



# Plan Rooney Valley

## A Joint Community Vision

November 2016



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*Plan Rooney Valley*



# Acknowledgments

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*Plan Rooney Valley*



### Our Vision

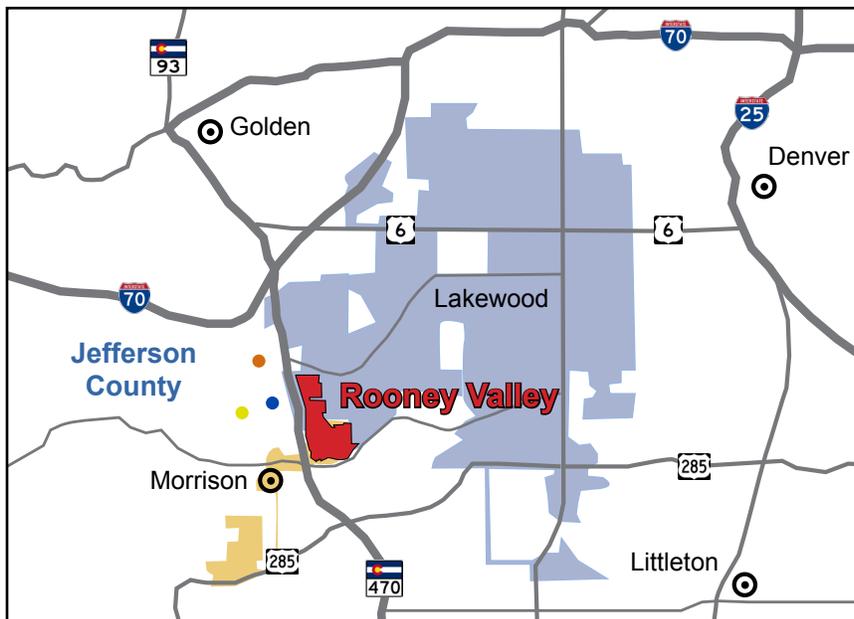
Surrounded by spectacular views, numerous parks and open space trails, and interesting geologic formations, the Rooney Valley is ideally situated to become a premiere location within the Denver Metropolitan Area.

The Rooney Valley will be a vibrant, mixed-use, walkable community where residents, employees and visitors can celebrate the unique and beautiful natural features of the area, enjoy ample open space trails and parks, and shop in a variety of interconnected retail venues. Future development will create a community with a distinct character, provide for an array of services to meet the daily needs of the community, and protect and enhance the natural features and open space of the area. The Rooney Valley will radiate a vitality that will make it a special, unique and thriving place within the region.

# Chapter 1

## Introduction

The Rooney Valley is comprised of approximately 2,200 acres of land in three jurisdictions – the Town of Morrison, the City of Lakewood, and unincorporated Jefferson County. It is ideally situated in the southwestern portion of the Denver Metropolitan Area and presents an outstanding opportunity for high-quality development. The Valley’s proximity to the foothills, Rocky Mountains, numerous parks and open space trails, natural features including Red Rocks Park, Dinosaur Ridge and the Hogback, as well as Bandimere Speedway, and the charm of old Town Morrison, make it a very desirable place to live.



- Red Rocks Park
- Dinosaur Ridge
- Bandimere Speedway

The Rooney Valley is located in the southwest of the Denver Metropolitan area and boasts views of the Hogback to the west and southwest Denver to the east.



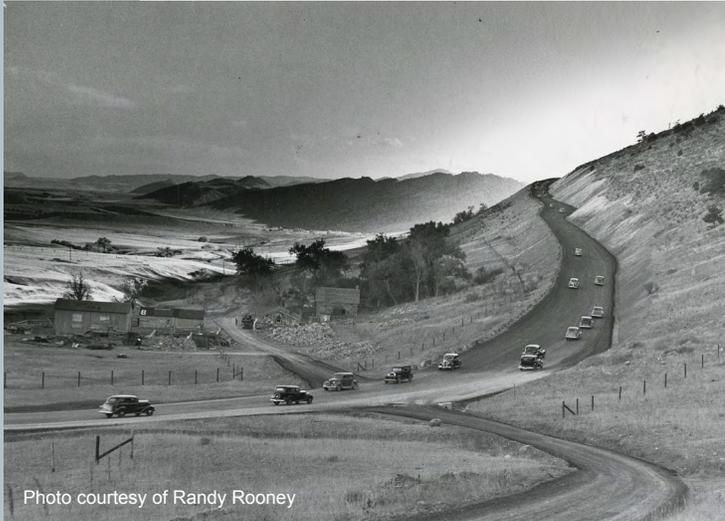


Photo courtesy of Randy Rooney

The history of the Rooney Valley (the Valley) dates back to the early 1860s when the Rooney family homesteaded the area. At one time, the Rooney Ranch consisted of approximately 4,500 acres where the family raised Galloway cattle and Morgan horses. Alexander Rooney named his property the Iron Spring Ranch after the medicine spring used by migrant native-Americans. In 1975, the Rooney home was placed on the National Register of Historic Places.

Over time, the family sold a majority of its land holdings. Currently, there are numerous land owners in the Valley comprised of individuals, partnerships and corporations. Public owners include local governments, the State of Colorado, and open space interests. Much of the land in the Rooney Valley was annexed into the City of Lakewood and the Town of Morrison in the 1980s due to anticipated development opportunities and speculation. The properties were annexed with property rights for high-density commercial and office development that did not materialize due to market conditions and a variety of economic, environmental and social factors. Maximum build out would theoretically have allowed for 28 million square feet of building space in the Town of Morrison and the City of Lakewood. As such, the majority of land area remains vacant as the theoretical level would not be possible due to physical constraints, market factors, and infrastructure limitations. However, extensive existing zoning development rights for high-density commercial and office development remain on privately-owned properties in the City and Town.

### **Purpose and Applicability of this Plan**

Plan Rooney Valley (Plan) is a policy document developed jointly by the Town of Morrison (Town) and the City of Lakewood (City). This Plan was developed with input from the community, based on market conditions and emerging industry trends. It lays the foundation for appropriate decision making for any rezoning application in the Town or the City, as well as for any future annexations into either the Town or the City, and joint planning to determine appropriate land uses, densities, open space and transportation networks as well as image and design of the Valley. The purpose of this Plan is to articulate the vision of the Valley by providing a solid foundation for policy direction, land use decisions and public investment.

The Plan ensures the Rooney Valley provides for:

- An interconnected transportation and open space system;
- The appropriate mix of residential housing types and densities;
- A balanced mix of land uses and appropriate development patterns that will allow the Rooney Valley to flourish;
- Provide opportunities for retail including potential large format and neighborhood serving uses;
- Efficient delivery of public services and infrastructure; and
- The protection of the area's natural features and open space.

### Amending the Plan

Any proposed modification to Plan Rooney Valley shall be processed as an amendment to the Master Plan, to be reviewed by the Project Management Team, Rooney Valley Commission, Lakewood Planning Commission and City Council, and the Town of Morrison Board of Trustees. If an amendment is suggested, the Zoning Commission, Council and Board must determine if the suggested change is in the best interest of the Town and City. An amendment to the Plan must be done by an adopted resolution of the Rooney Valley Commission following a public hearing before that Commission, review and approval by the Lakewood Planning Commission (under a procedure mandated by the Lakewood Charter), and approval by the Morrison Board of Trustees and Lakewood City Council as a regular meeting agenda item (no hearing required at that level). Plan Rooney Valley may be amended provided the following criteria are met:

1. The amendment improves the implementation of one of more of the guiding principles, goals or action steps of the Plan.
2. The amendment will not pose a detrimental impact on existing or planned Town of City facilities, services or transportation facilities.
3. Significant community concerns regarding the proposed change have been adequately addressed.

### Plan Organization

Plan Rooney Valley is divided into four chapters, beginning with this introductory chapter. Chapter 2 provides a background of past and current planning efforts in Rooney Valley and a discussion of existing conditions, including existing zoning and the physical constraints and opportunities of this unique area. Chapter 3 describes the public planning process that was instrumental in developing the overall vision and guiding principles for the future of the Rooney Valley. Chapter 4 discusses the framework, goals and actions steps recommended for each Plan Element to ensure development is consistent with the community's vision and the market trends and forecasts.

### How to use the Plan

The Plan is intended as a comprehensive yet flexible guide for residents, businesses, and property owners regarding future development in the Valley. For future residents and property owners, the Plan can help shape expectations about future use of property. For City/Town Staff and officials, as well as the Rooney Valley Commission members, it will be used to evaluate development and project proposals to ensure that they align with the community's vision and the overall intent of the Plan.

