades, as determined by the Town, are above twenty percent (20%).

- (6) Yards. Except as provided in Articles V and XIII, yards shall be as follows.
 - a. Front yards shall be a minimum of twenty (20) feet.
 - b. Side yards shall be a minimum of ten (10) feet.
 - c. Street side yards shall be a minimum of twenty (20) feet.
 - d. Rear yards shall be a minimum of twenty (20) feet.
 - e. Yards shall be landscaped as provided in Article VII.
- (7) Open space. Multi-family dwellings shall provide usable private open space areas at a rate of two hundred (200) square feet per dwelling unit. Such space shall not occupy a required yard or parking area, shall provide a minimum dimension of ten (10) feet, and must meet the definition of *open space* provided in this Chapter.
- (8) Building heights. The maximum building height shall be thirty-five (35) feet.

(Ord. 19-96 §3.02; Ord. 10-00 §5; Ord. 02-02; Ord. 05-04 §5)

Sec. 16-3-150. - Core Area (CA) Zone.

Deleted: Retail

In the CA zone, the following regulations shall apply:

- (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, with mixed-use upper level residential uses permitted. 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.

(2) Permitted uses. The following uses and their accessory uses are permitted and may be allowed by the Town when in conformance with the provisions of this Chapter:

- a. Hotels, motels, inns or other similar uses.
- b. Medical or dental clinic.
- c. Parking lots.
- d. Retail trade establishments such as food store, drug store, hardware store, clothing store or department store, and other similar retail stores catering to foot traffic.
- e. Business, governmental or professional office and financial institutions.
- f. Service, commercial and commercial amusement establishments, such as bowling alleys, theaters, restaurant, and tavern, excluding drive-in restaurants, automobile sales and service and gas stations.
- g. Personal and business service, such as barber shop and hair salon, tailoring shop and printing shop.
- h. Laundry and dry cleaning establishments.
- i. Second hand goods and antique stores.
- j. Multi-family dwelling units, provided that the units are located above any use permitted within the CA zone.

(3) Conditional uses. The following uses and their accessory uses may be permitted if in conformance with the requirements of this Chapter, subject to the provisions of Article V, Division 3, and after an appropriate review has been conducted.

- a. Governmental uses of land, including but not limited to recreation building, park, playground, fire station, library or museum.
- b. Wholesale trade class 1.
- c. Child care centers and child care facilities, except that they are not allowed within three hundred (300) feet of the Lake Dillon right-of-way.
- d. Club, lodge, fraternal organization.
- e. Business, trade schools, schools and colleges.
- f. Accessory uses to any permitted use in the CA zone, including but not limited to decks, patios, outdoor seating, outdoor food and beverage service, outdoor entertainment, temporary structures and playgrounds.
- g. Churches, except that they are not allowed within three hundred (300) feet of the Lake Dillon Drive right-of-way.
- h. Gymnasium.

Deleted: , provided that a minimum five-foot landscaping strip is placed along street property lines

Deleted: restaurant
Deleted: club, lodge, fraternal organization and theater,

Moved down [1]: Business or trade schools.
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 i. -

Moved down [2]: Accessory uses to any permitted use in the CA zone, including but not limited to decks, patios, outdoor seating, outdoor food and beverage service, outdoor entertainment, temporary structures and playgrounds. ¶

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 j. -

Deleted: k. - Funeral homes. ¶
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Deleted: n. - Churches, except that they are not allowed within three hundred (300) feet of the Lake Dillon Drive right-of-way. ¶

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(4) Conditional uses in conjunction with a PUD. The following uses and their accessory uses may be permitted if in conformance with the requirements of this Chapter, subject to the provisions of Article V, Divisions 1, 2 and 3, and after an appropriate review has been conducted.

a. Multi-family dwelling units on the ground floor level.

(5) Yards. Except as provided in Articles V and XII, no yards are required except that the Planning and Zoning Commission may require yards of various dimensions to protect the health, safety and welfare of the community, and a twenty-five-foot yard shall be required to any residential zone.

Deleted: XIII

(6) Building heights. Except as provided in Articles V and XIII of this Chapter, no building shall exceed a height of fifty (50) feet.

(7) Limitations on use.

a. Wholesale trade class 1 uses shall not be allowed on Lake Dillon Drive unless such uses include a retail store or restaurant component which faces and fronts on the Lake Dillon Drive portion of the building containing the wholesale trade class 1 use.

(Ord. 19-96 §3.02; Ord. 02-02, Ord. 01-05 §1; Ord. 13-07 §1; Ord. 04-08 §5; Ord. 09-10 §1; Ord. 12-12 §§1, 2; Ord. 05-13 §§2, 3, 8; Ord. 01-14 §§1, 2)

Sec. 16-3-170. - Mixed Use (MU) Zone.

In the MU zone, the following regulations shall apply:

(1) Purpose. The purpose of the MU zone is to recognize areas that possess potential for several types of land use (residential, office, commercial) or combinations of different land uses. This district is intended as an area comprised of retail/office development with residential uses integrated as a secondary use. It is desired that a carefully planned clustering of these uses results in harmonious development. Mixed-use buildings or developments are desired, but single-use buildings are allowed.

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(2) Permitted uses. In the MU zone, the following uses and their accessory uses are permitted, and may be allowed by the Town when in conformance with the provisions of this Code and approved utilizing the processes outlined in this Code:

Deleted: , with the exception that single-use residential developments or buildings are not appropriate because of potential for conflicts between uses and the potential of eroding the Town's valuable commercial base

a. Retail stores.

b. Offices.

c. Multi-family residential units in mixed-use developments when in compliance with the provisions of Subsection (5) below.

Deleted: buildings

d. Child care facilities.

e. Medical or dental offices or clinics.

f. Entertainment facilities.

g. Hotels, motels or inns.

h. Personal services.

i. Restaurants.

j. Retail marijuana stores in accordance with Chapter 6 of this Code.

(3) Conditional uses. In the MU zone, the following uses and their accessory uses may be permitted if in conformance with the intent of this Code, subject to the provisions of Article V, Division 3 of this Chapter, and after an appropriate review has been conducted:

- a. Churches.
 - b. Drive-in facilities, in conjunction with any permitted use.
 - c. Group homes.
 - d. Public uses.
 - e. Planned developments.
 - f. Wholesale trade class 1.
- (4) Lot size and width. Except as provided in Articles V and XIII of this Chapter, the minimum lot size and width in the MU zone shall be as follows:
- a. The minimum lot area shall be ten thousand (10,000) square feet for all uses.
 - b. The minimum lot width shall be eighty (80) feet.
- (5) Multi-family supplemental standards within the MU Zoning:
- a. Single-family uses: not allowed in any situation.
 - b. Duplex uses: not allowed in any situation.
 - c. Multi-family residential standards:
 1. Residential uses in the Mixed Use zone shall be reviewed through the Level IV Development Permit process as set forth in this Code.
 2. Multi-family residential uses are only allowed as a permitted use if developed in conjunction with a retail store, entertainment use, medical or dental clinic, restaurant or office use, or similar use. The multi-family residential use shall not exceed eighty percent (80%) of the total gross square footage of any one (1) lot at any one (1) time.
 3. A project developed through the PUD process with one-hundred percent (100%) residential use may be considered provided that the development standards further the objectives of the PUD, is supported by the Comprehensive Plan; and is designed to complement the surrounding areas, blend into the architectural character of the community, and meet the criteria set forth in Article V of this Chapter and the multi-family residential standards of this Section.
 4. Parking for the multifamily residential uses shall be distinct from any other parking on-site, shall be in a separate area (separate from the retail/office/etc. parking) whenever possible and shall be signed for the exclusive use of the residents.
 5. The multi-family residential uses are provided with private yards or common outdoor open space. This standard may be met by providing an area either on-grade, or through the use of decks and/or balconies.
 6. The commercial component of a project should occupy a primary commercial street frontage.
 7. The project provides pedestrian and vehicle connectivity between the residential and commercial uses of the project and surrounding areas.
 8. The relationships of scale and connectivity with the community and the surrounding developments are appropriately addressed in the design of the project.
 9. Residential use projects in the Mixed Use Zone shall provide units for year-round workforce housing incorporated into the project, and the applicant for the residential use shall execute such agreements with the Town as required by the Town to preserve the workforce housing component of the project in perpetuity, including, but not limited to, a Restrictive Covenant and Agreement for Workforce Housing.

Deleted: District and minimum site area standards for hotel, lodge and motel units. Residential uses located within the MU zone shall only be allowed if they meet the following use, density and design standards and criteria

Commented [D1]: Hotels and SF areas of unit areas removed.

Deleted: c. . Hotels, lodges and motels allowed at the following density standards: ¶
¶
d

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(6) Yards. Except as provided in Articles V and XII of this Chapter, in the MU zone, yards shall be as follows:

- a. Front yards shall be a minimum of twenty-five (25) feet.
- b. Side yards shall be a minimum of ten (10) feet.
- c. Street side yards shall be a minimum of twenty (20) feet.
- d. Rear yards shall be a minimum of twenty (20) feet.
- e. Yards that abut a residential district shall be a minimum of twenty-five (25) feet.

(7) Lot coverage. In the MU zone, all buildings shall not occupy more than forty percent (40%) of the lot area, including all accessory structures.

(8) Open space. In the MU zone, multi-family dwellings shall provide usable open space areas at a rate of fifty (50) square feet per studio or one-bedroom unit, and one hundred (100) square feet for each of the units that are two (2) bedrooms in size or larger. Such space shall not occupy a required yard, snow storage area or parking area, and must meet the definition for open space as provided in this Chapter. Open space areas may be combined into a larger common open space area for each building.

(9) Building heights. Except as provided in Articles V and XII of this Chapter, no building shall exceed a height of thirty-five (35) feet.

(Ord. 19-96 §3.02; Ord. 08-99 §2; Ord. 02-02; Ord. 09-02 §1; Ord. 05-13 §5; Ord. 13-14 §4)

Deleted: 8. The project addresses year-round workforce housing as a priority, and incorporates it into the project.¶

Moved up [3]: Parking for the multifamily residential uses shall be distinct from any other parking on-site, shall be in a separate area (separate from the retail/office/etc. parking) whenever possible and shall be signed for the exclusive use of the residents.

Deleted: The multi-family use shall be located either above the first floor or within a basement or, if located on the first floor, does not occupy, in the determination of the Planning and Zoning Commission, a primary building facade which, for the purposes of this Article, are those facades that face the primary parking area intended to serve the development, or face public right-of-way from which pedestrian access to the principal use on the site is provided. ¶

4. The multi-family residential uses are provided with private yards or outdoor open space areas, as required by Subsection (8) below, which are located immediately adjacent to the residential units. This standard may be met by providing an area either on-grade, or through the use of decks and/or balconies. ¶

5. Parking for the multifamily residential uses shall be distinct from any other parking on-site, shall be in a separate area (separate from the retail/office/etc. parking) whenever possible and shall be signed for the exclusive use of the residents. ¶

6. Allowed density shall be calculated based on a floor area ratio (FAR) basis for the entire site, as indicated below. Where the site contains slopes that fall within both slope categories (20% or greater, and less than 20%), the allowed density shall be calculated by assigning density on a pro rata basis to the site based on existing slope, prior to development or grading. ¶

Areas less than 20% slope FAR of 1:5 ¶

Areas 20% slope or greater FAR of 1:4 ¶

For the purposes of this Section, *floor area ratio* shall mean the amount of gross square footage allowed for a structure within a development in relationship to the net land area within that sam ...

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ARTICLE V - Planned Unit Development

Division 1 - General

Sec. 16-5-10. - Purpose.

- (a) The purpose of a Planned Unit Development (PUD) is to encourage flexibility in the development of land in order to promote appropriate and high quality use; to improve the design, character and quality of new development; to facilitate the adequate and economical provision of streets and utilities; to protect the natural environment and avoid development in hazardous areas; and to provide the appropriate natural and scenic features of open space.
- (b) A PUD is a commitment on the part of the developer to construct a project based on a plan approved by the Town Council following review and recommendation by the Planning and Zoning Commission. The developer shall adhere to applicable Town ordinances and other requirements that may be specified in an approved PUD development plan.
- (c) All provisions of the underlying zoning district over which the PUD is located shall continue to apply unless varied or waived by the Town Council as part of the approved PUD development plan. Approval of a Planned Unit Development shall result in the creation of an overlay to the base zoning district, with specific requirements and standards that are unique to the planned development.

