Adopted July 15, 1992 by the Arvada Planning Commission and the Jefferson County Planning Commission. The Arvada City Council, on August 17, 1992, confirmed the Arvada Planning Commission's action.

Background

he core of the Clear Creek/I-76 area consists of a primarily industrial use, interspersed with support commercial businesses. It is surrounded by residential neighborhoods on the south, west, and north sides. One of the few industrial districts in the west Denver metro area, it has unique characteristics which position it for optimum economic development.

This area's proximity to downtown Denver, its immediate access to the I-70 and I-76 interstate highways, and the presence of two railroad lines make the Clear Creek/I-76 area a very appealing location for industrial and commercial development. Businesses seeking either large undeveloped tracts or minimal incubator-type space can find suitable locations within the area. Essential services, e.g., roads, water and sewer, public transit, and police and fire protection, are already provided to much of the area, and the potential exists to extend public water and sewer service to the entire area.

Attractive, established residential neighborhoods on the westerly and northerly perimeters of the study area offer employee/owner housing opportunities within walking distance or within a short commute of the industrial and commercial workplaces. This is an advantage seldom found within the metropolitan area.

Despite all these advantages, the potential of the Clear Creek/I-76 area has not been fully realized. Approximately half of the area lies within the City of Arvada and the other half within unincorporated Jefferson County. As a result, development has occurred under two different sets of zoning and development regulations. As the area has transitioned from residential and agricultural use to industrial and commercial use, conflicts have been inevitable. Utilities

and other public services have not been provided in a comprehensive and efficient manner. In addition, some observers believe that zoning and development regulations have lacked the flexibility necessary to encourage development of new business and/or expansion of existing businesses.

To resolve these and other issues facing the Clear Creek/I-76 community, the City of Arvada and Jefferson County in 1990 agreed to undertake a joint community plan for the area - a plan staffed by both the City and County planning departments. In early 1991, the County Commissioners, with advice from the City Council, appointed a Community Advisory Group (CAG) to formulate a consensus community plan to guide future land use decisions in the area. The CAG members, who represented the perspectives of City and County residents and business people from the community, met on a weekly basis for a approximately a year. The group gathered input from expert resource people, listened to the comments of observers from the community, and wrestled with the concerns that each member brought to the table. This Plan is the product of their consensus.

Upon approval by the City and County, the Plan will become the basis for the performance standards in the Comprehensive Development Plan (CDP) and zoning regulations. To implement the CDP and the zoning regulations, the City and County anticipate signing an Intergovernmental Agreement (IGA), a legally enforceable document which would bind both governments to follow the CDP and performance standards when making future land use decisions in the Clear Creek/I-76 area.

Intent of the Plan

he goal of the Clear Creek/I-76 Community Plan is to provide a coherent set of land use policies which will facilitate the industrial development which supports the economic growth which creates jobs and funds amenities in the community. The Plan is also intended to ensure that City and County development requirements are uniform and to identify the public services and infrastructure which will be required to support development.

This approximately one-square-mile area is proposed for mixed use development/redevelopment with specific policies for each of six use subareas. (Hereafter the word "development" or "develop" will be used to mean "redevelopment" and "redevelop" as well.) It was the intention of the CAG to formulate policies which would encourage a mix of industrial and commercial development and limit church, school, group home, and new residential use to nonindustrial portions of the area. In addition, the Plan seeks to protect the integrity of residential neighborhoods within the interior and to the west and north of the area by using performance standards to mitigate adverse impacts associated with adjacent businesses and industries.

A primary objective of this Plan is to redefine the City's and County's land use and development criteria in order to attain important social and economic goals. The Plan also seeks to prompt review of government requirements which impose unreasonable costs or no longer serve the public interest. The outcome of the Plan policies should be a synergistic mix of land uses which fosters economic growth.

The Plan seeks to take advantage of the recreational potential of certain area features. It recommends that a paved bicycle/pedestrian trail be created along Ralston Creek. This trail would connect to the existing Clear Creek trail. These two trails would access the Arvada Gold Site Park to be developed on Ralston Creek near West 56th Avenue. These trails and the park offer recreational opportunities for area employees and residents of adjacent communities. Because the trails connect to a metropolitan trail system, bicycling to work would be possible, and walking or riding during a lunch break would be an additional exercise option. In addition, the creek greenway in which the trail would be located would provide a visual and open space amenity found in few industrial/commercial areas.