The Valley's vision for the future is embodied in six guiding principles. They serve as an important foundation for the Goals and Action Steps. Based upon an understanding of the market and from community input, The Guiding Principles identify the important characteristics that should define the future of the Rooney Valley and that must be incorporated in all future development. The six Guiding Principles are:



Create **walkable** neighborhoods



Provide for a range of **neighborhood amenities and services**



Attract **co-working opportunities** or communal office options



Preserve **open space, natural beauty and views**



Establish the Rooney Valley as a place to **live, shop, work and play**



Provide **connectivity** through a variety of transportation options

At the core of Plan Rooney Valley are three Plan Elements, which address key areas of need in the Valley:

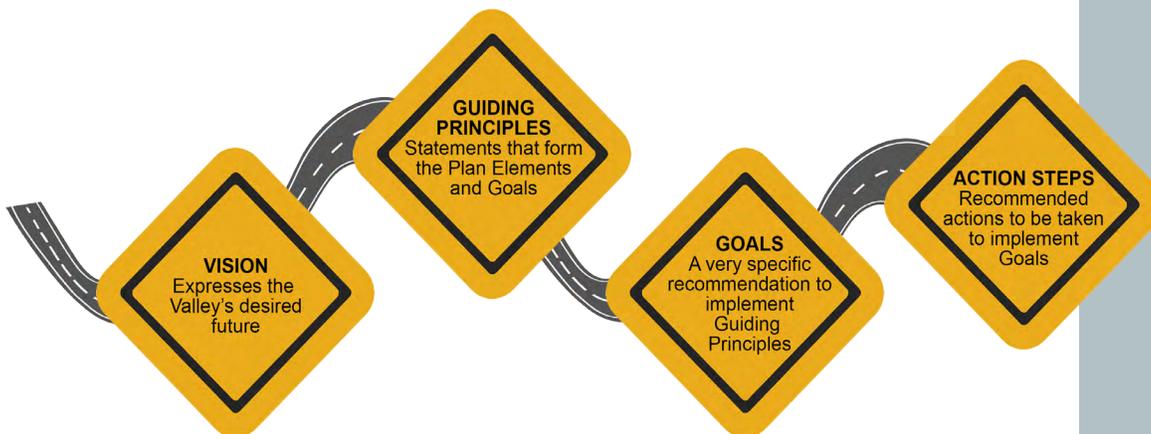
- Land Use and Design
- Transportation and Connectivity
- Open Space and Natural Features

Within each Plan Element are a series of goals and implementation strategies (action steps) which align with the Plan's Guiding Principles in order to achieve the vision for the future. The Development Framework Map is the principal graphic component of Plan Rooney Valley that emerged from the community engagement efforts.

**“It’s not what the vision is, it’s what the vision does.”**

-Peter Senge

### Master Plan Decision-Making Roadmap



The graphic components of the Plan include:

- **Development Framework Map**: A map that identifies the proper mix and appropriate location for land uses for any rezoning in the Town or the City. It depicts the development framework and land use recommendations to achieve economic vitality, vibrant activity centers, and a sustainable mix of housing choices within the Rooney Valley.
- **Transportation and Connectivity Map**: A map to assist the City and Town achieve its vision for a convenient, connected and multi-modal transportation system.
- **Open Space and Natural Features Map**: Depicts the framework for open space and wildlife corridors, trail connectivity as well natural features throughout the Valley.

## Future Land Use Designations Chart

The Plan provides a framework to guide future development, depicting land uses, general location of neighborhood nodes, future civic and intersection gateways, County land use designations and is accompanied by land use categories descriptions.

Land Use Designation	Characteristics
<b>Low Density Residential</b>	<p>Land in this category serves as a transition from the dense, urban environment envisioned to the west of McIntyre Street to surrounding low-density residential uses that surround the Valley on the north and east. It encompasses land best suited for lower intensities to connect to existing housing developments outside of current city limits. Low-density residential neighborhoods are envisioned to incorporate ample open space, including the Central, Western and Eastern Open Space Corridors, as well as walkable services and amenities in close proximity.</p> <p>Uses are largely single-family residential development on a variety of lot sizes, with densities of three (3) dwelling units per one (1) acre.</p>
<b>Medium Density Residential</b>	<p>This land use category encompasses the land area directly west of McIntyre Street, and provides an intermediate concentration between higher densities on the western edge and low densities to the east of McIntyre Street. Medium-density residential neighborhoods are envisioned to incorporate ample, shared private open spaces and the Western Open Space Corridor, as well as integrated commercial services and amenities.</p> <p>This land use designation encompasses a variety of residential development types, including higher-density single family development, duplexes, townhomes, and condominiums/apartments, accessory dwelling units and the like. Densities range from eight (8) to twelve (12) dwelling units per acre.</p>
<b>High Density Residential</b>	<p>This land use category sets forth the highest densities for residential developments along the western edge of the Rooney Valley, with direct access to the Western Open Space Corridor and Rooney Gulch with close proximity to commercial and neighborhood services. The integration of private/shared open spaces, community gathering areas and commercial services will be of fundamental importance to provide convenience and refuge to residents. New development within this land use designation will increase housing options for residents who seek a more compact, urban environment in proximity to commercial and office development and potential employment centers.</p> <p>This category designates areas for a range of residential use types, from single-family, clustered neighborhoods to multi-family development including tri-plexes, condominiums, townhouses and apartments. Residential densities typically range from twelve (12) to thirty (30) dwelling units per acre or higher.</p>
<b>Commercial</b>	<p>This land use category represents a broad mixture of commercial development to serve both local and regional markets and applies to commercial areas designated along main intersections of Morrison Road, on the south side of the Rooney Valley. These areas will remain in the Town of Morrison and are appropriate for large scale retail uses, including but not limited to grocery stores, junior or discount department store anchors along with other commercial uses such as restaurants and bars, in-line retail, personal services, offices, event space, theatres, health clubs, and the like.</p> <p>The commercial land designated at Morrison Road and McIntyre Street is envisioned to function as a higher density mixed-use Town Center that has a strong civic component dedicated to the Town of Morrison. In order to facilitate development, buildings are more urban and higher intensity in the commercial area than west of C-470 provided that building feature exemplary design and transition to surrounding future residential uses. Particular emphasis will be placed on providing a civic component for the Town of Morrison within the Town Center commercial area.</p>
<b>Mixed-Use</b>	<p>This category encompasses a variety of future production-oriented workplaces, located in the north-west corner of the Valley. This location is intended to accommodate development associated with employment uses and cooperative work spaces.</p> <p>The predominant uses include high-quality employment, office and commercial development types. Light industrial, business and office parks, and complimentary uses that support employment, such as housing, retail, etc., may be incorporated where appropriate. Dwellings and offices are encouraged to locate above ground-floor retail and services. Development patterns should include both a vertical and horizontal mix of uses and provide for pedestrian amenities including plaza areas, seating areas and places for gathering. Special attention should be paid to ensure an appropriate balance of use types is achieved.</p>
<b>Civic</b>	<p>This category is designated for public and quasi-public facilities including, but not limited to, libraries, schools, civic buildings, hospitals, and other similar uses. Approximately five (5) acres of land shall be dedicated to the Town of Morrison for municipal administration facilities within the commercial Town Center area located at Morrison Road and South McIntyre Street.</p>
<b>Parks &amp; Open Space</b>	<p>This land use category applies to existing areas along the Central and Western Open Space Corridors, Rooney Valley Gulch, and surrounding open spaces such as the Eastern Open Space Corridor, William F. Hayden Park, Dinosaur Ridge and the Hogback. These corridors are intended to be used for outdoor recreation purposes, and special attention should be given to preserve the natural, scenic and historical features of the landscape which serve as the Valley's most prominent asset. Efforts for this designation should focus on maintenance and enhancement, and on improving interconnectivity between parks and open spaces and adjacent neighborhoods and amenities.</p>