(Ord. 09-10 §2)

Sec. 16-5-20. - Scope.

Applications for PUDs may be made for land located in any zoning district. The bulk and density requirements included in Article III of this Chapter do not always apply to PUDs, and when no requirements are established in Article III, the development shall be controlled by criteria and standards of this Article which shall be agreed to in the approved PUD development plan. The PUD is a type of customized zoning district or zoning overlay. If a PUD is to consist of newly created lots or parcels, a subdivision plat or exemption plat approval will also be required. The PUD development plan and subdivision application may be processed concurrently.

(Ord. 09-10 §2)

Sec. 16-5-30. - Authority.

This Planned Unit Development (PUD) Overlay District is enacted pursuant to the State of Colorado Planned Unit Development Act of 1972, as amended (Section 24-67-101, et seq., C.R.S.).

(Ord. 09-10 §2)

Division 2 - Standards and Criteria

Sec. 16-5-100. - Allowed uses.

The uses permitted in a PUD shall be those permitted in the underlying zone by right or as a conditional use and other uses as determined upon submission and approval of the PUD development plan. Mixed use developments are encouraged.

(Ord. 09-10 §2)

Sec. 16-5-110. - PUD requirements.

- (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.
- (b) All requirements of the underlying zone and those set forth in this Code otherwise applicable to the area of land proposed for a PUD shall govern, except to the extent that the approved PUD development plan provides exceptions as allowed herein.
- (c) A PUD with one-hundred percent (100%) residential use in the Mixed-use (MU) zone may be considered provided that the development standards further the objectives of the PUD, are supported by the Comprehensive Plan, and are designed to complement the surrounding areas, blend into the architectural character of the community, and meet the criteria set forth in Section 16-3-170 "Mixed Use" of this Code.

(Ord. 09-10 §2; Ord. No. 18-15, § 1, 11-3-15)

Sec. 16-5-120. - PUD development standards.

- (a) Minimum site size. There shall be no minimum number of units or acres which may constitute a PUD. A PUD may be established on any sized parcel, provided that it has an adequate building site and can meet the objectives of this Article.
- (b) Compatibility with neighborhood. The Town shall evaluate the relationship of the PUD to its surroundings in order to consider adverse effects concerning traffic circulation, building height or bulk, visual impact or intrusion into privacy of neighboring properties. The evaluation criteria will include, but not be limited to, the following:
 - (1) Size and location of site.
 - (2) Street capacities in the area, and ingress and egress to adjoining streets.
 - (3) Location and amount of off-street parking.
 - (4) Internal traffic circulation.
 - (5) Fencing, screening and landscaping.
 - (6) Building bulk and location on site.
 - (7) Usable open space.
 - (8) Signs and lighting.
 - (9) Environmental impacts.
 - (10) Impacts to facilities and utility systems.
 - (11) Hours of operation.
 - (12) Size of operation.

RESOLUTION NO. PZ 03-17
Series of 2017

A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, APPROVING THE PERMANENT SIGNS FOR 652 LAKE DILLON DRIVE AND 223 W. LA BONTE STREET, DILLON, COLORADO.

WHEREAS, the Planning and Zoning Commission of the Town of Dillon has received a Class I Sign Application for a permanent Freestanding sign panel replacement and wall mounted Building Identification signs at 652 Lake Dillon Drive and 223 W. La Bonte Street submitted by RSS Mountainview LLC, owner of the Best Western Ptarmigan Lodge, (“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 permanent installations of one (1) double-sided Freestanding sign panel replacement and four (4) wall mounted Building Identification signs sign for 652 Lake Dillon Drive and 223 W. La Bonte Street with the following conditions:

A. The signage for 652 Lake Dillon Drive and 223 W. La Bonte Street shall be implemented in conformance with the Dillon Municipal Code of the Town of Dillon, Colorado.

APPROVED AND ADOPTED THIS 1ST DAY OF FEBRUARY, 2017 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



EXISTING
9'-9 1/2" TALL x 7'-7" WIDE



SIGN TO BE EXTERNALLY
ILLUMINATED FROM ABOVE
SIGN TO BE MADE FROM CEDAR

PROPOSED



GRAPHIC DETAIL
SCALE: 1/4" = 1'-0"

APPROVAL BOX - PLEASE INITIAL

CUSTOMER APPROVAL

Date

NOTE: Elevation drawings are for customer approval only, drawings are not to be used as any installation guide, all dimensions must be verified before installation.

Customer:
BEST WESTERN

Date:
01/09/17

Prepared By: **RM/
IDV/CM/RM/IDV**

Note: Color output may not be exact when viewing or printing this drawing. All colors used are PMS or the closest CMYK equivalent. If these colors are incorrect, please provide the correct PMS match and a revision to this drawing will be made.

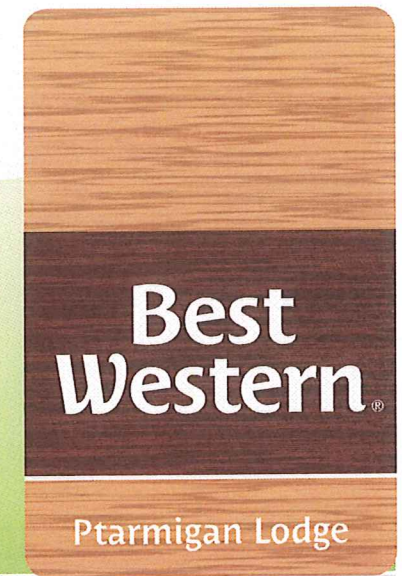
Location:
DILLON, CO

File Name:
140334 - R8 - DILLON, CO - SIGN PACKAGE

Eng:
-

persona
SIGNS | LIGHTING | IMAGE

DISTRIBUTED BY SIGN UP COMPANY
700 21st Street Southwest
PO Box 210
Watertown, SD 57201-0210
1.800.843.9888 • www.personasigns.com



SIGN TO BE EXTERNALLY
ILLUMINATED
SIGN TO BE MADE FROM CEDAR

GRAPHIC DETAIL
SCALE: 3/4" = 1'-0"

APPROVAL BOX - PLEASE INITIAL

CUSTOMER APPROVAL		Date
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NOTE: Elevation drawings are for customer approval only, drawings are not to be used as any installation guide, all dimensions must be verified before installation.

Customer: BEST WESTERN	Date: 01/18/17	Prepared By: RM/ IDV/CM/RM/IDV	<small>Note: Color output may not be exact when viewing or printing this drawing. All colors used are PMS or the closest CMYK equivalent. If these colors are incorrect, please provide the correct PMS match and a revision to this drawing will be made.</small>
Location: DILLON, CO	File Name: 140334 - R8 - DILLON, CO - SIGN PACKAGE		Eng: -

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Location: DILLON, CO	File Name: 140334 - R8 - DILLON, CO - SIGN PACKAGE				




SIGN TO BE EXTERNALLY
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GRAPHIC DETAIL
SCALE: 3/4" = 1'-0"

APPROVAL BOX - PLEASE INITIAL

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Location: DILLON, CO	File Name: 140334 - R8 - DILLON, CO - SIGN PACKAGE	Eng: -			




SIGN TO BE EXTERNALLY
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SIGN TO BE MADE FROM CEDAR

GRAPHIC DETAIL
SCALE: 3/4" = 1'-0"

APPROVAL BOX - PLEASE INITIAL		
CUSTOMER APPROVAL		Date

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Location: DILLON, CO	File Name: 140334 - R8 - DILLON, CO - SIGN PACKAGE	Eng: -			

**PLANNING AND ZONING COMMISSION ACTION ITEM
STAFF SUMMARY
FEBRUARY 1, 2017 PLANNING AND ZONING COMMISSION MEETING**

DATE: January 31, 2017

AGENDA ITEM NUMBER: 6

ACTION TO BE CONSIDERED:

Consideration of a Resolution No. PZ 03-17, Series of 2017: **A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, APPROVING THE PERMANENT SIGNS FOR 652 LAKE DILLON DRIVE AND 223 W. LA BONTE STREET, DILLON, COLORADO.**

SUMMARY:

RSS Mountainview LLC, owner, submitted a Class I Sign Permit application for Individual Sign Permits for a permanent Freestanding sign and Building Identification Signs for the Best Western Ptarmigan Lodge at 652 Lake Dillon Drive and 223 W. La Bonte Street. The lodge is located in Sign Zone A (Sec. 16-11-450 and Exhibit A, Article 11 of the Dillon Municipal Code). The proposed signs are described as follows:

-The existing freestanding sign panels are to be replaced with a new cabinet attached to the existing monument sign to accommodate the smaller sign panels. External illumination is to be provided, and the existing internal illumination removed. Sign Zone A does not permit internally illuminated signs. Thirty-five (35) square foot cedar wood sign panels are proposed for the double-sided freestanding sign. The Dillon Municipal Code permits a total of thirty-six (36) square feet of signage (Sec. 16-11-450(g)(1)).

-A total of four (4) cedar wood individual building identification signs at four (4) square feet each are proposed, one for each building. The Dillon Municipal Code permits individual building identification signs to be four (4) square feet for each building (Sec. 16-11-450(g)(2)). These signs will also be externally illuminated

Sign Description	Width (in)	Height (in)	Area (in²)	Area (ft²)
Freestanding	86.5	58.1	5022.4	35
Building Signs	19.6	29.9	587.5	4

-The proposed size, lighting, and wooden sign materials conform to the requirements set forth in the Dillon Municipal Code section pertaining to Sign Zone A.

STAFF RECOMMENDATION:

Staff recommends approval of Resolution PZ 03-17, Series of 2017.

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



Town of Dillon

275 Lake Dillon Drive
Dillon, Colorado 80435

Public Works - GIS

Contents:

Best Western Signs

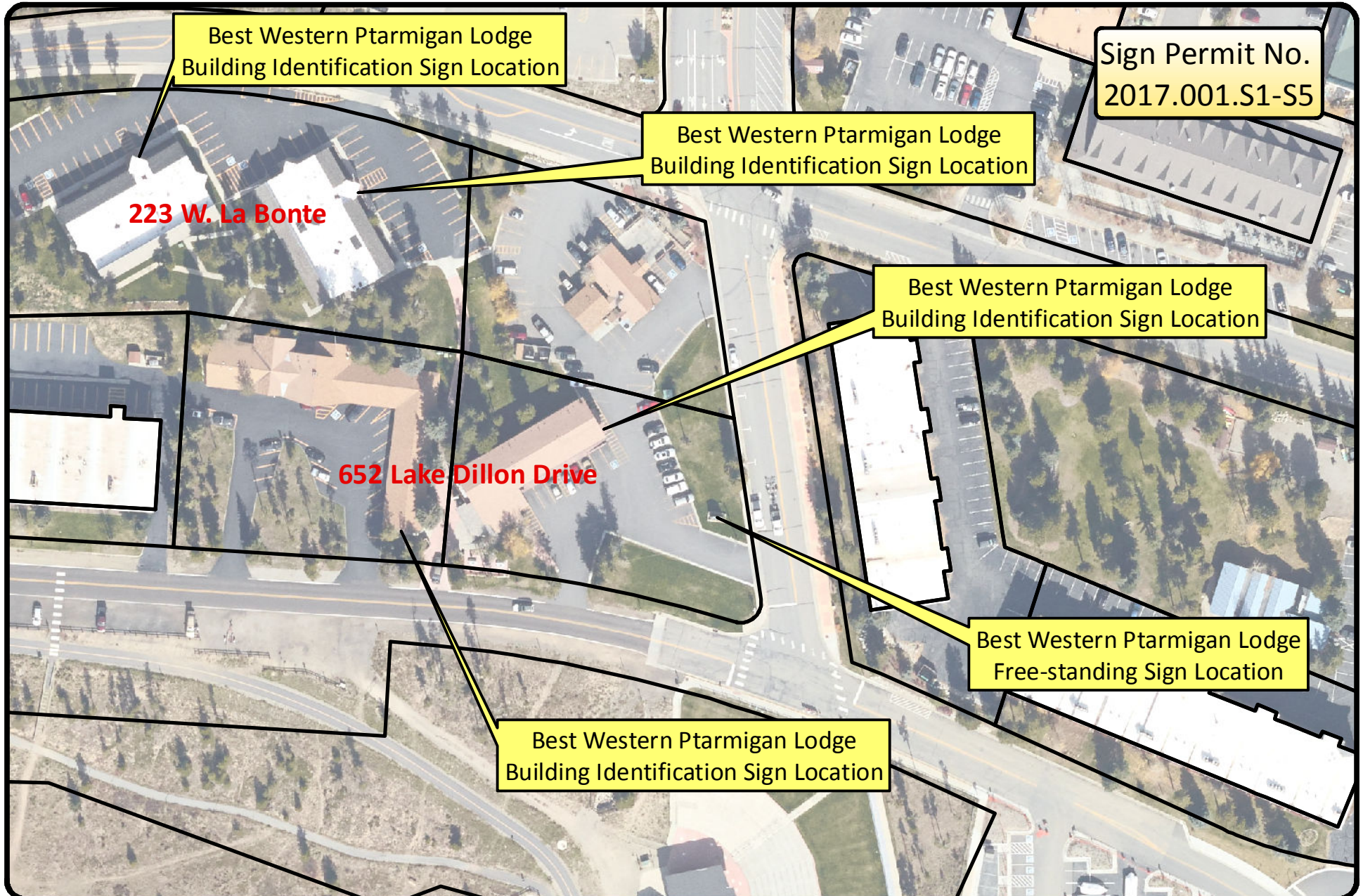
652 Lake Dillon Drive &
223 W. La Bonte Street