By defining the type of development and mitigation strategies recommended for each subarea, the Plan increases the level of predictability for existing and future development. It will be the policy base for the performance standards in the CDP for the area. To ensure that land use regulations in the area are both cohesive and comprehensive, the IGA will stipulate that development in the incorporated and unincorporated portions of the area comply with the performance standards in the CDP.

Implementation of this Plan will require intergovernmental coordination to provide the essential services, infrastructure, and amenities which will be necessary to achieve the optimum economic development potential of this area. Implementation actions are recommended at the end of the Plan.

Policies

A. General Policies

his section contains policies which apply throughout the Clear Creek/I-76 area. Issues related to transportation, wildlife, open space, recreation, etc., transcend the subarea boundaries and require a consistent response to ensure that future land development proposals are compatible. In contrast, the subarea policies target concerns which are unique to a specific area of the Plan.

Land Use

- 1. The Clear Creek/I-76 study area should be a mixed land use redevelopment/development area. See the specific policies identifying the range of uses for each subarea.
- **2.** New single-family residential development should be allowed only in existing residential neighborhoods which are located west of Marshall/Lamar Street and north of West 60th Avenue.

Water & Sanitation

- 1. Development should be served by public water and sanitation. Users of wells and septic systems in the area should be encouraged to switch to public water and sewer when service becomes available. (See clarification of the use of the word "encourage" under "Recommendations for Performance Standards.") When approved by appropriate regulatory agencies, continued use of well and septic systems for small scale development and manufacturing should be allowed until public water and sanitation service is provided. Well use for drinking water should be phased out; well water should be limited to nonpotable uses. (See Policy #4 for recommendations regarding offering service efficiently to unserved properties and reimbursing prepaid line extension costs; see also, Hazards policy #22.b.)
- **2.** Public water and sanitation infrastructure and service should be provided to achieve maximum economic development of the area. The City, County, and appropriate special districts should combine resources to create a plan which defines priorities and responsibilities for future service provision, identifies funding sources, and establishes construction schedules. As part of this plan, responsible agencies should review water and sewer service tap fee and rate policies. This review should examine:
- a. Cost of service versus rate charged;
- **b.** Alternative financing mechanisms to encourage use of public water and sewer service;
- **c.** Water and sewer annexation policies and requirements;
- **d.** Water and sewer policies aimed at achieving efficiency in extending service, e.g., when a main is installed or extended, adjacent well users (City and County) could be contacted to determine interest in future hook-ups, so lines could be laid to the property at the same time the main is installed. This practice might not only reduce costs to property owners, but also minimize street pavement disturbance.

This infrastructure and service plan should be coordinated with the construction schedule of the transportation circulation plan to achieve an efficient and effective service delivery system.

Ralston Creek Rechannelization Project

1. The U.S. Army Corps of Engineers should give further consideration to the feasibility of constructing regional stormwater detention ponds in upstream areas where there is little or no development.

Stormwater/Drainage

- 1. The U.S. EPA is in the process of issuing new regulations on stormwater runoff. When these regulations are adopted, the City and County should review existing stormwater drainage policies and plans to ensure that those policies and plans are in compliance with EPA regulations.
- **2.** If local detention ponds are required, developers should be encouraged to share drainage facilities. When technically and economically feasible, detention ponds which serve more than one development should be considered.

Visual Resources

1. Outside storage should be screened from view from public thoroughfares. (See Subarea Policies for subarea-specific screening policies.)

Commercial/Industrial

1. When expansion of existing commercial and industrial businesses is proposed, there should be a proportional relationship between the cost of required improvements and the value of the expansion.

Transportation

1. A transportation circulation plan which focuses on improving truck movements into and within this area should be developed. The plan should list the improvements required, a construction schedule, and the sources of public and private funding. It should also be reviewed with the Clear Creek/I-76 oversight group (see Plan Implementation policy #1) and the community.

Specific transportation concerns which should be covered include, and are not limited to:

- a. Protection/creation/improvement of visual triangles;
- **b.** Widening of West 52nd Avenue;
- c. Widening of West 60th Avenue;
- **d.** Widening and straightening of West 56th Avenue;
- e. Widening of Marshall and Lamar Streets;
- f. Extension of Harlan Street;
- **g.** Improving the intersection of West 56th Avenue and Marshall/Lamar Street to facilitate truck turning movements;
- h. Curb design options which are "truck friendly;" and
- i. Improving north-south access into and through the area;
 and
- **j.** Correcting any water drainage problems on or adjacent to streets (Examples: West 52nd Avenue near Sheridan and West 56th Avenue.)
- **2.** The two existing sections of West 59th Avenue should be connected to provide access to the Sheridan Boulevard frontage road. This could reduce the amount of truck traffic using West 60th Avenue, east of Marshall/Lamar Street.
- **3.** Coordination among the City, the County, and the State should occur to ensure that the design of the Ralston Road extension/West 56th Avenue/Sheridan Boulevard intersection will provide easy truck movements to and from West 56th Avenue
- **4.** The Colorado Department of Transportation (CDOT) and appropriate cities should cooperate in the redesign and reconstruction of the Harlan Street/I-70 westbound ramp as well as review possible modifications to the entire interchange to better accommodate truck turning movements.