## Future Land Use Designations Chart

Land Use Designation	Characteristics
<p><b>Neighborhood Node</b></p> 	<p>Nodes are located strategically in close proximity to residential areas to ensure convenient access for residents and visitors to smaller-scale commercial and neighborhood services and amenities. Safe and attractive pedestrian and bicycle connectivity should be provided to and from the nodes to adjacent neighborhoods.</p> <p>Uses include a broad mixture of neighborhood amenities such as small-scale restaurants, coffee shops, pharmacies, bike shops, small boutiques, co-working spaces, public facilities (i.e. libraries and recreation centers) and pedestrian amenities (i.e. plaza areas, seating areas, and places for gathering for special events such as farmer's markets, entertainment and community events). Because of the substantial availability of open space corridors within the Valley, the intent is not to include parks and open space as predominant nodal features unless included as subordinate to other neighborhood-serving facilities being provided. Buildings can be up to 3 stories and should be oriented to the street, with parking located to the side or behind the buildings, and direct pedestrian access should be provided from public sidewalks into the neighborhood node.</p>
<p><b>Special Treatment Area</b></p> 	<p>The Special Treatment Area borders South McIntyre Street, between Morrison Road and West Yale Avenue. This area is intended to highlight the major corridor that will run north-south through the area, and as such, will define the character of the surrounding neighborhoods and the Rooney Valley area. It serves as a gateway into the Rooney Valley and must serve as an inviting and pleasant interface that integrates the adjacent neighborhoods.</p> <p>The uses should correspond with the underlying land use category that is illustrated on the Development Framework Plan, and should focus to incorporate aesthetic elements to improve the appearance within the Special Treatment Area. Any buildings or structures located within the Special Treatment Area should face South McIntyre Street to the greatest extent possible, with parking located behind or to the side of buildings. Fencing along McIntyre Street should be constructed of materials compatible with adjacent developments and should be at least 50% open. Fences should provide visual interest and architectural treatment (i.e. columns or enhanced landscaping) every 50 feet. Enhanced landscaping should be incorporated into adjacent development to create interest and enhance the character of McIntyre Street, and should include, at minimum, trees and four-season plant materials. Provisions for safe, efficient and attractive pedestrian and bicycle connections should be included when South McIntyre Street is constructed and should include an 8-foot detached sidewalk and on street bike lanes on both sides of the street. An entry gateway should also be incorporated at the intersection of South McIntyre Street and West Morrison Road, which is intended to establish a distinct image for the Rooney Valley as a vibrant place to live, work, shop and recreate.</p>
<p><b>Intersection Gateways</b></p> 	<p>Intersection Gateways correspond to major corridor entries into the Rooney Valley, including the intersections of C-470/Alameda Parkway and South McIntyre Street/Morrison Road. The Gateways will serve to establish a distinct image for the Rooney Valley as a vibrant place to live, work, shop and recreate.</p>
<p><b>County Land Use Designations</b></p>	<p>The land use areas within unincorporated Jefferson County that lie within the Rooney Valley are represented as per the Jefferson County Comprehensive Plan to ensure the County's vision remains intact as the planning of the Valley moves forward. Descriptions of the applicable land use categories are provided below</p>
<p><b>County Large Scale Commercial</b></p>	<p>Pursuant to Jefferson County's Central Plains Area Plan, the land located at the intersection of C-470 and Alameda Parkway is defined as Large Scale Commercial; further described as the C-470/Alameda Activity Center. The construction of the interchange at C-470 and West Alameda Parkway and recent rezoning cases have made the land surrounding the interchange prime for higher intensity uses. Land uses that create primary jobs are highly desired in this Activity Center. All retail on all four quadrants is not desired. This area is identified as large scale commercial and should allow for retail, office, light industrial, and multi-family residential uses. A portion of the northeast quadrant should also allow warehousing, including mini-warehouses. Reference the Jefferson County Central Plains Area Plan for more details.</p> <p>The County's large scale commercial land use located on the west side of C-470 contains the Bandimere Speedway and brings a significant regional draw. This category allows for retail and office uses of any size, hotels and motels, hospitals, and automobile dealerships.</p>
<p><b>County Rural Residential</b></p>	<p>Pursuant to Jefferson County's Central Plains Area Plan, the land located at the southwest corner of Alameda Parkway and Rooney Road is designated within the Rural Residential land use category. These properties currently range from approximately ¼ acre to over 2 acres. Large domesticated animals, such as horses, currently reside on many of the properties. These areas allow for horses or other livestock meeting specified guidelines or residential uses at a density of 4.5 dwelling units per acres. If this density is developed, large domesticated animals should not be allowed. The wildlife corridor along the floodplain area is encouraged to be left in a natural state, not channelized or piped, for the continued movement of wildlife. Reference the Jefferson County Central Plains Area Plan for more details.</p>
<p><b>County Low Density Residential</b></p>	<p>Pursuant to Jefferson County's South Plains Area Plan, a pocket of Jefferson County land is situated within the Valley, located just east of Rooney Valley Road and south of Yale Avenue, and is designated within the County for low density residential land use. New residential densities in this area should reflect less than four (4) dwelling units per one (1) acre. Reference the Jefferson County South Plains Area Plan for more details.</p>

*Plan Rooney Valley*



## Chapter 2

### Background

#### Planning in the Rooney Valley

Planning for the area dates back to the late 1990s when the Town of Morrison and the City of Lakewood developed very similar Rooney Valley master plans. After the adoption of these plans, the City of Lakewood and the Town of Morrison realized the importance of coordinated planning in the area to ensure it is being developed in a thoughtful manner. The regional context and common vision of the Valley have united the Town and City in forwarding high quality development principles and integrated systems through joint planning efforts.

The Rooney Valley Joint Master Plan (Master Plan) was adopted in 2002 by the City of Lakewood and the Town of Morrison. The Master Plan consolidated the individual plans that had been adopted by the Town of Morrison and the City of Lakewood in the late 1990s. The Master Plan articulated a vision, development tools and an implementation plan to guide development in the Rooney Valley. Since the adoption of the 2002 Master Plan, minimal development has occurred within the IGA area due to a number of factors including the (now resolved) Mt. Carbon bankruptcy, and water and infrastructure issues.



**“You’ve got to think about big things while you’re doing small things, so that the small things go in the right direction.”**

-Alvin Toffer

**What is an IGA?**

Intergovernmental Agreements, commonly referred to as IGA's, are contracts between governing bodies. They describe relationships, define authority, and seek to achieve efficiencies through mutual cooperation. Local governments typically enter into IGA's to solve problems of mutual concern like:

- Joint Master Plans
- Shared development review
- Revenue sharing
- Service delivery and maintenance
- Unified development standards

**Building on Previous Planning Efforts**

Comprehensive Plans are vision documents that set the direction for the future. The City of Lakewood's Comprehensive Plan, adopted in 2015, identifies the Rooney Valley as one of the few remaining areas in the City that is available for development. The Lakewood Comprehensive Plan recommends that the 2002 Rooney Valley Joint Master Plan be updated to ensure the Valley continues to develop in a thoughtful and cohesive manner.

The Town of Morrison Comprehensive Plan, adopted in 2008, encourages high-quality, mixed-use development within the Rooney Valley and identifies this area as a growth area that will generate revenue for the Town.

This Plan represents a coordinated effort to solidify a joint vision for the Valley, comprehensively determine the appropriate balance of land uses, understand the market and area conditions and emerging industry trends, remove barriers to development, coordinate actions on annexations and the delivery of public services and infrastructure, identify revenue sharing opportunities, preserve special features of the Valley, and guide infrastructure investment and network connections.

**Intergovernmental Agreement**

In 2000, the Town and the City entered into an Intergovernmental Agreement (IGA). Although the Intergovernmental Agreement area includes a portion of Jefferson County, Jefferson County is not a party to the IGA. The IGA provided for joint planning for, among other items, appropriate land uses and densities, joint coordination of capital investment in infrastructure, land purchases and public features within the Valley. The IGA also included provisions for joint revenue sharing, the joint sharing of the costs of services, and for the coordination of annexations.

The IGA was revised in 2016 for the main purpose of streamlining land entitlement procedures in the Rooney Valley, simplifying the revenue sharing parameters and process for certain revenues collected by the City and Town, and simplifying the process by which municipal services will be provided in the Valley. The 2016 IGA created a Rooney Valley Zoning Commission comprised of three members from Lakewood and three members from Morrison. The purpose of the Rooney Valley Zoning Commission is to hear rezoning and potential annexation applications that occur within the Intergovernmental Agreement Area. The 2016 IGA continues to provide for joint planning efforts to determine appropriate land uses and densities, joint coordination of capital investment in infrastructure and annexations, and joint revenue sharing.

## Rooney Valley Market Study

Ricker|Cunningham was retained by the City of Lakewood in 2015 to conduct a market study to better understand prevailing and anticipated market conditions in and around the Rooney Valley. The market study provides a foundation and serves as a resource to allow the Town and the City to make informed development decisions based on an understanding of market and area conditions and emerging industry trends. In addition, the market study served as a tool to inform the planning process and to guide the development of the Goals and Action Steps contained in Chapter 4.

The market study provided a thorough analysis of:

- The supply and demand conditions for the residential market;
- The interchange retail demand;
- Office and industrial markets demand; and
- The demand for select land uses and product types.

Each of these are discussed in more detail in the following excerpts taken from the market study.

Notable investment in the Valley over the last two decades has been largely limited to the Solterra development in the City of Lakewood. The Solterra development is located adjacent to the IGA boundary area, but is not within the IGA boundary.

The market study identified a number of factors that continue to impact investment and development decisions and serve as “barriers to investment.” While the number and type of barriers differ from one location in the study area to another, as well as from one parcel to another, they all fall into one of the following six categories -- physical, regulatory, market (consumer profile and developer capacity), financial, political and organizational. The greatest barrier is physical due to the absence of infrastructure and services (water and service).

### ***Residential Market - Supply and Demand***

The market study projected more than 13,500 ownership units in demand in the Residential Trade Area over the next decade. The highest percent of demand is anticipated for units priced between \$350,000 and \$500,000 and over \$500,000.

The Trade Area rental market is operating closer to Metro Area averages with a vacancy rate of 4.7%. With 2,100 rental units under construction in 2015 and 2016, and with demand for approximately 5,300 rental units over the next 10 years, there remain 3,200 units which will need to be delivered somewhere in the Trade Area to address demand. Current conditions within the retail Trade Area are comparable to those in the Denver Metro Area in terms of vacancy, quoted rental, net absorption rates, and new construction activity.

Demand for commercial retail, service and restaurant space is derived from two principal sources -- expenditures by trade area residents made outside the area, otherwise referred to as "leakage," and expenditures by new households resulting from growth. Twenty-year demand in the Trade Area associated with the recapture of leakage is estimated to be 489,000 square feet (sf), with an additional 3.0 million square feet from household growth.

#### *Interchange Retail Demand*

These analyses specifically investigated conditions and support for grocery and general merchandise stores within a three-mile radius of each interchange. Current and anticipated household growth over the next 10 years for both the C-470 and Morrison Road and C-470 and Alameda Parkway three-mile trade areas were considered sufficient to support a grocery and/or general merchandise opportunity. However, depending on the ultimate development concept for the Valley and location of specific day- and nighttime activity generating uses, both interchanges will likely be well positioned to accommodate commercial development of some form. Finally, what will be equally as important as market demand will be the physical capacity and attributes of each area to the extent that they can address the access and visibility requirements of select retailers.