Date: 31 JAN 2017

By:

N. West

Scale: 1 inch = 100 feet



TOWN COUNCIL MEETING



TOWN COUNCIL MEETING

INTRODUCTIONS:

Roth Sheppard Architects // Jeff Sheppard & Chris Holzwart

TOWN COUNCIL MEETING



TOWN COUNCIL MEETING

PROJECT GOAL:

Architectural Guidelines

- **Aesthetic guide for new and redevelopments**

[jewel buildings and gateway sites are iconic sites and will be held to a higher standard of design to incorporate public uses and public space]

- **Will incorporate research and community input to guide the creation of a town that has a more authentic sense of place; a town that speaks to its past as well as its future aspirations.**
- **Will help verify that proposed designs are authentic representations of architecture that is specifically rooted in Dillon's past, future, culture, and brand.**

TOWN COUNCIL MEETING

COUNCIL MEETING GOALS:

- Receive comments on the presented Architectural Patterns
- Receive comments on the application of the selected Patterns on the Town Core buildings:



01 La Riva Building



02 Dillon Plaza



03 Gold Mine and Thrift.

TOWN COUNCIL MEETING

Meeting Agenda:

INTRO

Existing Guidelines

Research

DESIGN

Patterns

Proposed Character

Overlay Schemes

FEEDBACK

Discussion, Feedback, Moving Forward

TOWN COUNCIL MEETING

Excerpt of Existing Town of Dillon Design Guidelines:

ARTICLE VIII - Design Guidelines

Sec. 16-8-10. - Intent.

This Article is intended to promote the health, safety and welfare of the citizens of the Town by promoting the highest quality development. The Town believes the location of buildings on a site and their relationship to adjoining properties is a critical component of the zoning process. Likewise, the exterior design of structures impacts the surrounding properties and the character of the community. This Article establishes general objectives and criteria to be used in the review of projects.

(Ord. 19-96 §8.01)

Sec. 16-8-20. - Harmonious development of structures.

- (a) Building location, configuration, architectural design, materials and colors should be harmonious with the mountain setting and scale of the Town. Structures should not visually dominate the Town unless they are of civic importance and occupy focal sites.
- (b) Structures should utilize materials and design elements that relate to the mountain character of the community, and should not utilize a "design theme" that is not characteristic of the community or region, such as utilizing adobe or other materials more appropriate for southwestern United States, or Colonial themes or other similar designs.
- (c) In general, buildings should be located in a manner that relates to the street and provides a strong street frontage rather than creating street frontages that are dominated by parking. Buildings arranged so that the front door is not aligned adjacent to the street should provide windows and other architectural elements on all street sides rather than turning their backs on the street.

(Ord. 19-96 §8.02)

Sec. 16-8-30. - Roofs.

Roofs should be designed to be harmonious with their surroundings; this would typically include shake roofs or metal roofs with a matte finish. Flat roofs should be discouraged and permitted only in special situations that prohibit the use of pitched roofs. Where flat roofs are used, pitched roof elements should be used to add interest and relate better to the existing community design. Eaves, canopies, overhangs and other

What makes them harmonious?

What materials relate to mountain character?

What regulatory standards dictate this?

How does the use of a sloped roof relate to the character and history?

TOWN COUNCIL MEETING

Excerpt of Existing Town of Dillon Design Guidelines:

Need examples of appropriate use of materials

Need to list acceptable natural color palette

building features that provide shelter from the elements in winter and shade in summer are encouraged. Where long roof elements are utilized, they should be broken up through the use of dormers or other features. Roofs should not be designed in a manner that allows snow to shed over entryways or walkways, nor should buildings be designed to allow snow shedding onto parking spaces.

(Ord. 19-96 §8.02)

Sec. 16-8-40. - Building materials.

Building materials should be predominantly natural, such as wood siding, shingles, native stone and brick. Foundations provided for nonresidential buildings and multi-family structures should be faced with native stone or painted, rather than left as an untreated concrete.

(Ord. 19-96 §8.02)

Sec. 16-8-50. - Colors.

Natural colors (earth tones) are favored, but gray and white are also acceptable if used in appropriate locations and amounts. Primary colors or other bright colors should be used only as accents, and then sparingly. Use of penetrating stains rather than paint on wood surfaces will be encouraged. Wood should be finished so as to protect it from the elements.

(Ord. 19-96 §8.02)

Sec. 16-8-60. - Grading.

Excessive grading, including cut-and-fill slopes, shall not be permitted on hillsides for building sites, access drives, parking areas or other improvements. Cut-and-fill slopes should be sculptural in form, contoured and planted with natural materials to blend in with the natural, undisturbed terrain.

(Ord. 19-96 §8.03)

Sec. 16-8-70. - Service areas.

TOWN COUNCIL MEETING



TOWN COUNCIL MEETING

Research:

THEME	GUIDING WORDS	ARCHITECTURAL INTERPRETATION	ARCHITECTURAL ELEMENTS
ACTIVE	ADVENTURE PURSUIT INSPIRATIONAL CREATIVITY	DYNAMIC BUILDING FORMS [JEWEL] INNOVATIVE PROGRAMMING INNOVATIVE BUILDING TECHNOLOGIES MATERIAL INGENUITY MULT-USE FUNCTIONS	DISTINCTIVE CHARACTER OF ARCH STYLE RE- LATED TO BUILDING PROGRAM: METAPHOR DYNAMIC ROOF LINES, CANTILEVERED EAVES EXPRESSED STRUCTURE & CONSTRUCTION DETAILS CONTROLLED APPLICATION OF MATERIALS / SURFACES TO CREATE INTEREST HIGH% OF TRANSPARENCY FOR VISUAL MOVEMENT
PASSIVE	RELAXATION SPECIAL PLACE PEACE CONTENTMENT	SIMPLE BUILDING FORMS HUMAN SCALE COMFORT VIEWS OF SURROUNDINGS ENERGY EFFICIENT DESIGN FAMILIAR SHAPES AND FORMS UNDERSTANDABLE PATTERNS & RHYTHMS RECOGNIZABLE STRUCTURE AND SPACING	MINIMAL VARIETY OF ROOF GEOMETRIES APPROPRIATE COLOR PALLETTE MATERIALS CONSISTENT WITH STYLE WINDOW PATTERNS RELATIVE TO SUN PATH ROOF / SHADE OVERHANGS
MOUNTAIN	ROCKY MOUNTAINS MOUNTAIN TOWN COLORADO HISTORY ATHLETIC ACTIVITES BREATH TAKING VIEWS	MOUNTAIN / SITE SPECIFIC BUILDING FORMS ALPINE ARCHITECTURAL STYLE MATERIALS HARVESTED FROM NATURE PROMOTES VIEWS OF SURROUNDINGS WHILE PROTECTING FROM HARSH WEATHER EXPRESSION OF WEIGHT & GRAVITY	LARGE SNOW-SHEDDING ROOFS, 1:1 SLOPE PROMOTE SHADE ON SOUTH & WEST SIDE PROMOTE LOW ANGLE SUN HEAT GAIN (WINTER) FACADE SYMMETRY, VERTICAL MASSING GROUNDED W/ A STACKED STONE BASE PUNCHED OPENINGS IN STONE W/ LINTELS EXPRESSED STRUCTURAL SYSTEMS, BRACKETS, ETC. POST & BEAM CONSTRUCTION W/ STUCCO, STONE, OR GLASS INFILL PROTECTIVE ROOF OVERHANGS COVERING LARGE OUTDOOR SPACES
LAKE	LAKE DILLON WATERFRONT DILLON HISTORY ATHLETIC ACTIVITY TRANQUILITY	LAKE / SITE SPECIFIC BUILDING FORMS COASTAL ARCHITECTURAL STYLE MATERIALS HARVESTED FROM NATURE EXPANSIVE VIEWS OF SURROUNDINGS HARSH WEATHER RESISTANCE	FLAT, SLOPED, OR GABLE ROOFS WINDOW PROTECTION FROM ELEMENTS, SCREENS OPERABLE WINDOWS FOR AIR FLOW, SLIDING, LIFT WOOD, STONE, METAL MATERIALS LOWER SCALE AT LAKEFRONT BUILDINGS EXPRESSED STRUCTURAL SYSTEMS TO SUPPORT ROOF DELICATE CONNECTION TO GROUND + WATER
COMMUNITY	CONNECTIONS COMMON INTERESTS SHARED CULTURES VALUES	ACTIVITY-BASED DESIGN DYNAMIC ARCHITECTURAL INTEREST [JEWEL] MULTI-USE/MULTI-SEASON FACILITIES WELCOMING ENTRIES SAFE ENVIRONMENTS/FAMILIAR SPACES INDOOR:OUTDOOR CONNECTION	HUMAN-SCALED ELEMENTS: DOORS, CANO- PIES, TRELLISES, STRUCTURE, OPENINGS COLLECTION OF BUILDINGS/'VILLAGE FEEL' WELCOMING/IMPRESSIVE ENTRY MOMENTS VISUAL CONNECTION TO NATURE THRU GLASS FOLDING GLASS DOORS, GARAGE DOORS, & FRENCH DOORS
NATURE	APPRECIATION LIFE BALANCE ESSENCE EXPLORATION INTRINSIC	MATERIALS HARVESTED FROM NATURE ORIENTATION OF ELEMENTS TO SUN PATH ARCHITECTURAL CONNECTION TO ENVIRONMENT REDUCE EXPOSURE WHILE MAXIMIZING VIEWS BUILDING FORMS RELATE TO NATURAL PRECEDENTS AND CONCEPTS INTEGRATE REGIONAL VEGETATION BIOMETRIC PATTERN RECOGNITION	UTILIZE WOOD, GLASS, STONE, STEEL SHADE IN SUMMER, HEAT GAIN IN WINTER THERMAL MASS WALLS, ROOFS ORIENT WINDOW PATTERNS BASED ON SUN PATH REDUCE CIRCULATION ON NORTH SIDE ACTIVE/PASSIVE SOLAR HEATING OVERHANGS, OPENINGS RELATE TO SNOW DRIFT, SNOW FALL PATTERNS, SUN ORIENTATION PLANTER BOXES, XERISCAPING
AUTHENTICITY	DILLON / ROCKIES TRADITION HERITAGE GENUINE HISTORIC DILLON MOUNTAIN AND LAKE ENVIRONMENT TIMELESSNESS RUSTIC	MOUNTAIN MINING TOWN OF DILLON MATERIALS USED FOR DURABILITY, STRENGTH ARCHITECTURE RELATED TO USE STYLE AND ELEMENTS DERIVATIVE OF MOUN- TAIN AND LAKE ARCHITECTURAL CONSTRUCTION CONCEPT OF DEVELOPMENT OVER TIME DIVERSITY VS ZONING-BASED HOMOGENEITY STRUCTURAL HONESTY ECONOMY OF MEANS	SIMPLE ARCHITECTURAL FACADES, ROOFS, & COMMUNITY SPACES HEAVY MATERIALS AT BASE [STONE, STEEL] LIGHTER MATERIALS ELEVATED [WOOD, GLASS] HEAVY GABLE AND SLOPED ROOFS INDICA- TIVE OF ENVIRONMENT, METAPHORS FOR SUR- ROUNDING MOUNTAINS EXPRESSED STRUCTURAL SYSTEMS