- **5.** An area streetscape plan should be cooperatively developed by the Cities of Arvada and Denver, Jefferson County, CDOT, affected property owners, and community representatives. The plan should:
- a. Identify and map streetscape enhancements;
- **b.** Include provision of streetlights;
- **c.** List drought resistant, low maintenance landscape plant material to be used;
- **d.** Identify alternative landscaping techniques which can be used, e.g., landshaping, berms, rocks, etc.;
- **e.** Design gateways/entryways which create an identity for the area and increase the potential for successful economic development marketing. There should be gateways at the following intersections:
 - ♦ 60th and Sheridan Boulevard
- ♦ 56th (Ralston Road extension) and Sheridan Boulevard
- ♦ 52nd and Sheridan
- ◆ 52nd and Marshall/Lamar Street
- ◆ 56th and Marshall/Lamar Street
- ◆ Ralston Road extension and Marshall/Lamar Street

The cost of these gateway improvements should be paid out of public funds.

- **f.** Assign priority to the streetscape projects and schedule improvements;
- g. Create mechanisms to implement the streetscape plan;
- **h.** Identify funding sources and determine the public and private costshare percentages, based on the public and private benefits of the improvements. Residential properties should be exempt from public improvement contribution. Incentives, voluntary contributions, and innovative programs should be considered. The following projects should be included in the streetscape plan:

◆ Thoroughfare Funding Source
◆ West 60th Avenue Public/Private

Sheridan Boulevard Public

Marshall/Lamar Street
 West 56th Avenue
 Public/Private
 Public/Private

Ralston Road extension Public

♦ West 52nd Avenue Public/Private

♦ I-76 Public♦ Gateways Public

i. Include sidewalks which could be narrower than the standard width required in other areas. Because this area will be mixed use industrial/commercial development, minimal pedestrian traffic is anticipated. Reduced width sidewalks would minimize dedication of property and maximize preservation of existing trees. An exception to this policy may be needed to accommodate bicyclists using West 56th Avenue to access the proposed Ralston Creek Trail. Existing trees and significant mature vegetation should be shown on the streetscape plan and preserved to the maximum extent possible.

Specific sidewalk locations and recommendations are:

- West 56th Avenue both sides of the street
- West 52nd Avenue both sides of the street
- Marshall/Lamar Streets both sides of the street
- West 60th Avenue south side; when RTD service is provided on West 60th Avenue, a sidewalk should be built on the north side of the street.
- **6.** The Ralston Road streetscape should feature low-maintenance, natural appearing landscaping placed at road level to beautify the road and to block views into the study area, which is at a lower elevation.

- 7. A sidewalk-bike trail should be provided along the west side of Marshall Street, south of West 52nd Avenue, to the Clear Creek Trail. North of West 52nd Avenue the bike trail should be routed through the residential area west of Marshall/Lamar Street and extended east through the West 56th Avenue corridor. Location of the bikeway should be defined during the streetscape design of West 56th Avenue. Safety and pedestrian conflicts should be evaluated during the design process. Bicycle/pedestrian access should be provided from Marshall/Lamar Street to the proposed Ralston Creek Trail.
 - **8.** CDOT should improve landscaping along I-76 to achieve visual screening. This screening should consist of attractive natural landscaping and fencing and be located to ensure that motorists have views of the mountains.
 - **9.** Drafting of the transportation circulation and streetscape plans should be coordinated to avoid conflicting policies and to facilitate cost-effective implementation.