#### *Office and Industrial Markets Demand*

The Market Analysis suggests support for approximately 6.3 million square feet of new office space and 8.9 million square feet of new industrial space. There remains limited capital for new development of traditional office products, particularly those located in suburban markets and lacking access to transit. Whereas industrial has rental rates significantly lower than office rental rates, and given the comparatively high cost of land development, it may be difficult to make this type of product financially feasible. Flex office space, with higher rental rates, would likely have a better chance to succeed.

The only other employment product type, corporate headquarter or corporate campus, would likely favor a location like the Rooney Valley with regional access to points north and south in the Metro Area, Downtown Denver and Denver International Airport via Highway C-470; proximity to the mountains, their resorts and sports offerings, and regional trail systems; and Rooney Valley's attractive natural setting. However, conditions exist which will potentially continue to preclude interest among these users if not resolved include the lack of: diversity in housing product types including executive housing and employee housing options; daily services, restaurants, and hotels; and, alternative forms of transit infrastructure.

Market Absorption Summary

Demand for select land uses and product types in the respective Trade Areas over the next 20 years is summarized in Table 2.1.

Land Use Type	Trade Area Demand (20 years)	Rooney Valley Study Areas					
		Market Share		Absorption (Units/Sq. Ft.)		Absorption (Acres)	
		Low	High	Low	High	Low	High
<b>Residential (Units):</b>							
Single-family Detached	16,200	9%	11%	1,458	1,782	486	594
Single-family Attached	6,900	7%	9%	483	621	16	21
Rentals	7,200	9%	11%	648	792	22	26
<b>Subtotal</b>	<b>30,300</b>			<b>2,589</b>	<b>3,195</b>	<b>524</b>	<b>641</b>
<b>Non-residential (Sq. Ft.)</b>							
Retail	3,400,000	14%	16%	476,000	544,000	44	50
Office	6,300,000	7%	9%	441,000	567,000	29	37
Industrial	8,900,000	7%	9%	623,000	801,000	72	92
<b>Subtotal</b>	<b>18,600,000</b>			<b>1,540,000</b>	<b>1,912,000</b>	<b>144</b>	<b>179</b>
				<b>Total Acres</b>		<b>688</b>	<b>820</b>

Table 2.1

Market Study Conclusions

The Rooney Valley offers an unprecedented opportunity in the Denver Metro Area for a high-quality, multi-use environment that offers immediate and regional access to the state’s recreational offerings, area employment centers, and air and rail transportation services. A diverse, yet limited, inventory of non-residential product offerings that are primarily local-serving will complement several high-quality residential neighborhoods and offer a range of products that address both un-served and under-served markets in both the Trade Area and Metro Area as a whole.

Based on an analysis of somewhat comparable land development projects throughout the Front Range, it appears that site development costs in the Valley are higher than similar costs in other “greenfield” and “fringe” areas. These higher costs are generally attributable to:

- Less developable acreage over which to spread site costs (impacts of slope/topography); and
- The slope and topography constraints and lack of infrastructure.

In addition to financial resources, it is advisable that relevant policy and regulating documents between the participating jurisdictions are in alignment with the vision and desired outcomes. This may require either updates to existing documents, but regardless, ideally the shared goal will be to eliminate unnecessary barriers to investment.

Density, as a component of entitlements, while often a solution to overcome economic challenges associated with development, might be considered a measure of last resort with other participatory measures used to balance private sector risk and return expectations and still accomplish high-value development.

Given the Project Area's location at a highly visible gateway to all three jurisdictions, the Denver Metro Area to the east, and the Rocky Mountains to the west, improvements will ideally be mutually-beneficial and the cost of those improvements will be shared. This cost sharing arrangement could be formalized in new or updated agreements.

Whereas some existing agreements, both intergovernmental and parcel-specific, have been considered to be less than productive relative to the evolving vision for the Valley and changing market conditions, a thorough review of each one and their supporting processes could benefit both public and private interests and eliminate any unintentional barriers to investment.

Although each prospective stakeholder entity has a different role in the Valley's development, jointly prepared marketing and promotion materials and collective promotion could prove more efficient and valuable in the long term. Participating groups might include: City of Lakewood, Town of Morrison, Jefferson County, Jeffco ED, special districts (with a presence in the Valley), property and business owners, and developers.

Since infrastructure challenges continue to play a significant role in delaying development in the Valley, a joint infrastructure strategy might be considered which: quantifies required service levels relative to existing resources based on a new vision for the Valley; identifies opportunities and locations for shared infrastructure improvements and offers a more comprehensive (and less redundant) and shared approach to cost allocation; and, considers existing agreements and their debt structure, so as to ensure the provision of uninterrupted services to area users.

While the original Rooney Valley Master Plan envisioned a stronger mix of non-residential to residential products, particularly west of the then planned McIntyre Street, it is the findings of the market research that primary uses in the Valley be residential, with a market-supported mix of non-residential uses, and primarily those that serve the needs and address the lifestyle preferences of existing and potential residents. Therefore, while the number of broad categories of uses might be fewer than originally conceived, a great variety of product offerings among these uses will be essential for success.

**Existing Conditions**

*Current Zoning*

Property in the IGA area currently is subject to a variety of zoning classifications from three governing bodies. The existing zoning in the Rooney Valley is comprised of planned developments, mixed use, residential and agricultural. As discussed in Chapter 1, the potential maximum (gross) build out of the original zoning would have allowed for 28 million square feet of building space within the Town and City that, due to the physical constraints of the Rooney Valley, current market factors, and infrastructure limitations, are not feasible. Throughout the planning process, net build out calculations were determined by evaluating constraints such as physical site conditions, infrastructure limitations, zoning ordinances and subdivision regulations to understand tangible development scenarios in the Valley. Approximately 8 million square feet of building space and 4,200 dwelling units could be developed within the Valley based on current zoning in place for planned developments, mixed use, residential and agricultural lands.

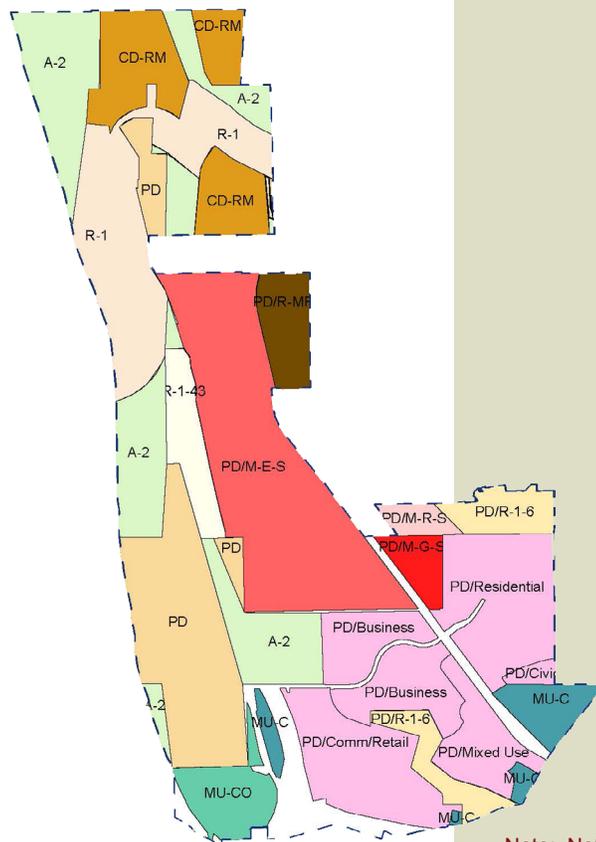
*Topographical and Paleontological Resources*

The area is fortunate to have a number of significant features. On the west is the Hogback, which is an excellent example of a geologic action that raised the rock and exposed the sedimentary layers to view. Dinosaur Ridge located on the northwest edge of the area contains fossilized dinosaur remains and is part of the Morrison-Golden Fossil Areas National Landmark. Both the Hogback and Dinosaur Ridge provide a unique and beautiful setting for those living and visiting the area.

*Geology and Soils*

Within the Valley there are major topographical and paleontological sites, soils with shrink/swell potential, dipping bedrock conditions, major drainage corridors and open space, and other physical conditions that provide both opportunities and constraints for development within the Rooney Valley.

There are some constraints on development due to the high shrink/swell soils in the Rooney Valley. Although the soils do not prohibit development, special care must be taken to mitigate the effects of the high shrink/swell soils in the area. The moderate to high swell potential soils are found in bands running parallel to



Current Zoning

Note: Not an official zoning map. For illustrative purposes only.

the Hogback and C-470. Although the remainder of the soils are classified as having a low potential for shrinking and swelling, there is a chance that the soils may swell when wet and shrink when dry.

An area in the northern portion of the Rooney Valley has a high potential for subsidence due to several abandoned mines as well as one active mine. General Shale continues to mine a portion of the area for materials to be used in the manufacture of bricks. The Golden Fault runs parallel to the Hogback and creates a minor concern for damage due to shifting and earthquake activity.