TOWN COUNCIL MEETING

MOUNTAIN

LIGHTER MIDDLE
HEAVY / MASSIVE BASE



- LIVE WITHIN THE ROOF
- HEAVY PROTECTIVE TOP
- HORIZONTAL BALCONY SYSTEM
- RECESSED FACADE UNDER ROOF

PROPORTION OF 'HAT OVER BODY'



SYMMETRICAL RATIONAL / SIMPLE BOX UNDER ROOF
WOOD PATTERNS MIMIC GRAVITY
ALTERNATE PATTERN TO MAKE HEAVIER FEELING

WEIGHT OF STRUCTURE TRANSFERRED TO ROCKS

WOOD SIDING / CLADDING



Juxtaposition of HEAVY + LIGHT
GLASS INFILL
STRUCTURAL HONESTY

LARGE GLASS RATIO UNDER PROTECTIVE ROOF STRUCTURE. EMITS LIGHT, LOW LEVEL LIGHT + REFLECTIONS OF LANDSCAPE

ARCHITECTURAL FORMS THAT RESEMBLE SURROUNDING LANDSCAPE. LOW FORMS, SLOPED ROOFS

A
A
A



DOMINANT ROOF FORM
Juxt. of HEAVY + LIGHT
POST + BEAM

LIGHTER WOOD ON STONE BASE (GRANITE)

FRAMED WDW W/ PLANTER BOXES

PUNCHED WINDOWS W/ STONE LANTERNS

TOWN COUNCIL MEETING

LAKE

CURVED SHAPES EXHIBIT NAUTICAL ORIGINS

SHAPES RESPOND TO SPEED, MOVEMENT + GRAVITY

SIM TO ARCHITECTURE

ROOF FORMS RELATE TO WAVES + ROW MOTIONS

LIGHTNESS OF SUN SHADES JUXTAPOSED WITH HEAVIER SUBSTANTIAL ROOF FORMS

HORIZONTAL ORIENTATION OF SPACES MATCH HORIZON

NATURAL DARK GRAYS OF WINDOW FRAMES + MULLIONS

DARK SHADOWS IN WATER

LIGHT TOP

LIGHTER MID (BODY)

HEAVY BASE

TEAK WOOD FOR MOISTURE RESISTANCE

BUILDING SHAPE RELATES TO USE + PROGRAM

INTERLOCKING METAL HARDWARE

WOOD PULLEY

EXPRESSION OF CRAFT, DOOR HANDLES, TRIM, ENTRIES

CLASSIC SAILBOAT FLAGS EACH REPRESENTING A LETTER DESIGNATION

GEOMETRIC PURITY. BOLD INFUSION OF COLOR + PATTERN

LIGHTLY TOUCH, APPEARANCE OF FLOATING ABOVE THE WATER

ROPE + METAL PULLEYS SHOW ADAPTIVE ABILITIES OF DESIGN

'SAIL' ROOF

ROOF APPEARS TO FLOAT ENCLOSED ABOVE

OPEN AT GROUND LEVEL

SUPPORTS LIGHTLY TOUCH WATER/ GRASS

SIMPLE 'SAIL' ROOF OVER RATIONAL STRUCTURE

FLOATING DECK BEYOND STRUCTURE

MORE VERTICAL SUPPORTS THAN HORIZONTAL

EXPRESSION OF ROOF SUPPORT

TOWN COUNCIL MEETING

How should the future Town of Dillon feel?

Town feedback:

Charming, vibrant, and busy.

Connected to the Mountain and Lake [Mountain Lakestyle]

Welcoming and flexible Public areas for use all year-round.

What should the new or remodeled developments look like?

Dillon's new architectural character should both reflect its:

unique geographic location

cultural history

[The Architectural Design guidelines will allow for an eclectic assembly of building designs which adhere to the patterns of Mountain Lakestyle.]

TOWN COUNCIL MEETING

PATTERNS

TOWN COUNCIL MEETING

What is an Architectural Pattern?

A thematic relationship between separate building elements that collectively creates a character-defining trait.

Patterns

- Alternating window arrangement
- Vertical window proportions
- Facade variation
- Roof variation between gable and flat
- Active public domain/
Transparency of base



Patterns

- Repetitive window arrangement
- Hipped roof
- Lightly touching ground



TOWN COUNCIL MEETING

Patterns and the 'Coherent Whole'

- 1 Design of buildings should be supported by its context, **to form a coherent whole.**
- 2 Patterns are used as strategies to solve the design problem of **'how to create a coherent whole?'**
- 3 The patterns within the Design Guidelines will form a guide for Dillon to develop into a town that is a coherent whole of: **Mountain Lakestyle**

TOWN COUNCIL MEETING

How can Dillon's
Architecture Support the
Mountain Lakestyle
Brand?

TOWN COUNCIL MEETING

DESIGN GUIDELINES OF MOUNTAIN LAKESTYLE PATTERNS:

CHARACTER AND ENVIRONMENT:

- Draw Authenticity from Historic Architectural Elements
- Define the Public Domain
- Take Advantage of the Climate

BUILDING FORMS AND ARTICULATION:

- Express the Base, Shaft, and Top
- Express the Building Weight
- Step Building Heights
- Express the Roof Form
- Recess Entryways and Create Projections

DETAILS, CRAFT, AND COLORS:

- Highlight the Craft
- Use Local Materials and Textures
- Color Palettes and Accents

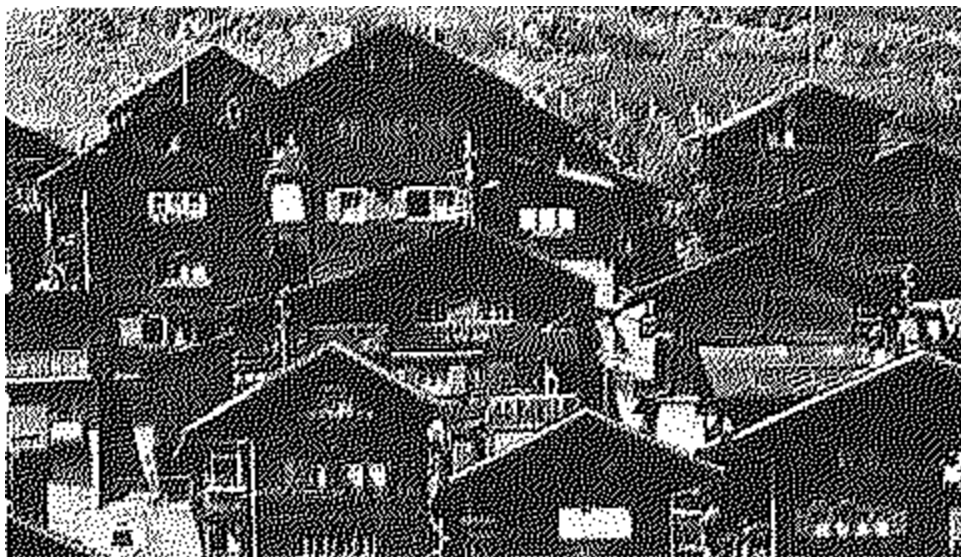
TOWN COUNCIL MEETING

CHARACTER & ENVIRONMENT

TOWN COUNCIL MEETING

Draw Authenticity from Historic Architectural Elements

Objective: Designs should relate to Dillon's past to ensure that the Town conveys an aesthetic consistency that is supported by its location.



Consider the use of authentic materials such as stone, wood, and metal (sparingly) that fit within their environment to ensure a design can remain timeless

Celebrate the simple structure

Connection with the ground depends on the geographic location and proximity to Lake



Consider the historical imagery of the original Dillon to understand the composition of buildings and density. Emphasis on the pedestrian experience is recommended.

Vertical punched windows, and recessed entries

TOWN COUNCIL MEETING

Define the Public Domain

Objective: The Public Domain is described as the first two-stories of a building facade facing a public right-of-way.



Storefront detailing (materials and elements) should be tactile and downscaled to the pedestrian

Building massing should be broken down at the pedestrian level to create intricacy and detail

Building character of each building should contribute to a pleasing overall public space

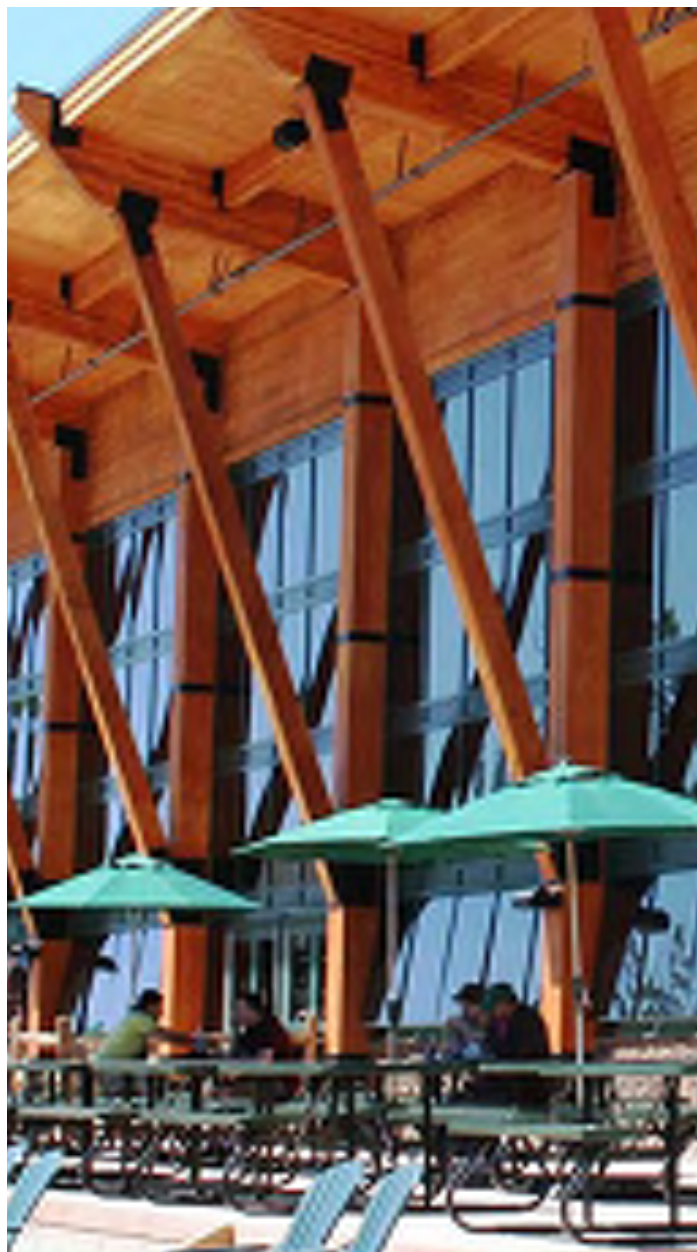
A larger proportion of transparency is encouraged for the pedestrian level to allow for the visual display of movement to be seen inside and outside of the building. [Recognizing that mixed-use retail is a challenge, incentive programs to support small businesses that stay open after 5pm is encouraged)

Requiring pedestrians to ascend or descend a level to commercial uses is highly discouraged.

TOWN COUNCIL MEETING

Define the Public Domain - Guideline

Objective: The Public Domain is described as the first two-stories of a building facade facing a public right-of-way.