Trails, Open Space, & Wildlife Habitat

- 1. The presence of trails, open space and wildlife are unique amenities of this mixed use area and offer potential recreational and quality of life advantages which could be attractive to nearby residents and industrial/commercial developers. Although the introduction of the Ralston Creek Trail will increase human activity in the area and impact some species of wildlife, the recommendations of the Plan are intended to mitigate impacts upon wildlife and to enhance wildlife habitat. To this end, it is recommended that:
- **a.** Open space corridors should be preserved along Ralston and Clear Creeks. Both corridors should have a natural appearance, provide wildlife habitat. These corridors would also buffer the creek from adjacent uses. Minimal maintenance and drought resistant trees, bushes, grasses, and wildflowers should be planted along these corridors. The size and location of trees should not exacerbate potential flooding. (Additional policies are provided in the Hazards-Floodplain section of this Plan.)
- **b.** Property owners, especially those whose properties border a creek, should be encouraged, when it is economically feasible, to include in landscape plans the use of plant material and water features which would benefit wildlife. It is not, however, intended that this recommendation be implemented in such a way as to burden property owners with unreasonable costs.
- **c.** The Ralston Creek rechannelization design should include a multipurpose path along the creek and provide a connection to the existing Clear Creek Trail.
- **d.** The Lewis Ralston Gold Site Park, identified in the Arvada Parks Master Plan, should be accommodated when the Ralston Creek rechannelization and Ralston Road extension designs are prepared. Park planning staff should consult with the Arvada Historical Society and the community to determine the character, size, and amenities of the park.
- **e.** The Clear Creek trail crossing at West 52nd Avenue and Harlan Street should be improved to increase safety for trail users.
- **f.** The Colorado Division of Wildlife should be encouraged to request appropriate entities to cooperate to improve the water quality of both Clear Creek and Ralston Creek to create viable fisheries.
- **g.** Plan policies pertaining to the Ralston Creek corridor should be forwarded to the U.S. Army Corps of Engineers and to the City and County departments which will be working with the Corps on channel design.

Hazards

- 1. Floodplain:
- **a.** The Ralston Creek channel improvements planned by the U.S. Army Corps of Engineers should preserve, to the greatest extent possible, a natural appearing streambank and creek corridor. Although a European Channel design may be necessary along certain sections of the creek, the use of this type of channel should be minimized in favor of "bio-" or "soft-" engineering. The visual impact of a European Channel should be mitigated through the use of vegetation, color, textured concrete, or other effective technology. The rechannelization design should preserve existing mature, large trees wherever possible. (See the policies outlined above under Trails, Open Space, & Wildlife Habitat.)
- **b.** City and County floodplain maps, designations, and regulations should be compatible to ensure that consistent floodplain management practices are used by both governments for this area. The City and County floodplains should be shown on the same map.
- **c.** When the U.S. Army Corps of Engineers completes the rechannelization of Ralston Creek, FEMA floodplain maps for the creek should be updated.
- **d.** The Clear Creek floodplain map should be updated to show changes caused by the realignment of Clear Creek.
- 2. Landfills:
- **a.** The Jefferson County Department of Health and Environment monitors methane levels at abandoned landfill sites shown on the Clear Creek/l-76 map and can provide information about methane mitigation measures. Development proposed on or near these sites should comply with the Department of Health and Environment recommendations. Examples of mitigation measures include:
 - 1) Venting structures to prevent methane buildup; and
- **2)** Designing and locating structures based upon careful site design and subsurface testing prior to construction to prevent damage from differential foundation settlement.
- **b.** The use of wells for drinking water should be abandoned as soon as possible because of the potential for groundwater contamination resulting from a combination of predominantly alluvial soils and abandoned landfills.
- 3. Swelling Soils:
- **a.** Soil maps indicate that portions of the study area north of the Denver and Rio Grande Western Railroad tracks have soils with moderate shrink/swell potential. Development should be allowed only after a soils test. The following policies should be applied during development review:
- 1) Structures should be designed to withstand the rising and falling pressures of swelling soils; and

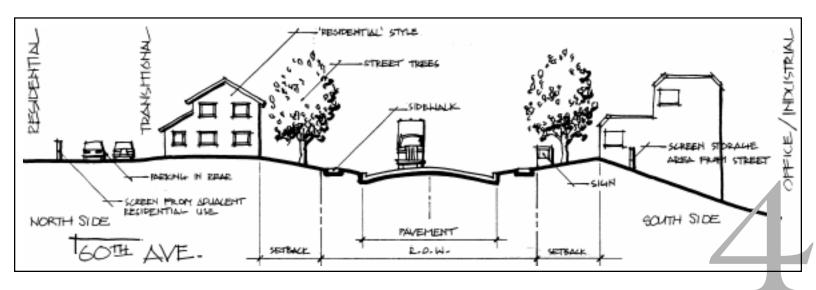
- 2) Landscaping, outdoor watering, and drainage systems should be designed to conserve water and to minimize the effects of swelling and shrinking cycles that could aggravate the damage caused by swelling soils.
- 4. Electromagnetic Radiation:
- **a.** Development proposals in the vicinity of electromagnetic energy emission sources should be referred to the Jefferson County Department of Health and Environment for evaluation of health hazards.
- 5. Hazardous Materials & Waste:
- **a.** The manufacturing, handling, storage and transportation of all hazardous and toxic materials and chemicals and potentially hazardous toxic materials and wastes, should comply with city, county, state and federal regulations.
- **b.** Coordination among EPA, state, county, city, and fire protection departments and districts should be pursued to deal with all aspects of hazardous materials issues, e.g., proposals, reviews, incidents, regulations, enforcement procedures, etc.
- **c.** Potential health and safety problems associated with hazardous and toxic materials and the area's abandoned landfills should be addressed through intergovernmental coordination and cooperation. This effort should include, but not be limited to, the identification of criteria and procedures to be used in the review of land use proposals in the area.
- **d.** Development proposals should be denied when potential hazards cannot be eliminated or mitigated.