Due to the numerous soil and geologic conditions that may adversely affect development, all preliminary maps and final plats in the planning area will require greater site specific geotechnical foundation investigations to evaluate and remediate shrink and swell potential, subsidence, fault areas, soil strength, compressibility, liquefaction and steeply dipping bedrock.

### *Drainage Corridors and Open Space*

Generally, the Rooney Valley slopes from northwest to southeast toward Bear Creek Lake Park. There are four main drainage corridors in the area - the Eastern Corridor, Central Corridor, the Western Corridor and Rooney Gulch. These drainage corridors are major open space assets to the area and serve as wildlife corridors for coyotes, foxes and other animals frequenting the area. The drainage corridors also provide excellent opportunities for future pedestrian and bike connections.

The Rooney Valley is bounded on three sides by major open space areas and parks. Bear Creek Lake Park, located to the south, is developed for active and passive recreation use. The Hogback area to the west provides easy access to open space. William Frederick Hayden Park is located to the north of Rooney Valley and is used for passive recreation such as hiking and biking.

### *Visual Resources*

The views within the Rooney Valley are extensive and significant. Due to the elevations and openness within the Valley, there are expansive views of the Hogback to the west and southwest Denver to the east. Pikes Peak can be seen to the south of the Valley. The views are part of the appeal of those living in the Rooney Valley and protecting them is of great importance.

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*Plan Rooney Valley*



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## Chapter 3

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### Planning Process

Four well-publicized community workshops were held beginning in March 2016. These meetings provided the opportunity to receive feedback from the community on the future vision and land use recommendations for the Rooney Valley. During the workshops, the community was updated on the history of the Rooney Valley, the market study, and the existing zoning in the Valley. A total of 228 individuals participated in these meetings including residents from the Town of Morrison and the Solterra and Tamarisk neighborhoods in Lakewood.

Numerous hands-on activities were provided, including a mapping exercise to identify where residents shop, work and recreate. A number of workshops involved small group work. The “Citizen Planner Challenge” allowed participants to determine the best locations for employment uses, neighborhood and commercial nodes, as well as the best areas for additional residential development. The focus of the “Citizen Planner Challenge” was to ensure the recommended land uses matched, to the greatest extent possible, the recommendations contained in the market study.

A survey was available both to those in attendance and those who wished to complete the survey online. The information gathered from the community workshops and the survey was posted on the City of Lakewood’s website, the Town of Morrison Facebook page and the Rooney Valley Facebook page. The results of the survey identified what the community liked most about the Rooney Valley as well as what was missing from the area. Workshop participants identified access to parks, trails and open space; the scenic resources and views; and the location and convenience of the





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*Plan Rooney Valley*



# Chapter 4

## Land Use and Design



The Rooney Valley represents the last significant undeveloped land area in the West Denver Metropolitan region. In order for the Valley to become a vibrant community for future residents and businesses in the City of Lakewood and Town of Morrison, our communities are working together to chart a new course for the future by establishing a diverse mix of land uses and setting forth quality design principles to build and sustain a broad and resilient tax base for Lakewood and Morrison collectively.

Guided by community input and the market study, predominately residential uses are envisioned for the Valley ranging from the lowest densities on the eastern edge, adjacent to existing single-family neighborhoods, transitioning to medium densities in the core and higher densities along C-470 to the west. The residential base will be balanced by strategically located neighborhood nodes where mixed-use activity will be concentrated to create walkable neighborhoods providing a range of neighborhood amenities and services.

Large scale, high-intensity commercial services are envisioned along the major intersections of Morrison Road, on the south side of the Rooney Valley, to provide vital retail services such as a grocery store, department store anchor, restaurants, offices and other regional-serving amenities. A mixed-use area is identified in the northwest corner of the Valley to accommodate development associated with employment uses and cooperative work spaces.

Neighborhood Node



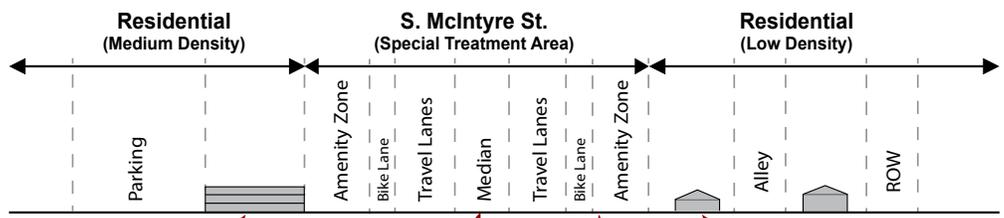
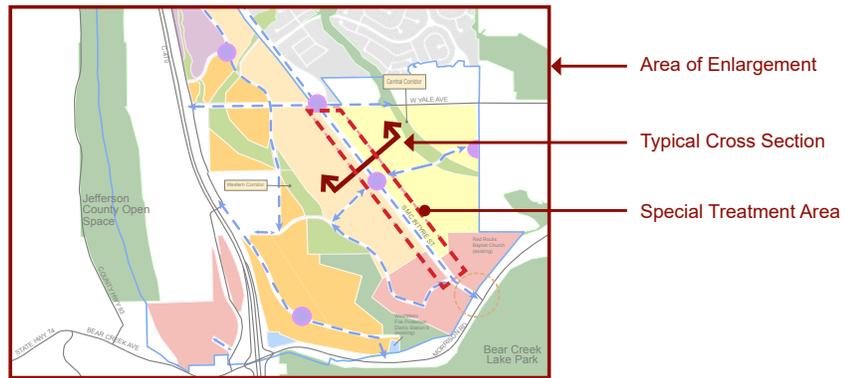
- Land Uses**
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Civic
- Open Space
- Trail Connection
- Bike Route

“I would like The Rooney Valley to be a place where you can live, work, shop and participate in recreational activities. Right now we only have the live and recreational activities.”

-Survey Respondant

Civic uses include the Town of Morrison Fire Station and Wastewater Treatment Facility along Morrison Road, and a future civic component within the commercial center at the intersection of Morrison Road and McIntyre Street. Future development must be of quality design and respectful of the surrounding environment and natural features that are valued by the community. The Special Treatment Area for South McIntyre Street and designated Intersection Gateways are envisioned to provide an inviting and pleasant interface that integrates the adjacent neighborhoods as well as providing a distinct image for the Rooney Valley.

**Special Treatment Area**  
Cross Section



Medium Density Residential Homes to Front McIntyre Street



Low Density Residential Homes to Front McIntyre Street Alley Loaded Product



S. McIntyre Median with Native Xeric Plantings Four-Season Plant Material



S. McIntyre Amenity Zone 8' Meandering Sidewalk Bike Lane

### Development Framework Map Buildout Projections

Market analysis indicates that there is a need for a mix of land uses that capitalize on the Valley’s natural environment and regional access. As such, the Valley could absorb approximately:

- 2,500 to 3,200 residential units; and
- 1.5 to 1.9 million square feet of retail and employment space.

The Development Framework Map identifies land uses for all areas within the IGA area. Table 4.1 summarizes the projected new residential and non-residential land uses and indicates the potential build-out of dwelling units and total square footages of non-residential land areas. These net build-out calculations were determined based on the future framework by evaluating constraints such as physical site conditions, infrastructure limitations, and anticipated zoning classifications to understand tangible development scenarios in the Valley. The table is based on Geographic Information System analysis of the Development Framework Map.

#### How Does the Plan Measure Up?

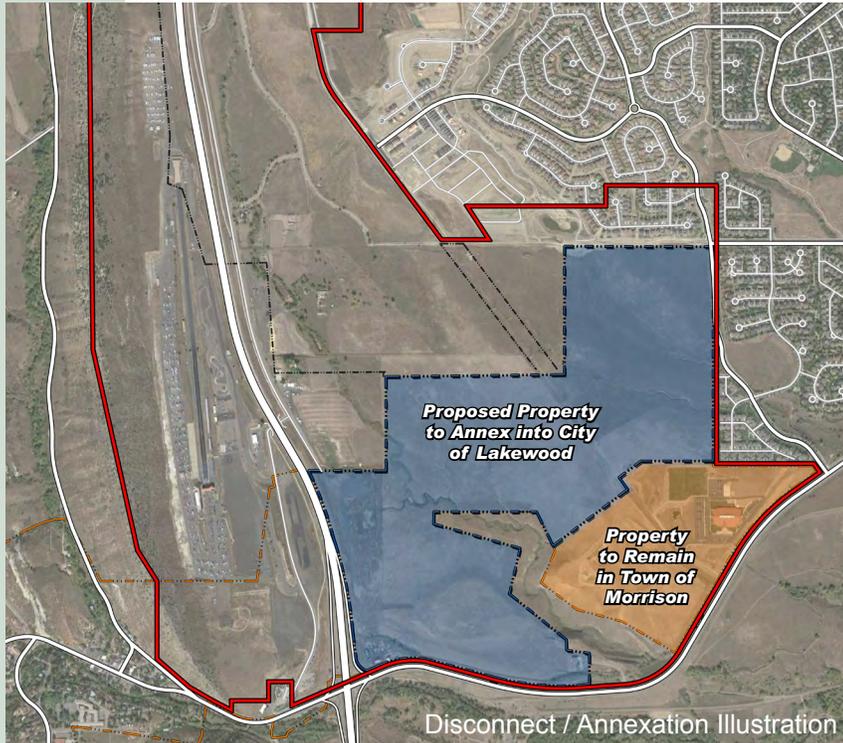
As illustrated in Table 4.1 below, approximately 1.9 million square feet of building space and nearly 5,000 dwelling units could be developed within the Valley based on proposed land uses for low density residential, medium density residential, high density residential, mixed use (commercial, light industrial, residential), commercial, civic, open space, and neighborhood node (mixed commercial and residential) designations.