Base – Articulate, activate and program the base with publicly accessible uses. Approved uses include: retail, restaurant, bar, office, community space, lobby and similar. Non approved uses include hallways, stairs, building support and operations, storage, parking, and similar.

Base – Base articulation includes the use of durable and natural materials, sills no higher than 3', dark mullions preferred (though light/ natural wood mullions and clear anodized aluminum and light colored mullions will be considered on a case by case basis as they relate to and harmonize with the surrounding context and buildings), articulated and detailed mullions, vertical mullion/ window profile versus horizontal, modulation of mullions so there is a column, pilaster, thicker mullion, or similar every 20' maximum. Solid wall materials at pilasters and columns must be proud of glass thus glass and mullions should read as recessed a minimum of 6" to achieve shadow and depth.

TOWN COUNCIL MEETING

Define the Public Domain - Guideline [continued]

Objective: The Public Domain is described as the first two-stories of a building facade facing a public right-of-way.



Base – First floor to be a minimum of 15’ in height. Proportion the base in relation to the overall mass/ height of the building.

Base – Minimum 60% of base facing a public street or a public space must be transparent glass (not reflective or visibly tinted)

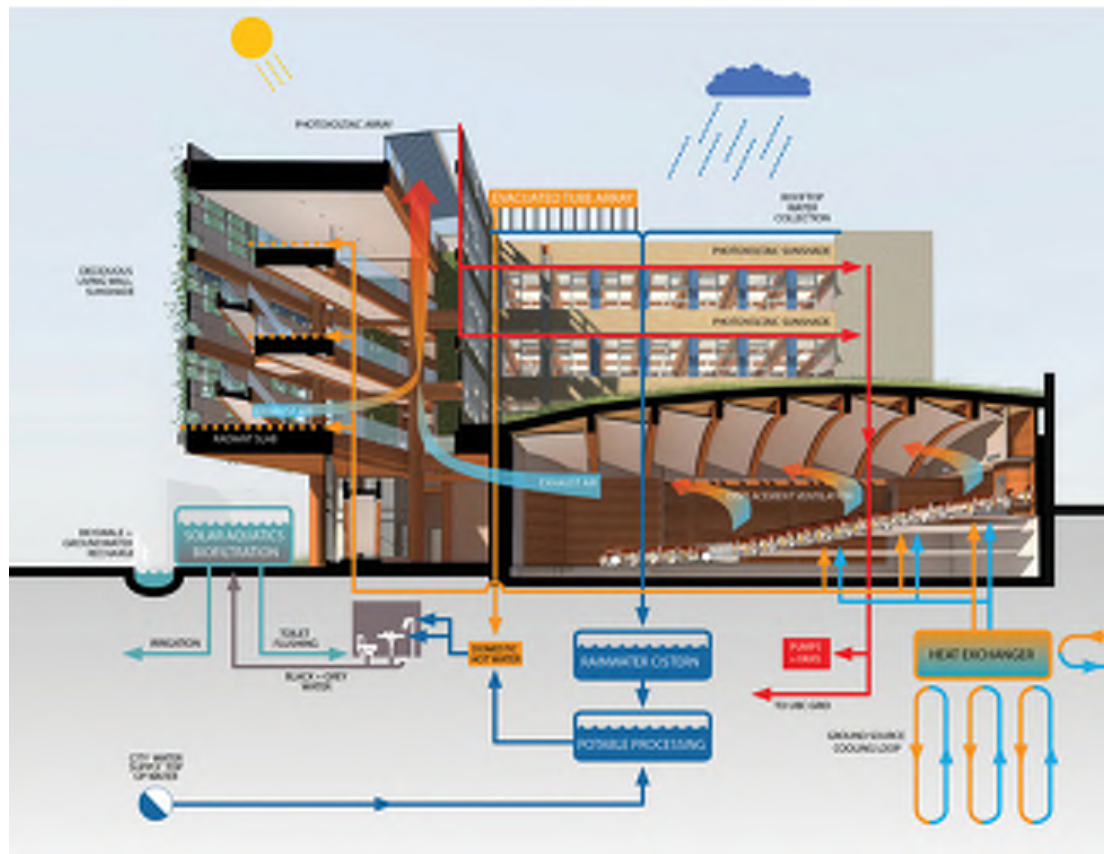
Base- If awnings are used prefer clerestory window above awning to allow daylight to back light shaded glass below and enhance the transparency of glass.

Base – As buildings buildings get closer to the lake the relationship of the base to the ground should shift. Consider lakefront buildings as ‘ lightly touching the ground’ versus mountain buildings as ‘ connected to the ground’.

TOWN COUNCIL MEETING

Take Advantage of the Climate

Objective: Designs should creatively maximize energy efficiency and minimize environmental impact while maintaining a harmony with the Town of Dillon aesthetic.



Use passive strategies that contribute to the overall well-being of the inhabitants through the use of natural ventilation and daylight.

Design of new buildings should consider orienting the building along the E/W axis to expose the length of the building to the south.

Screen solar panels and other rooftop elements from direct view to maintain character of the building. Solar shingles are a less visually obstructive strategy.

Select sites that are 'infill projects' that replace surface parking of unused spaces is encouraged to create density and protect sensitive environments

TOWN COUNCIL MEETING

**BUILDING FORM
& ARTICULATION**

TOWN COUNCIL MEETING

Express the Base, Shaft, & Top

Objective: Building façades should be constructed into [3] distinct layers: Base, Shaft, Top. The base, composed of sturdy materials grounds the building with its weight and stability. The base is the most intricate and dynamic zone, as it connects to the pedestrian level. The shaft should appear lighter with intricate detailing, materials, and colors. The top should be a dominant feature that caps the architecture below.



TOWN COUNCIL MEETING

Express the Roof Form

Objective: Create sloping roofs that complement the styles of mountain and lake architecture, where the roof is a major character-defining feature.



Roof forms should be designed to minimize ice dams and damage. Snow fences or clips are encouraged.

Roof pitches shallower than 5:12 may be considered on an individual basis

Varied roof forms, heights, and slopes create separate volumes within a large mass of buildings

Mansard and low sloped roof forms are discouraged

Use brackets and overhangs to intercept sunlight and encourage building shadowing articulation where a large amount of glazing is expressed.

Roof design should have a top that caps the building below.

Cornices and overhanging eaves should be used to terminate roof lines and accentuate setbacks

TOWN COUNCIL MEETING

Step Building Heights

Objective: Create a built environment that preserves views of the surrounding Mountain and Lake environment. Building heights should relate to their program, and the pedestrian scale.



Establish a frontage datum height of no less than 15' at public frontages.

Buildings heights should not block sunlight, but allow for ventilation while protecting public spaces from prevailing winds [which come from the NW].

Building heights should step lower towards the public street frontage to allow for sunlight and view corridors over buildings to the mountain horizon. View corridors will be carefully reviewed to ensure buildings do not mountain or lake views.

Do not project buildings drastically above neighboring buildings unless an approved iconic use



Height and scale of should be compatible with adjacent developments, transitioning from one building to the next.

TOWN COUNCIL MEETING

Express the Building Weight

Objective: A defining feature of Mountain Lakestyle is the expression of weight through the use of structure and materials.



Consider whether the building character is trying to achieve a lightness that touches the ground minimally, or a heft that solidly connects to the ground.

For connected buildings, emphasize stacked stone with punched openings at the base, supporting a lighter building on top.



For lighter buildings, utilize more frequent columns that interrupt glazing or openings through the facade.

TOWN COUNCIL MEETING

Recess Entryways and Create Projections

Objective: Building entries should be integrated into the rhythm of the façade, and recessed where possible to protect those entering or exiting from immediate direct exposure to the elements. Historic buildings in the original downtown Dillon used recessed entries within the storefront design to create display projections to connect with pedestrian consumers.



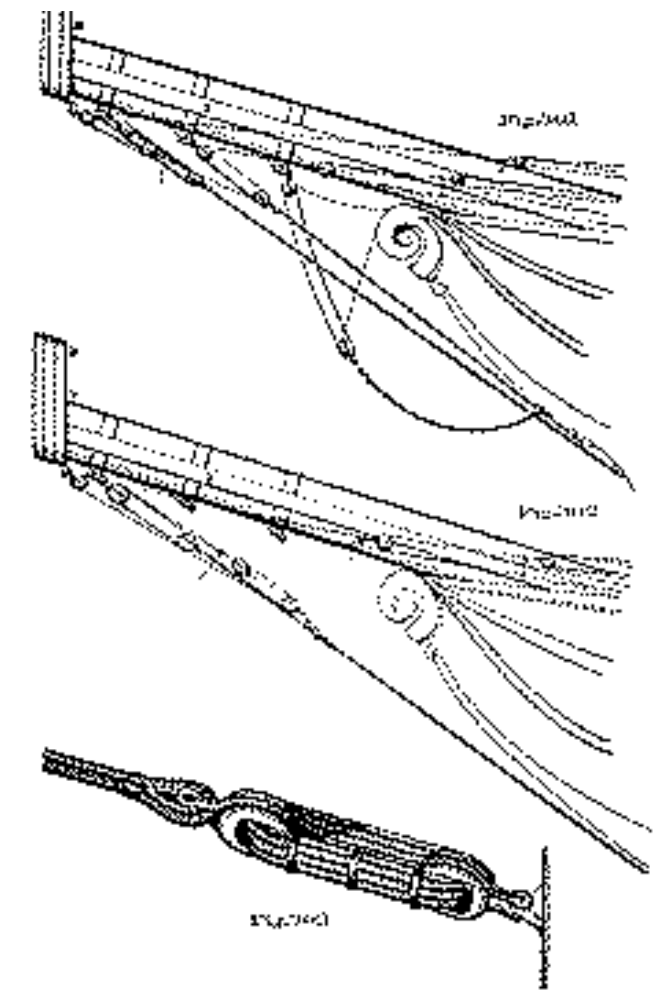
TOWN COUNCIL MEETING

DETAILS, CRAFT &
COLORS

TOWN COUNCIL MEETING

Highlight the Craft of Mountain and Lake Architecture

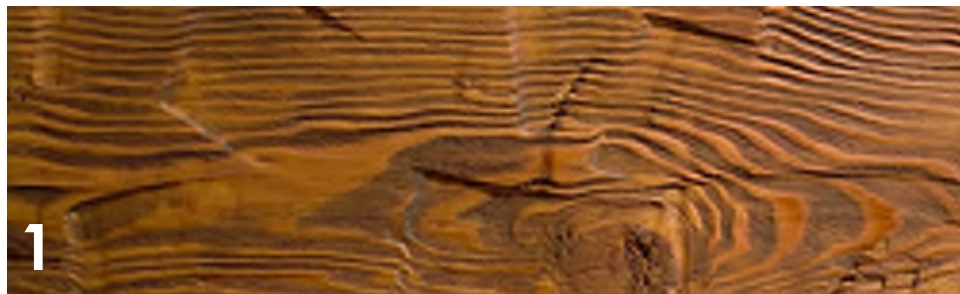
Objective: Building elements should reference historical and local architectural craftsmanship and activity through the use of mountain and lake style construction methods, mining, and ranching references



TOWN COUNCIL MEETING

Use Local Materials and Textures

Objective: To create the feeling of appropriateness and locality, utilize local and natural building materials to emphasize design features.



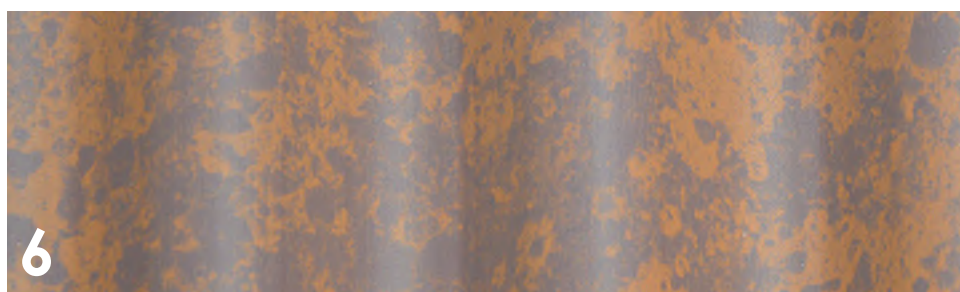
1 The use of timber wood as structure, relates to the mountain forests and historic log construction.