Relocation Assistance for Mobile Home Park Residents

1. The City and County should investigate ways to assist the relocation of mobile home park residents displaced by the conversion of mobile home parks to other purposes. To this end and to continue the availability of mobile homes as residences, the County and the City should undertake a study to identify sites suitable for new mobile home parks and should remove barriers to new mobile home park development.

Plan Implementation

- 1. Following public review and hearing, a CDP, which contains the performance standards needed to implement the Clear Creek/I-76 Community Plan, should be adopted by the City of Arvada and Jefferson County, and the two governments should sign an IGA to enforce the CDP.
- 2. A Plan oversight group should be appointed to act as a catalyst to ensure that the full economic development potential of this area is realized.



B. Subarea Policies

The following policies are meant to apply only to the specified subarea. Each subarea is defined on the accompanying Plan map.

North Side of West 60th Avenue

1. Existing residential land use should be allowed to transition to nonresidential and multifamily residential uses. This means that multifamily use may transition to nonresidential use and single family may transition to either multifamily or nonresidential use. This subarea should include lots fronting on West 60th Avenue; however, any lots lying to the north of West 60th Avenue frontage lots should be allowed to transition to nonresidential use if the non-60th Avenue frontage lot is bounded on at least two sides by nonresidential development. An

least two sides by nonresidential development. An administrative review process for such nonfrontage-lot variances should be established.

- 2. Nonresidential uses should be allowed when the following conditions are met:
- a. Building height is limited to 35 feet.
- **b.** Percentage of lot coverage, building mass, and setbacks are comparable to surrounding residential development, and architectural style is residential in character and appearance.
- **c.** Off-street parking is provided for employees, tenants, and clients/customers and the amount is based upon the particular use.
- **d.** A visual barrier is provided to screen outside parking lot areas, storage, and dumpsters from view of adjacent residential properties. The use of driveways for parking should not be included in the definition of "parking lot area." Screening should be provided by the nonresidential project.
- **e.** Noise, smoke, glare, fumes, vibration, hazardous and other environmental impacts do not exceed the levels associated with adjacent land use.
- f. External signage consists of no more than one sign having a surface area no larger than six square feet and which sign is attached to the building at a point not higher than the first floor eave. Neon and backlit signs should not be allowed.
- **g.** Traffic impacts do not exceed those generated by office use as defined in the current Institute of Traffic Engineer's manual.

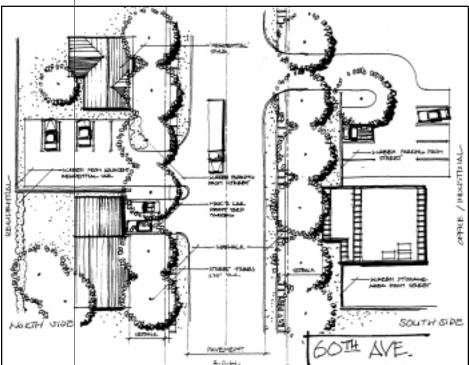
West 52nd Avenue and Sheridan Boulevard

Recommendations for this subarea are intended to encourage a higher quality level of development that will take advantage of the desirable location amenities of the subarea. The policies in this section seek to avoid unsightly outdoor storage visible for an extended time from the ground or from the upper floors of multistory structures. For this reason, the policies recommend certain controls on outside storage.

- 1. Uses in this subarea should include industrial, office, retail, warehouse, multifamily residential, lodging, restaurants, and mobile home parks. New single family residential development should not be allowed.
- 2. This subarea eventually should be served by public water; however, the continued use of deep water wells should be allowed as long as fire protection and health and safety standards can be satisfied.
- **3.** Outdoor display associated with retail sales should be allowed in the following cases:

- a. When the displayed merchandise is taken inside at night;
- **b.** When the display is of a seasonal nature (a performance standard suggestion would be not to exceed 120 consecutive days); or
- **c.** When the display consists, for instance, of vehicles or boats for sale. (The intent here is not to open up the subarea to every kind of outdoor storage. Performance standards should be drafted to reflect this intent.)