Land Use Type	Rooney Valley Study Areas	
	Absorption (Units/Sq. Ft.)	Absorption (Acres)
<b>Residential (Units):</b>		
Low Density Residential (Single-Family Detached)	493	164.3
Medium Density Residential (Single-Family Attached)	1,611	164.5
High Density Residential (Multi-Family)	2,875	136.9
<b>Subtotal</b>	<b>4,979</b>	<b>465.7</b>
<b>Non-residential (Sq. Ft.)</b>		
Commercial	1,735,539	118
Light Industrial	175,692	16
Civic	N/A	8
Open Space	N/A	83
<b>Subtotal</b>	<b>1,911,231</b>	<b>225</b>
	<b>Total Acres</b>	<b>690.5</b>

Table 4.1

Table 4.1 represents a calculation of development potential as delineated in the Development Framework Map. Actual development proposals will need to be reviewed on a case-by-case basis within the entire context of the Development Framework Map.

A large portion of the Valley, known as the Red Rocks Centre planned development, contains 345 acres under single ownership, and currently lies within the boundaries of the Town of Morrison. The Town and City are undergoing joint planning efforts with the landowner to disconnect approximately 305 acres from the Town of Morrison, to be immediately annexed into the City of Lakewood such that development of all residential uses proposed for the Rooney Valley would take place in Lakewood rather than Morrison. The remaining 40 acres would remain within the Town of Morrison and serve as the Valley's prominent commercial center located at the northwest corner of West Morrison Road and South McIntyre Street. The Morrison disconnect and Lakewood annexation is illustrated in Figure 4.2 below. The Land Use and Design Element of this Plan is dependent upon the disconnect/annexation of the property. In the event that the disconnect/annexation does not take place, the Plan will require an amendment.



The land use and design goals contained in this element of the Plan aim to create a strong residential fabric while providing a diverse mix of land uses to help catalyze investment in the Valley. Action steps identify specific implementation strategies that focus much of these efforts on providing a range of high-quality residential housing options and supporting mixed uses, employment

opportunities, civic facilities, commercial services and neighborhood nodes interconnected by open space corridors with an emphasis on natural beauty and views, and strong multi-modal network to position the Valley as a desirable place to live, shop, work and play.

**Goal 1: Develop the Rooney Valley with a balanced and diverse range of housing, retail and employment opportunities that will create a thriving area in which to live, work, shop and play.**

- **Action Step 1:** Ensure all development and rezonings adhere to the Development Framework Map, the Future Land Use Designations Chart and any future agreements.
- **Action Step 2:** Develop appropriate incentives and tools to ensure the correct mix of uses is achieved consistent with the recommendations in the market study.
- **Action Step 3:** Develop marketing and promotional materials to guide and promote the proper type of development and land use.
- **Action Step 4:** Research the feasibility of developing a joint infrastructure plan for the Valley to assist with development.
- **Action Step 5:** Coordinate the disconnect and annexation strategy for Red Rocks Centre planned development in accordance with the Development Framework Map. Development/Annexation Agreements shall be required to ensure the principles set forth within the Plan are achieved.
- **Action Step 6:** Encourage Owners of property within the Rooney Valley that are in unincorporated Jefferson County to annex such properties in accordance with the Intergovernmental Agreement. Convey the availability of the Town of Morrison’s wastewater services to serve future development.
- **Action Step 7:** Work with local brokers and developers to identify and attract a grocery store, department store anchor, restaurants, offices and other regional-serving amenities in the southern portion of the Valley.
- **Action Step 8:** Market commercial lands as designated on the Development Framework Plan in partnership with developers and brokers.
- **Action Step 9:** Build relationships with area economic development organizations to advance economic development aspirations.
- **Action Step 10:** Require a mix of housing types and densities within new residential development to create a sustainable community where residents can live and work.

**“I would like  
The Rooney  
Valley to be a  
place where  
we can go to  
a beer garden  
and enjoy the  
views.”**

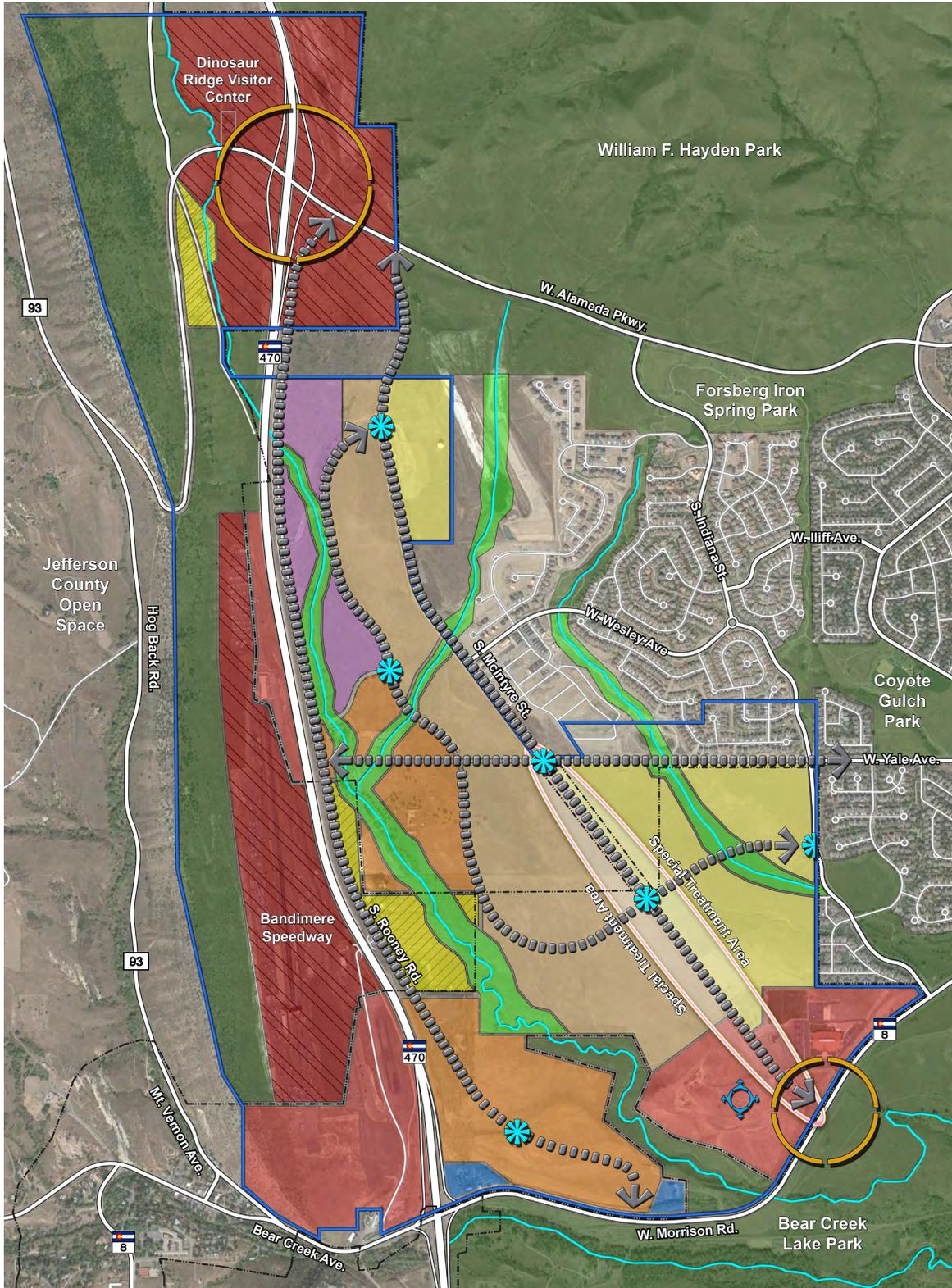
**-Survey  
Respondant**

**Goal 2: Establish a strong image and character for the Rooney Valley.**

- **Action Step 1:** Update the Joint Rooney Valley Development Standards and other policy/regulatory documents for consistency with the Development Framework Map, as well as the Goals and Strategies of Plan Rooney Valley.
- **Action Step 2:** Require design of intersection gateways as shown on the Development Framework Map. These gateways should establish a distinct image for the Rooney Valley as a vibrant place to live, work, shop and recreate.
- **Action Step 3:** Ensure development, buildings and the public realm are of high quality design consistent with the Goals and Strategies of Plan Rooney Valley. Apply the Joint Rooney Valley Development Standards to all development.
- **Action Step 4:** Design and develop South McIntyre Street as a key corridor through the Valley in accordance with the Special Treatment Area shown on the Development Framework Map and described in the Future Land Use Designations Chart.
- **Action Step 5:** Ensure development maximizes the ability for public enjoyment of the Valley's significant views through the orientation of buildings and incorporation of outdoor patios, balconies, and other public gathering spaces.
- **Action Step 6:** Encourage the use of signage that minimizes visual competition, does not dominate the streetscape, and results in attractive signs, while meeting business needs.
- **Action Step 7:** Encourage Valley-wide public art, such as sculptures and interpretive signs that pay tribute to the Valley's history.