2 Wood siding harkens back to the homestead, mining camp, and the town building. **3** Colorful hardwoods such as mahogany relate to boat construction and marina docks



4 Natural stone connects to the surrounding Rocky Mountains, creating a heavy and solid connection to the landscape. **5** Dry-stacked stone in an ashlar pattern relates to natural stone stacking in a cut stone application



6 Steel relates to the mining elevators, pulleys, boating rigging, metal roofs and facades

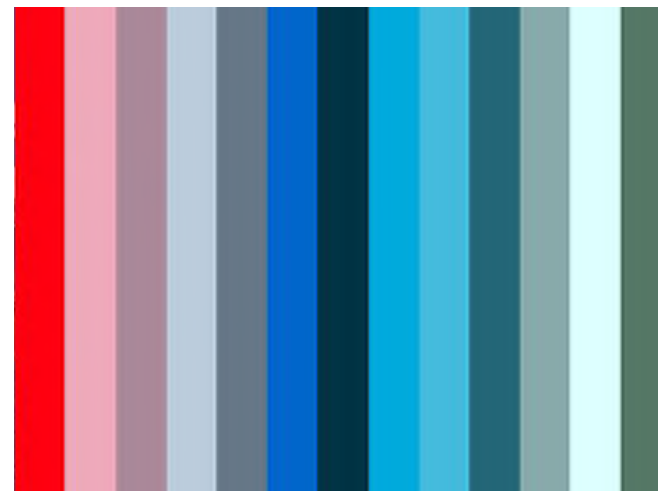
TOWN COUNCIL MEETING

Color Palettes and Accents

Objective: Select colors for building facade and roofs using earth tones to harmonize with the surrounding natural environment. Colors should primarily be muted with low reflectivity, as similar to nature. Special accents of brighter colors should be used minimally for special design features, or signage. Limit accent colors (10% max) to specific areas or borders to create interest and depth.



Building Colors: natural and muted with low reflectivity [natural greens, tans, and browns and muted reds]



Building Accents: Create an infusion of color to provide excitement, and responds to the cool hues of the water and the brightly colored sails from the boats [reds, blues, greens, turquoise]

TOWN COUNCIL MEETING



TOWN COUNCIL MEETING

Mountain features

- **Permanent** and visually connected to the ground
- **Transferring weight** to the ground.
- **Protection:** from its recessed vertical windows to its snow shedding roofs
- **Economy of means** - miners and settlers original structures.
- **Framing vistas** and **orienting to the sun** and against the wind.
- **Connecting** to versus standing out.
- **Integration** more than jarring juxtaposition

TOWN COUNCIL MEETING

'Mountain' Kit of Parts



01. Base, shaft, & top proportion



02. Pronounced post and beam Facade with Secondary Infill Windows



03. Simple and sloped gable roof forms



04. Earth tone color palette



05. Substantial engagement/heaviness of structure with the ground



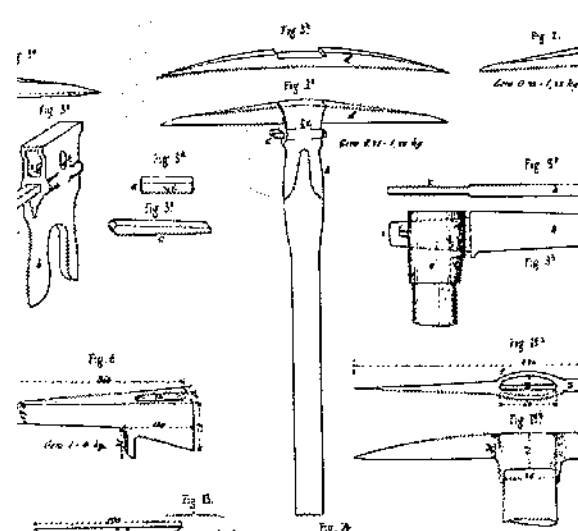
06. Aged and worn materials from the environment: stone, wood, and rusted steel



07. Deep recessed openings @ windows, doors, and balconies. Protected entries and courtyards.



08. Heavy timber hardware connections: steel truss plates, column caps, connectors, tie rods



09. Mining references: pickaxes, long wooden handles, pulleys, visible elevators



10. Vertical windows

TOWN COUNCIL MEETING

Lake features

- **Context of water**, its micro-climate and the far reaching vistas that result from the intersection of the horizontal lake with the verticality of the mountains.
- **Lightness, a delicacy , and a kinetic quality** that is derived from boathouses, docks, boats and marine hardware.
- **Roofs appear to 'float'** above their structure
- **The ground is sacred** thus buildings touch it lightly.
- **Roofs protect from the sun** while simultaneously **reflecting light** from the water.
- **The fluid quality of water, its change in state from liquid to ice, its change in color** are all qualities that can be referenced in architecture.

TOWN COUNCIL MEETING

'Lake' Kit of Parts



01. Minimal engagement/lightness of structure with the ground



02. Expansive views of horizon



03. Use of more intense colors on building faces, signage, and awnings



04. Fine-scaled details and delicate proportions



05. Floating roofs, and repetitive roof rhythms



06. Sailboat colors and light fabrics, engagement with wind and water



07. Nautical details: turnbuckles, woven ropes, pulleys, metal clasps, movable shutters, water collectors



08. Wood and stainless steel materials



09. Indoor: outdoor connectivity

TOWN COUNCIL MEETING

Mountain Lakestyle

The architectural character of Dillon should highlight a **'Mountain Lakestyle'** that creates the opportunity to honor the unique geographic diversity of Dillon.

To create a more natural transition as you enter the Town Core and proceed to the Marina, the character of Mountain Lakestyle should **progress from Mountain Lakestyle to more Lakestyle as you approach the Marina.**

What is 'Mountain Lake-style'?

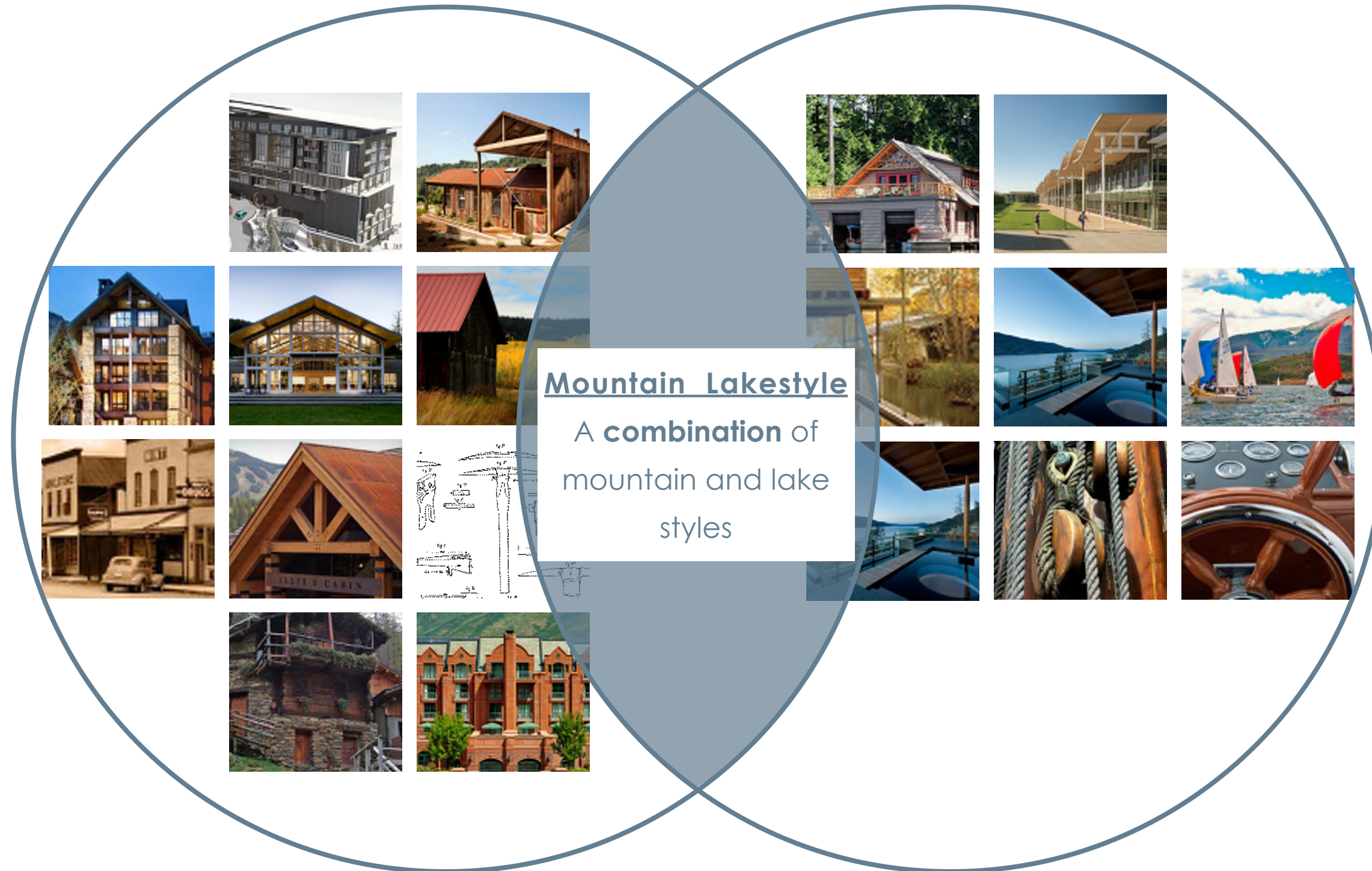
The **combination of Mountain and Lake features** (from the previous slides) to create an authentic and unique architecture that can only be from Dillon, Colorado.