Storage external to a building should be allowed if it is screened from view. One screening technique would be to enclose the outside storage with walls and a roof which are integral design elements of the architecture of the main structure. Requests for



unscreened outdoor storage which is limited in area and/or duration should be handled on a case-by-case basis in accordance with the CDP performance standards.

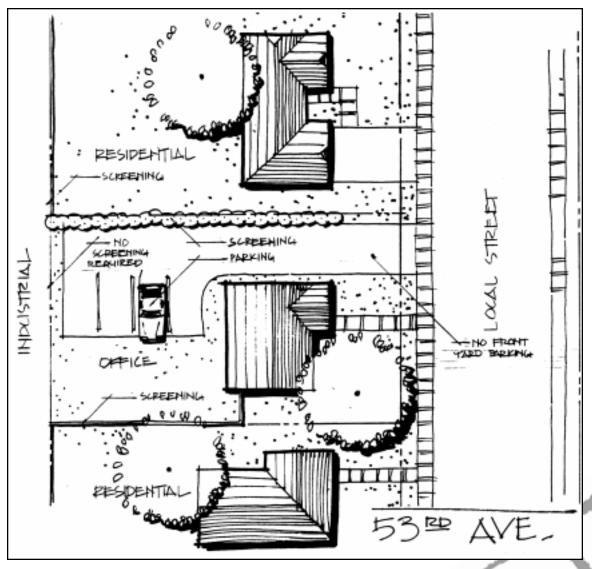
Arvada Urban Renewal Authority (AURA) Area

1. The AURA regulations established for this subarea should apply.

West 53rd Avenue and Ingalls Residential Subdivisions

The policies for the Interior Subarea (discussed below) should be followed when this area has transitioned to nonresidential land use.

- 1. Residential use in this subarea should be allowed to transition to nonresidential uses.
- 2. Non-residential use should be allowed when the following conditions are met:
- **a.** Percentage of lot coverage, building mass, and setbacks are comparable to surrounding residential development, and architectural style is residential in character and appearance.
- **b.** Off-street parking is provided for employees, tenants, and clients/customers. The amount should be based on the particular use.



- **c.** A visual barrier is provided to screen outside parking lot areas, storage, and dumpsters from view of adjacent residential properties. The use of driveways for parking should not be included in the definition of "parking lot area." Screening should be provided by the nonresidential project.
- **d.** Noise, smoke, glare, fumes, vibration, hazardous and other environmental impacts do not exceed the levels associated with adjacent land use.
- **e.** External signage consists of no more than one sign having a surface area no larger than six square feet and which sign is attached to the building at a point not higher than the first floor eave. Neon and backlit signs should not be allowed.
- **f.** Traffic impacts do not exceed those generated by general office use as defined in the current Institute of Traffic Engineer's manual.
- **3.** Zoning codes should continue to be strictly enforced in this area through pro-active enforcement as well as through citizen complaints.

Marshall/Lamar Street

- 1. This subarea should develop as mixed use nonresidential and multifamily residential land use. Impacts associated with development facing onto Marshall/Lamar Street should be mitigated to protect the integrity of the abutting residential neighborhood to the west. Nonresidential and multifamily development should be allowed when the project complies with the following conditions:
- a. Building height is no greater than 35 feet.
- **b.** Off-street parking is provided for employees, tenants, and clients/customers and is screened from view of residential properties.

- **c.** Outside storage is limited and screened from view of residential properties and from the street.
- **d.** Screening is provided to protect adjacent residential properties.
- **e.** Noise, smoke, glare, fumes, vibration, hazardous and other environmental impacts do not exceed the levels associated with adjacent land use.
- 2. Vehicular access to businesses facing onto Marshall/Lamar Street should be to and from Marshall/Lamar Street and should not be allowed to access the residential neighborhood along Newland Street/Way.

Interior

1. This should be a mixed use area, except new residential, schools, churches, and group homes should not allowed. Expansion of existing churches and group homes should, however, be allowed on frontage lots on the south side of West 60th Avenue and on the east side of Marshall/Lamar Street. An exception to this residential restriction could be made for a caretaker unit associated with a primary business use when that use is part of the main business structure, the square footage and

number of occupants are limited, and its use is for security.