**Goal 3: Create walkable, pedestrian-friendly neighborhood centers to help shape new growth and development.**

- **Action Step 1:** Require future development to construct neighborhood nodes that include smaller-scale commercial and neighborhood services and amenities within walking distance of residents who live in and near the neighborhood nodes as depicted on the Development Framework Map.
- **Action Step 2:** Ensure annexation agreements require the development of neighborhood-specific civic, commercial and community amenities that are appropriately scaled to the area, meet the needs of future residents, and contribute to neighborhood character.
- **Action Step 3:** Identify and work to develop incentives to encourage new development to incorporate neighborhood node concepts and amenities (community, commercial, civic, and recreational) as depicted on the Development Framework Map.



**Legend**

**Town of Morrison and City of Lakewood**

- |  |   |
|--|---|
|  Low Density Residential    |  Commercial          |
|  Medium Density Residential |  Civic               |
|  High Density Residential   |  Open Space          |
|  Mixed Use                  |  Existing Open Space |

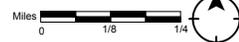
-  Neighborhood Node
-  Roadway Network
-  Future Civic
-  Intersection Gateway

-  IGA Boundary
-  Municipal Boundary

**Jefferson County**

(As per Jefferson County Comprehensive Plan)

-  Large Scale Commercial
-  Low Density Residential
-  Rural Residential



## Transportation and Connectivity

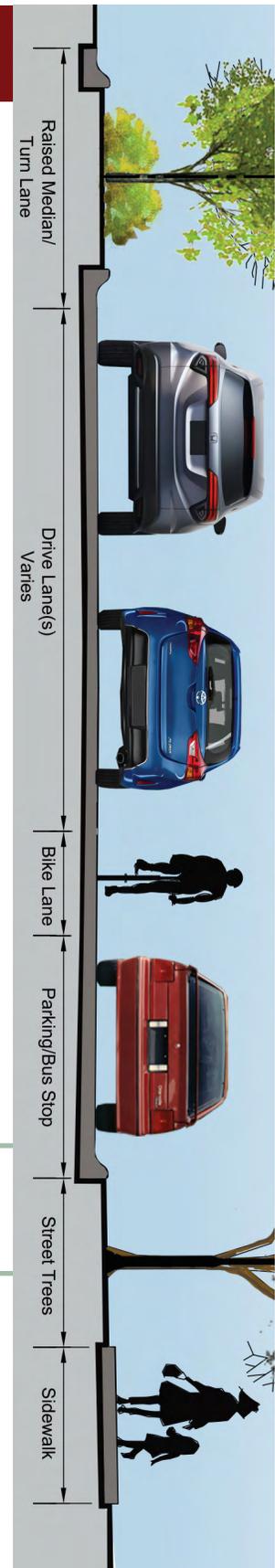


The Rooney Valley is situated at the foot of the Hogback and is easily accessible from Colorado State Highway 470, West Alameda Parkway and State Highway 8 (West Morrison Road). The primary corridor providing north/south connectivity through the Valley is South McIntyre Street. This corridor presents some design challenges in that it will require a 170-foot right-of-way to accommodate the existing Public Service Company of Colorado (PSCO)/Xcel Energy power line tower/transmission line.

Most residents in the Rooney Valley area use the automobile as their primary mode of transportation. Through the community engagement process, a desire to provide for additional transportation options emerged. As such, multi-modal access to neighborhoods, retail services, employment, transit and area amenities is essential to providing for a high quality of life and economic vitality. The Rooney Valley provides an outstanding opportunity to provide a network of trails, both for pedestrians and bicyclists, while also providing a safe and interconnected street system. The Goals and Action Steps identified in this chapter are focused on the importance of a connected multi-modal transportation system to ensure the Valley develops in a cohesive manner that equally addresses all modes of transportation. Transportation and connectivity features are graphically depicted on the Transportation and Connectivity Map and illustrate a connected system of major roadways, major access points and intersections, existing and proposed pedestrian over/under passes and the overall transportation network. Characteristics of the street network are envisioned to be great places for people, are defined by buildings and entrances, not the roadway, enhance the places they serve and form community character and shape civic design.

### **Goal 1: Develop a multi-modal transportation system that provides safe, efficient and attractive options for pedestrian, bicyclists, vehicles and transit.**

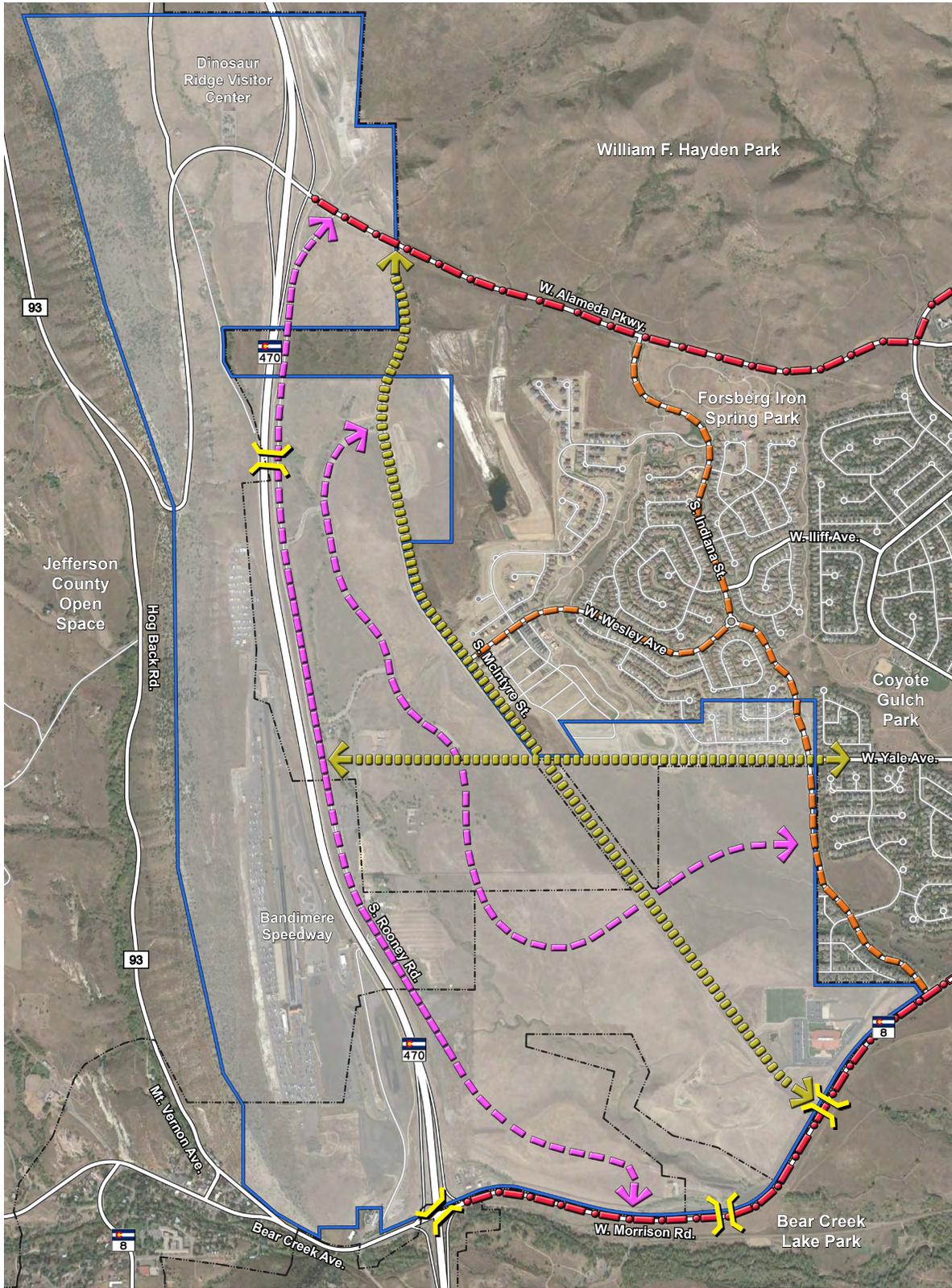
- **Action Step 1:** Develop a system of internally and externally interconnected streets, trails, pedestrian and bicycle paths in accordance with the Transportation and Connectivity Map, the Lakewood Bicycle System Master Plan and the Town of Morrison Community Trails Master Plan.
- **Action Step 2:** Establish and require level of service standards for all travel modes.