TOWN COUNCIL MEETING

Mountain Lakestyle

Mountain Style

Lakestyle Style



Mountain Lakestyle

A combination of mountain and lake styles

TOWN COUNCIL MEETING

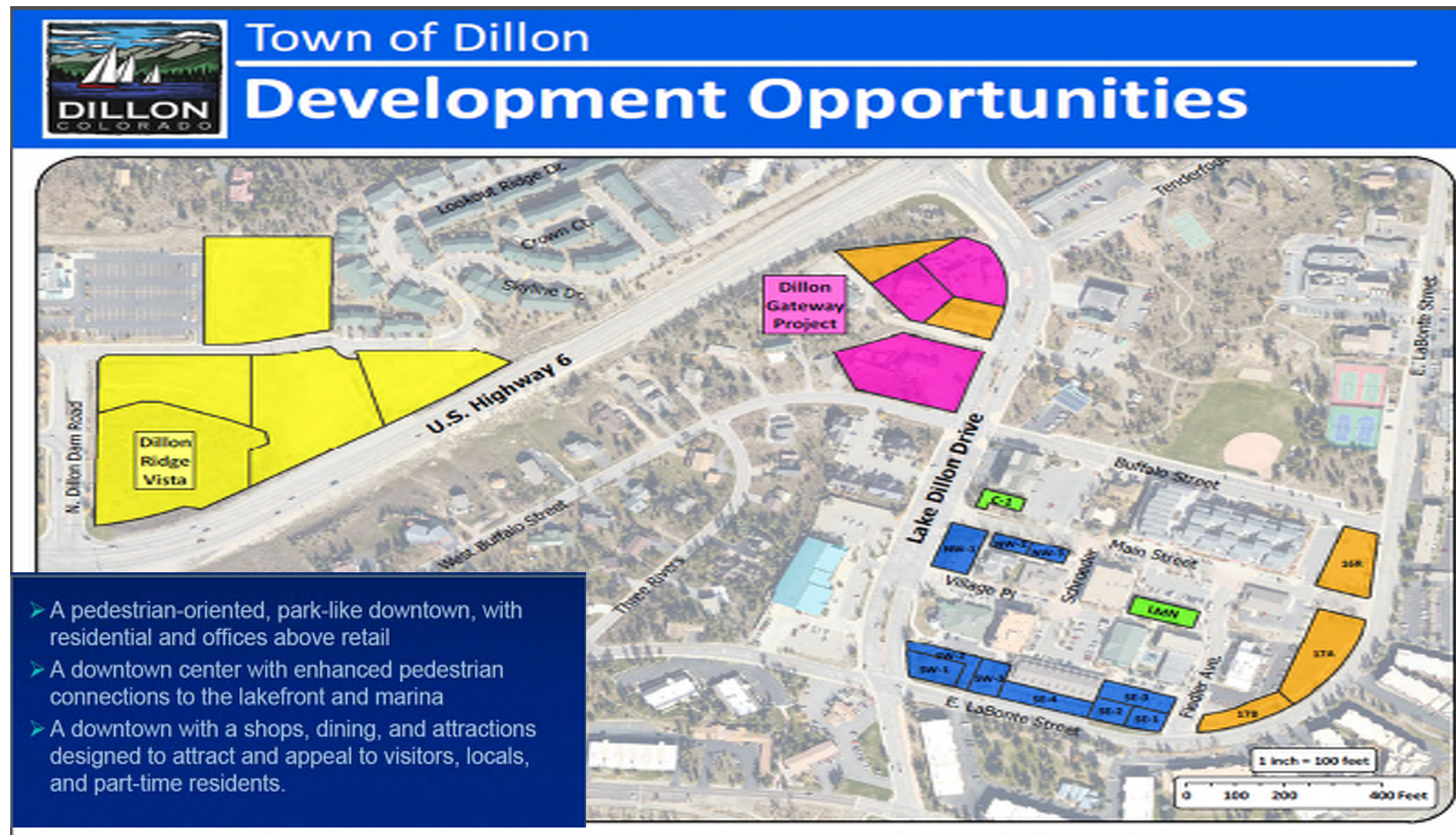
Mountain Lakestyle

Mountain Lakestyle

- 01 Connection with the ground
- 02 Simple roofs (supported by structure or floating)
- 03 Expressed structure
- 04 Vertical openings and deep overhangs
- 05 Natural materials and color accents that connect to environment and create excitement
- 06 Transparency and layering
- 07 Craft and detail
- 08 Pragmatic Poetry

TOWN COUNCIL MEETING

Dillon Core Area Opportunity



TOWN COUNCIL MEETING

Master Architectural Character Overlay



TOWN COUNCIL MEETING

[3] Building Site Plan



TOWN COUNCIL MEETING

La Riva Del Lago Building [Original]



TOWN COUNCIL MEETING

La Riva Del Lago Building [Pattern Overlay]



TOWN COUNCIL MEETING

La Riva Del Lago Building [Pattern Overlay]

HISTORICAL AUTHENTICITY

DEFINE PUBLIC DOMAIN

TRANSPARENCY & LAYERING

BASE, SHAFT, TOP

STEPPED BUILDING HEIGHTS

SIMPLE ROOFS

CRAFT & DETAIL

NATURAL MATERIALS WITH
COLOR ACCENTS



TOWN COUNCIL MEETING

Dillon Plaza Building [Original]



TOWN COUNCIL MEETING

Dillon Plaza Building - Scheme A [Pattern Overlay]



TOWN COUNCIL MEETING

Dillon Plaza Building - Scheme A [Pattern Overlay]

DEFINE PUBLIC DOMAIN

TRANSPARENCY & LAYERING

CONNECTION W/ NATURE

LIGHT CONNECTION WITH THE
GROUND

BASE, SHAFT, TOP

VERTICAL OPENINGS

EXPRESSED ROOF FORM

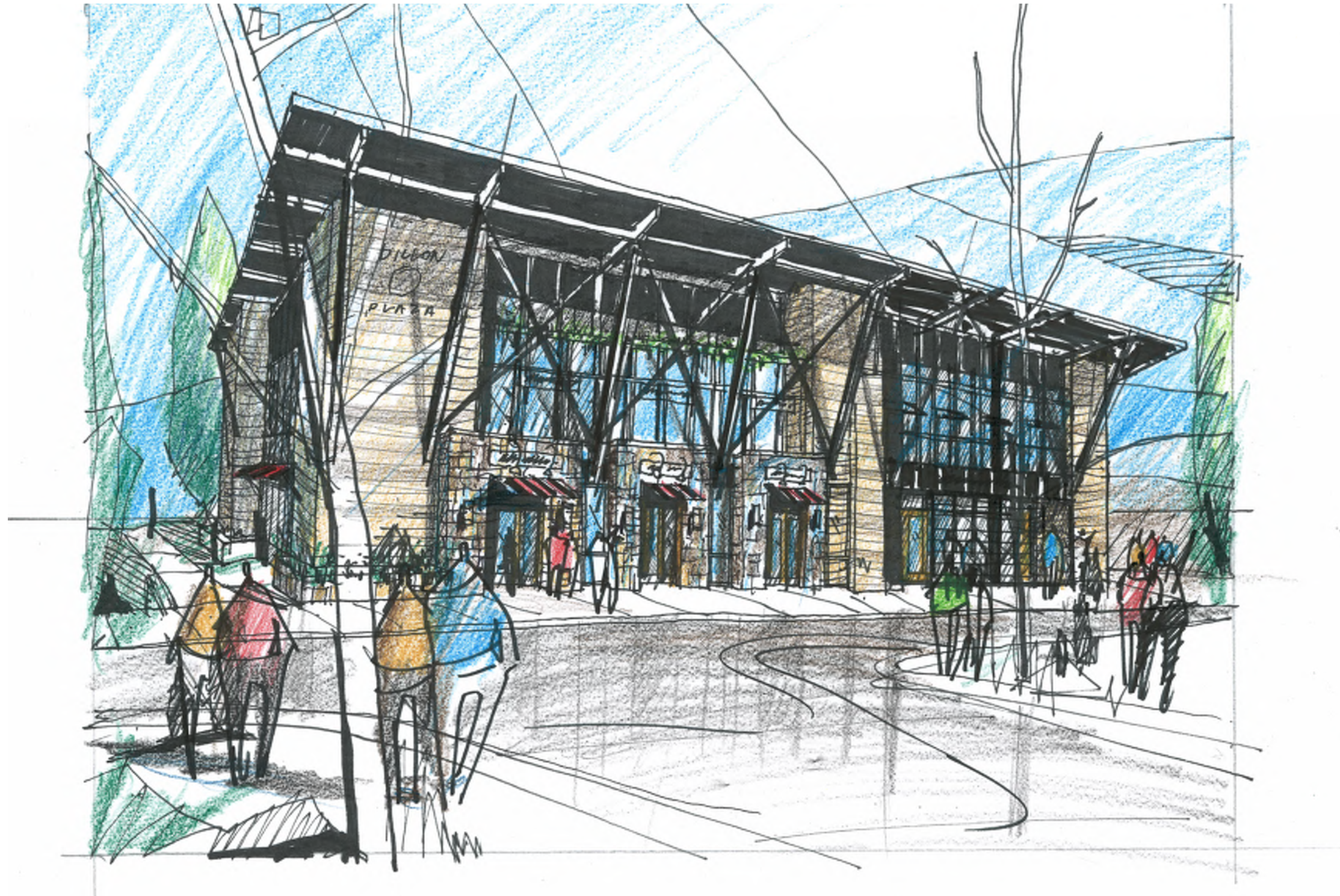
CRAFT & DETAIL

NATURAL MATERIALS WITH
FACADE COLOR ACCENTS



TOWN COUNCIL MEETING

Dillon Plaza Building - Scheme B [Pattern Overlay]



TOWN COUNCIL MEETING

Dillon Plaza Building - Scheme B [Pattern Overlay]

DEFINE PUBLIC DOMAIN

TRANSPARENCY & LAYERING

HEAVY CONNECTION WITH
THE GROUND

BASE, SHAFT, TOP

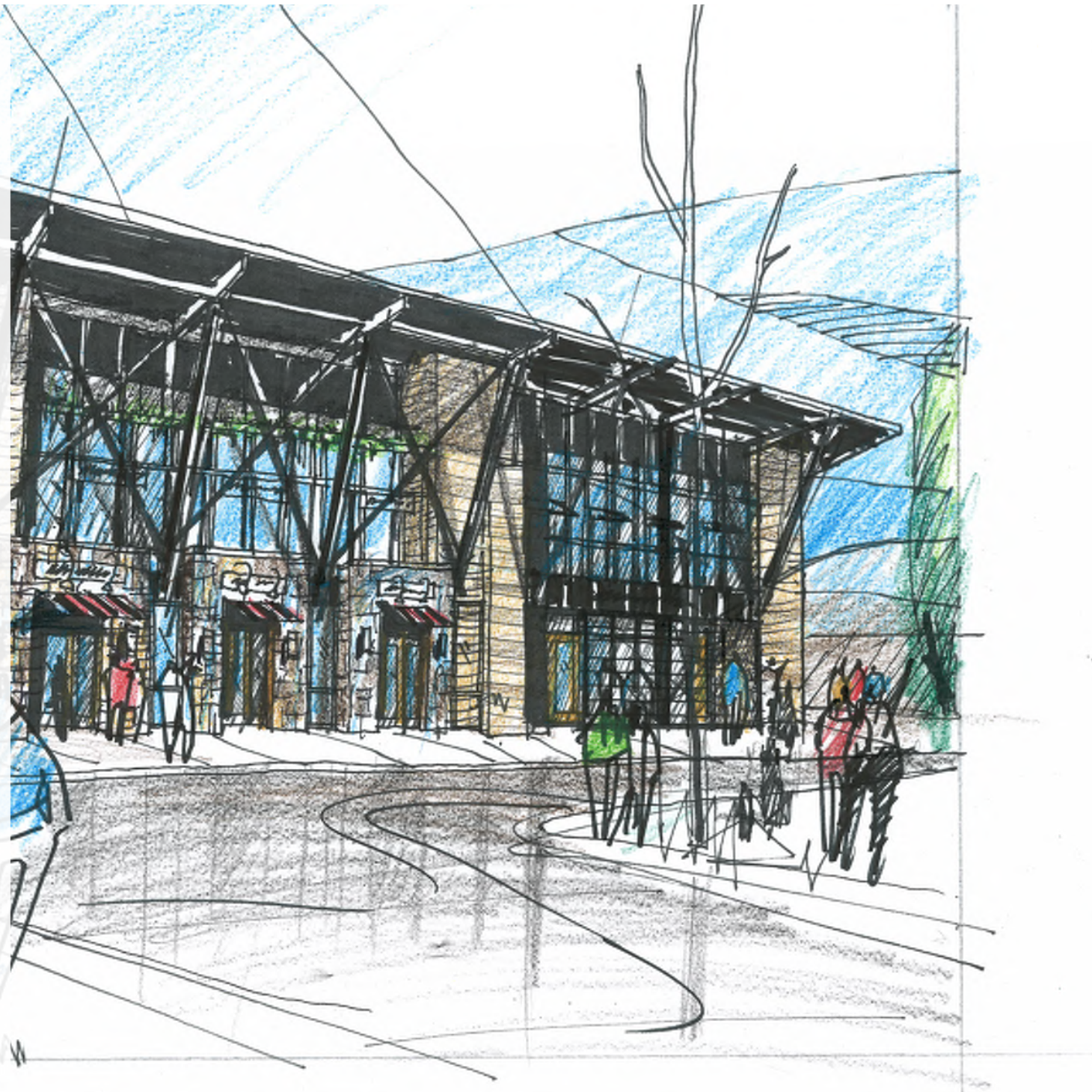
VERTICAL OPENINGS

EXPRESSED ROOF FORM

CRAFT & DETAIL

NATURAL MATERIALS WITH
COLOR ACCENTS @ AWNINGS

PRAGMATIC POETRY



TOWN COUNCIL MEETING

Gold Mine and Thrift [Original]



TOWN COUNCIL MEETING

Gold Mine and Thrift [Pattern Overlay]



TOWN COUNCIL MEETING

Gold Mine and Thrift [Pattern Overlay]