- 2. Adverse impacts associated with new development adjacent to any residence in the 53rd and Ingalls subdivisions should be mitigated and contained on the project site. One mitigation technique for adverse visual impacts would be the creation of a dense visual barrier which would screen the nonresidential use from the residential use. This and other types of mitigation should be the responsibility of the new project. When development is not adjacent to residential land use, mitigation of the adverse impacts of noise, odor, and glare on adjacent properties should:
- **a.** Comply with governmental standards for the protection of health, safety, and welfare;
- **b.** Result in impact levels which are comparable to those of adjacent development as recommended in this Plan; and
- **c.** Be based on ambient levels for commercial/industrial, not residential, development.
- 3. Outside storage, both temporary and permanent, should be allowed in this subarea provided it is screened from view from the street. In drafting the performance standards, consideration should be given to requiring that screening be a minimum height of six feet and a maximum height of eight feet. In addition, the standards should provide for a variance procedure to allow for screening, e.g., fences higher than eight feet. Screening could be either a fence, a structure, landscaping, or berm, or a combination of these, etc., as long as visual access is blocked throughout the year.

Performance Standards Recommendations

When the performance standards are written, the following recommendations should be considered:

- 1. Mitigation of the adverse impacts of noise, odor and glare on adjacent properties should:
- **a.** Comply with governmental standards for the protection of health, safety and welfare;
- **b.** Result in impact levels which are comparable to those of adjacent development as recommended in this Plan; and
- **c.** Be based on ambient levels for commercial/industrial, not residential, development.
- **2.** Signs mounted on fences should be restricted to small warning signs, such as "No Trespassing" signs.
- **3.** Building and stockpile heights should not be limited except as specified in the subarea policies.
- **4.** Onsite parking requirements should be tailored to the proposed land use.
- **5.** Percent of lot coverage, setbacks, and landscaping requirements should be flexible and appropriate for a industrial/commercial mixed use area.

- **6.** The City and County should explore adoption of a variance procedure which would provide for administrative review and action as well as existing Board of Adjustment Action. The procedure should be simple and the parameters for administrative decision making should be defined and based on the Plan policies.
- 7. Property owners adjacent to waterways should be encouraged to provide for wildlife habitat in their landscape plans.
- **8.** Developers should be encouraged to consider shared runoff detention ponds in their site designs.
- **9.** Where the word "encourage" is used in the Policies, the performance standards should not designate the policy as a mandatory requirement. A preferred approach would be to offer incentives to secure the action desired.
- **10.** The possibility should be explored of writing a standard to allow for short-term outdoor storage in the "Interior" subarea without a requirement for screening from the street. ■

Plan Implementation Recommendations

mplementation of this Plan will require additional studies and actions by governmental entities, economic development organizations, and citizens. In addition, adjacent jurisdictions should be notified of the Plan and encouraged to take the Plan into account in formulating policies and plans for areas adjacent to the Clear Creek/I-76 area. When implementation studies are undertaken, the neighboring jurisdictions should be invited to participate.

The City and the County are encouraged to consider the following recommendations for inclusion in the IGA:

- 1. An oversight group should be created to act as a catalyst to secure implementation of the Plan. This group should consist of residents and business people interested in the development of this area.
- **2.** A marketing strategy should be crafted which includes the naming of the area to establish its identity. The name should be used on all signage and marketing materials for the area.
- **3.** Governmental entities should take the following actions and use this Plan and the CDP as policy base for their actions:
- **a.** The City, County, and State should cooperate in developing a transportation circulation plan which would identify the transportation facility improvements needed throughout the area. This plan should include a transportation improvement schedule, funding sources, and project responsibility.
- **b.** The City and County and adjacent jurisdictions should cooperate in creating a streetscape and gateway plan for the

streets and area gateways, as specified in the Plan.

- **c.** The U.S. Army Corps of Engineers, the City, and the County should incorporate the Plan's recommendations into the rechannelization design for Ralston Creek and in policies regarding the use of the creek corridor for a trail and open space (see the Hazards and Trails, Open Space, & Wildlife Habitat policies for specific policies).
- **d.** The Plan recommendations on streets caping and the Ralston Road, West 56th Avenue, Sheridan Boulevard intersections should be communicated to the City of Arvada Traffic Engineer, the Jefferson County Public Works Department, and the CDOT.
- **e.** The City, County and appropriate special districts should cooperate in the development of a plan to extend public water and sanitation service throughout the area. General Policy 4.d. should be considered in formulating a comprehensive water and sewer plan.
- **f.** The City and County should adopt a CDP containing the performance standards for development and sign an IGA to implement the CDP.
- **g.** The governments, agencies, departments, and special districts with an interest in this area should be invited to participate in the ongoing studies needed to implement the policies of this Plan. **I**

How the Plan Will be Used

While not mandatory, the Plan should serve as a guide for land use decisions made by City of Arvada and Jefferson County officials. It should be the policy basis for a CDP which

contain the development performance standards. The CDP should then be the basis for the regulation of land uses and development in the area.