**“I would like The Rooney Valley to be a place that has walkable, safe, shopping with restaurants and entertainment areas. Designed with outdoor gathering place.”**

-Survey Respondent

- **Action Step 3:** Research the feasibility of developing a shuttle service between key locations throughout the Valley. This may include connections between Old Town Morrison, retail and commercial areas, civic amenities, historic resources, and recreational opportunities.
- **Action Step 4:** In partnership with the Regional Transportation District (RTD), identify an appropriate location for a future multi-modal transit facility. The facility should serve as a transit center for RTD and any future shuttle, as well as provide parking for visitors to the Valley.
- **Action Step 5:** Require all development and rezonings install transportation improvements in accordance with the City of Lakewood Transportation Engineering Design Standards and a traffic impact analysis.
- **Action Step 6:** Update the Joint Rooney Valley Development Standards and other policy/regulatory documents for consistency with the Transportation and Connectivity Map as well as goals and strategies of this Master Plan.
- **Action Step 7:** Pursue updates to policy and regulating documents between the Town and the City relating to cost sharing for improvements. Develop a more comprehensive and shared approach for infrastructure improvements.
- **Action Step 8:** Require multi-modal transportation connections and options to neighborhood nodes (especially bicycle and pedestrian connections).
- **Action Step 9:** Develop or partner to develop a program that promotes carpooling and alternative mode commuting.



**Legend**

-  Existing Arterial Roadway

 Trail Under / Overpass
-  Proposed Arterial Roadway (Off-Street Bike Lanes)

 IGA Boundary
-  Existing Collector Roadway

 Municipal Boundary
-  Proposed Collector Roadway (On-Street Bike Lanes)



**“I would like The Rooney Valley to be a place where the open spaces remain a reminder of the history of Morrison and our state. Access to outdoor recreation remains in tact. Morrison improves or maintains its identity and history.”**

**-Survey Respondent**

## Open Space & Natural Features



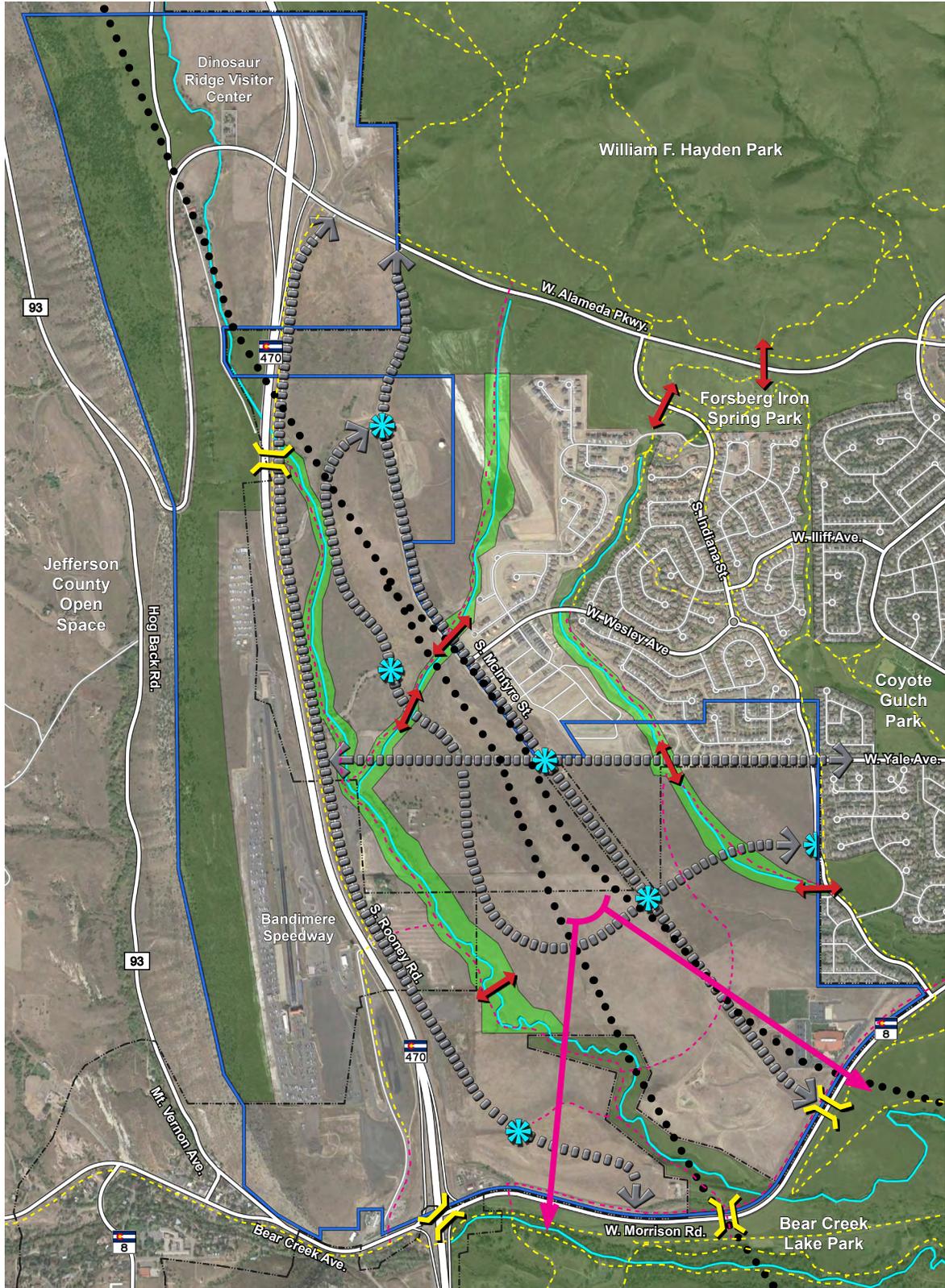
The Rooney Valley is known for its majestic views and natural features. It is flanked by 5,000 acres of open space in the City of Lakewood: William F. Hayden Park to the north, Bear Creek Lake Park to the south, and thousands of acres of Jefferson County open space to the west. Natural features such as the Hogback and the Morrison-Golden Fossil areas, historic Rooney Ranch and Dinosaur Ridge all contribute to the unique setting for residents and visitors alike. Four main drainage corridors frame the open space network and serve as major open space assets for people and wildlife. These corridors are intended to be used for outdoor recreation purposes, and special attention is given to preserve the natural, scenic and historical features of the landscape which serve as the Valley’s most prominent asset as well as connect the major open spaces areas. Maintaining and enhancing the natural beauty and open space provides the opportunity to develop an interconnected system of open space for passive and active recreational use and wildlife activity, to be stewards of the unique environment and historic natural resources, and to support the high quality of life residents in the area enjoy.

Existing and proposed open space and natural features are graphically depicted on the Development Framework Map and Open Space and Natural Features Map and represent a continuing framework of open space systems within the Rooney Valley to connect to facilities and amenities in the surrounding area such as the Eastern Corridor, Bear Creek Lake Park, William F. Hayden Park and Jefferson County open space. The Valley’s Central and Western Corridors and Rooney Gulch provide “green fingers” to these regional networks and offer opportunities for trail and wildlife corridor interconnections, as well as providing recreation and preservation opportunities to promote healthy living and active lifestyles while highlighting the natural features that make the Valley special.

**Goal 1: Develop an integrated system of parks and open space that protects the natural environment and natural features of the Rooney Valley. Ensure that adequate open space and recreational opportunities are an integral part of development.**

- **Action Step 1:** Develop an interconnected system of open space, trail connections and wildlife corridors throughout the Rooney Valley consistent with the Transportation and Connectivity Map and Open Space and Natural Features Map.

- **Action Step 2:** Place buildings in such a way that the natural features and topography are protected.
- **Action Step 3:** Protect the views of the Hogback, Pikes Peak and southwest Denver by limiting the height of buildings and strategically locating them in appropriate areas.
- **Action Step 4:** Protect the Open Space Corridors as shown on the Development Framework Map for wildlife movement and trails. The minimum width of the Central Open Space Corridor should be 200 feet and the minimum width of the Western Open Space Corridor should be 300 feet.
- **Action Step 5:** Include environmentally-friendly policies and practices with all developments. This could include, but is not limited to, promoting LEED development, incorporating pervious pavement in plazas and public areas, promoting the use of solar panels and the use of drought tolerant and native landscaping materials in development.
- **Action Step 6:** Integrate private and public open space and public recreational facilities into all residential development including, but not limited to, parks, community gardens, play areas, and landscaped areas for community gathering and recreating.
- **Action Step 7:** Apply the land use characteristics in the Future Land Use Designations Chart to all future development.
- **Action Step 8:** Where new development is adjacent to major open space and natural features as identified in the Plan, pursue a Development Agreement/Annexation Agreement with the developer to guarantee construction of improvements and preservation of open space corridors in accordance with the Development Framework Map, Open Space and Natural Features Map and characteristics in the Future Land Use Designations Chart.
- **Action Step 9:** Ensure new development includes adequate and appropriate furnishings and other amenities, such as benches, bicycle parking, bicycle repair stations, and recycling/trash collection to support safety and enjoyment of all users.
- **Action Step 10:** Require site-specific geotechnical reports from developers and owners during the site planning process to evaluate and remediate geology and soils.



Legend

- |   |                                   |   |                                |   |                        |   |                     |
|---|-----------------------------------|---|--------------------------------|---|------------------------|---|---------------------|
|  | Open Space and Wildlife Corridors |  | Golden Fault                   |  | Trail Under / Overpass |  | Pedestrian Crossing |
|  | Parks / Open Space                |  | Existing Trails and Bike Paths |  | IGA Boundary           |  | Viewshed            |
|   |                                   |  | Potential Trail Connections    |  | Municipal Boundary     |   |                     |



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