DEFINE PUBLIC DOMAIN

TRANSPARENCY & LAYERING

STEPPED MASSING

REPETITIVE ROOFS OVER
SIMPLE ROOF ELEMENT

LIGHT CONNECTION W/ THE
GROUND

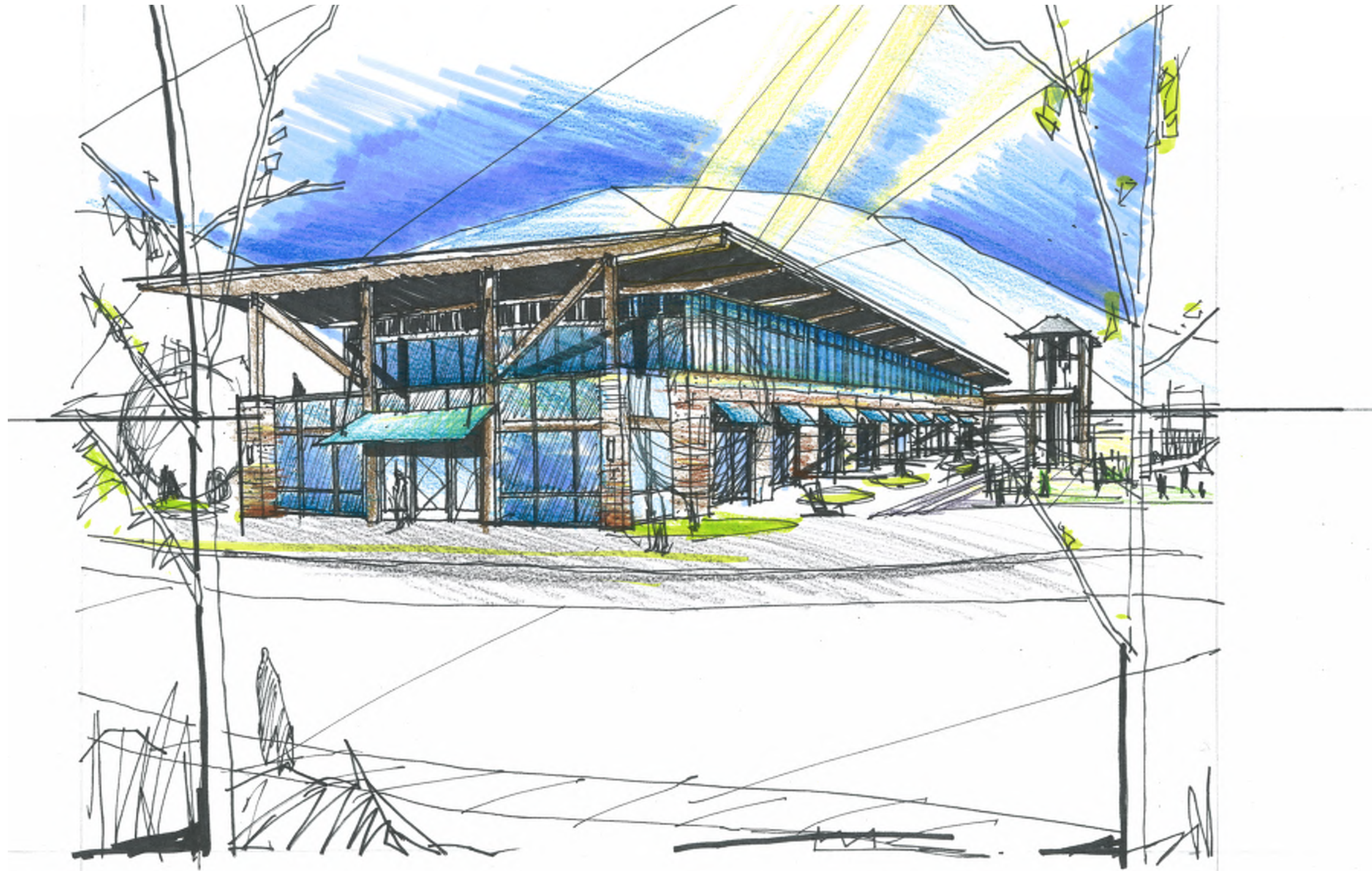
LARGE OVERHANGS OVER
WALKWAYS

COLOR ACCENTS @ AWNINGS
AND PUBLIC FEATURES



TOWN COUNCIL MEETING

Gold Mine and Thrift [Pattern Overlay]



TOWN COUNCIL MEETING

Gold Mine and Thrift [Pattern Overlay]

HISTORICAL AUTHENTICITY

DEFINE PUBLIC DOMAIN

TRANSPARENCY & LAYERING

BASE, SHAFT, TOP

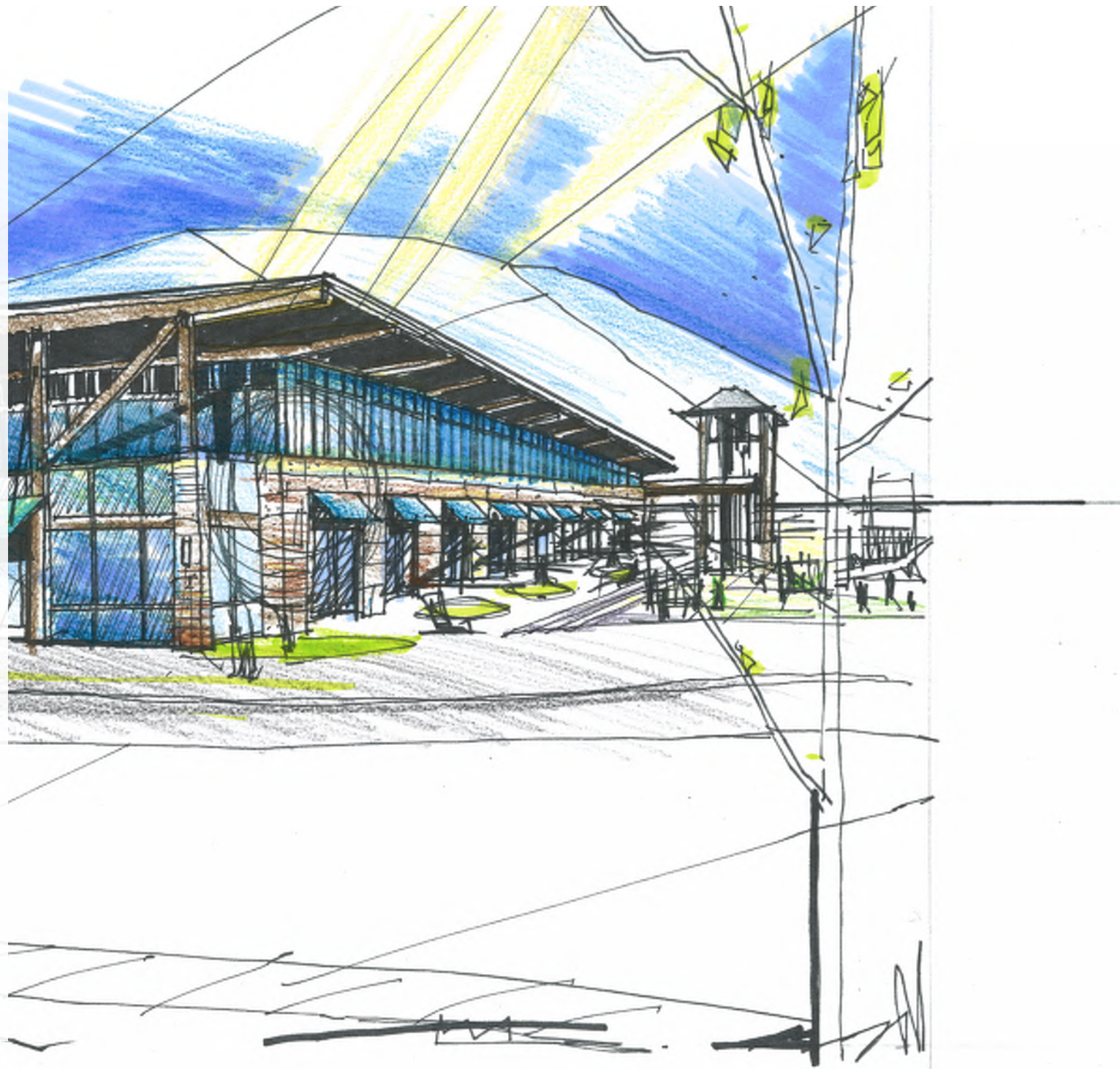
SIMPLE ROOFS

STEPPED BUILDING HEIGHTS

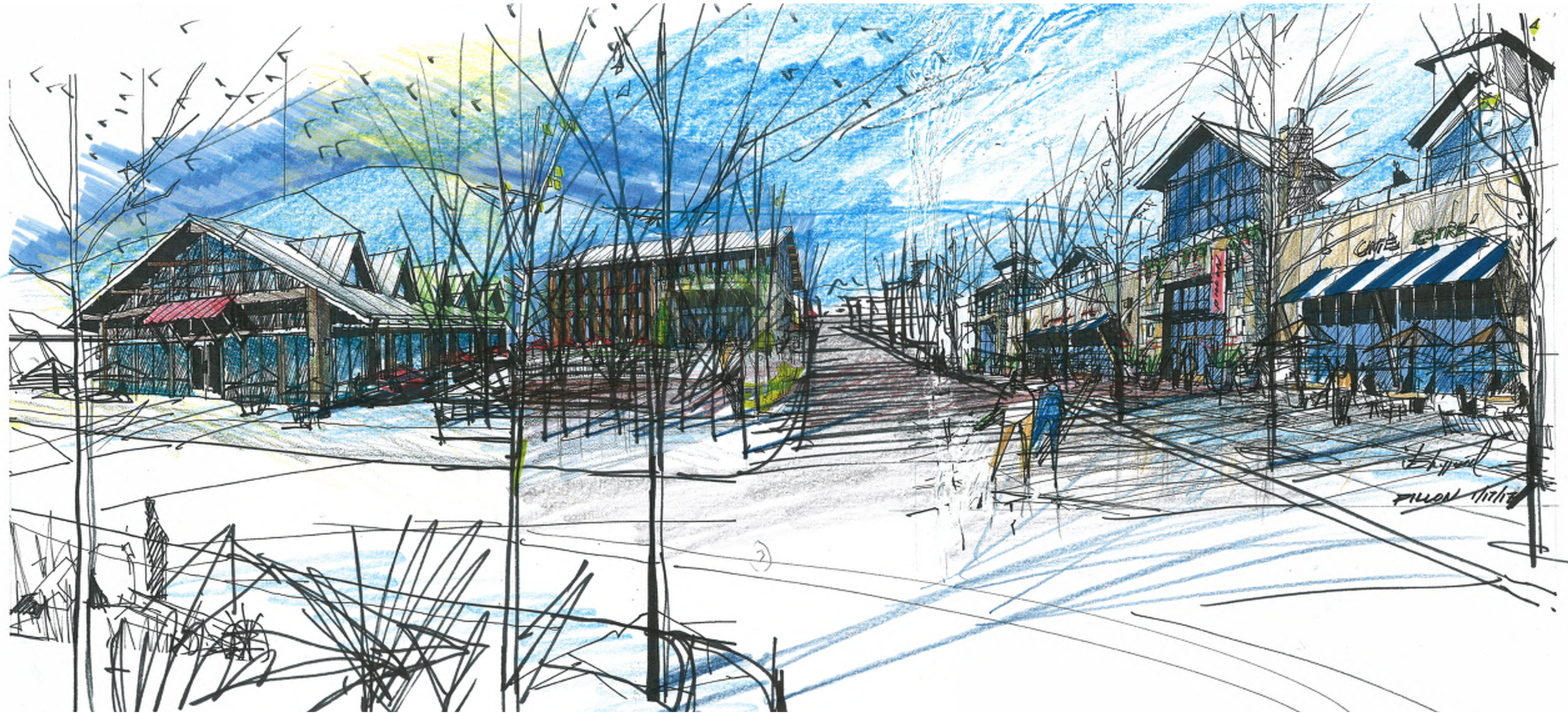
EXPRESSED STRUCTURE

CRAFT & DETAIL

NATURAL MATERIALS WITH
COLOR ACCENTS



TOWN COUNCIL MEETING



Sheppard
Dillon 1/17/17