How to Conform With This Plan

Plan Amendments

his Community Plan contains policies which have been deemed appropriate at a point in time; it cannot provide for all future changes in economic conditions and development demands. For this reason, this Plan should be updated periodically. This review would serve as a comprehensive overview of any community changes which may have occurred. In particular, it is recommended that policies relating to transitional residential areas be reviewed at least at five-year intervals after Plan adoption.

Exceptions

Exceptions to the Plan may be approved if the original objectives of the Plan are met, development impacts are comparable to the impacts associated with recommendations of the Plan, and the proposal is a unique situation and has been evaluated by the community. \blacksquare

Acknowledgements

he Clear Creek/I-76 Community Plan is the result of a joint planning endeavor by the residents and business people of the community, the City of Arvada, and Jefferson County. The Plan was developed by a Community Advisory Group with support from the City and County Planning Staffs.

The Advisory Group included Barbara Anderson, James Anderson, Robert Barber, Ronald Dougherty, Beverly Ann Evans, Mary Frisk, Tom Hill, Al Krasnisky, Mike Noakes, Jack Ranney, Joseph Rozman, Margaret Stapleton, Roxy Vendena, and Shelley Cook from Arvada's Planning Commission and Rick Nelson from Jefferson County's Planning Commission. Also sitting as Advisory Group members were Mike Elms, Planning Director for the City of Arvada, and Joe Crain, Community Planning Administrator in the Jefferson County Planning Department.

The Plan Project team was staffed jointly by the City of Arvada and Jefferson County Planning Departments. Project Co-Managers were Janet Stromberg of Jefferson County and Cheryl Drake-Holzhauer of Arvada. Ronda Rolain of the Arvada Planning Department prepared the many maps that were needed

in developing the Plan. From Jefferson County Christy Clark, Doug Reed, Doyle Harrison, John Ansbro, and Leigh Oliver provided staff support. Phyllis Scheneman acted as Project Secretary.

The project received a high level of support from the Jefferson County Commissioners, the Arvada City Council, and the City and County Planning Commissions. Overseeing the development of the Plan for the City of Arvada were City Manager Neal Berlin and Planning Director Mike Elms. Participating in project oversight for Jefferson County were Administrative Services Director Terry Green, Planning Director Len Mogno, and Community Planning Section Chief Joe Crain.

The following public agencies and private organizations were referral agencies who provided information in the beginning of the process and reviewed the Plan prior to the Public Hearings. The cooperation of these groups was an important aspect of the Clear Creek/I-76 Community Plan effort. ■

Adams County Planning Department

Adams County School District #50
Arvada Fire Protection District

Arvada Historical Society

Berkeley Water and Sanitation District

Burlington Northern Railway

City of Arvada Building Division

City of Arvada City Clerk

City of Arvada Environmental Services

City of Arvada Police Department

City of Arvada Public Works Division City of Arvada Transportation

Division

City of Arvada Utilities Division

City and County of Denver Planning Department

City of Wheat Ridge Planning Department

City of Westminster Planning
Department

Clear Creek Valley Water and Sanitation District Colorado Department of Health, Radiation Control Division

Colorado Department of Health, Water Quality Control Division

Colorado Department of Natural Resources

Colorado Department of Transportation

Colorado Division of Fire Safety

Colorado Division of Parks and Outdoor Recreation

Colorado Division of Water Resources

Colorado Division of Wildlife
Columbine Homeowners

Association

Crestview water and Sanitation District

Denver and Rio Grande Railroad Denver Regional Council of Governments

Denver Water Board Historical Society of Colorado Hyland Hills Park and Recreation District

Jefferson County Emergency Preparedness

Jefferson Fire Council

Jefferson County Building Department

Jefferson County Highways and Transportation Department

Jefferson County Historical Society

Jefferson County Mapping Department

Jefferson County Open Space Department

Jefferson County R-1 School District Jefferson County Road and Bridge Department

Jefferson County Sheriffs Department

Jefferson Economic Council
Jefferson Soil Conservation Service

League of Women Voters, Jefferson County

Manhart Ditch Company

Metro Denver Sewage Disposal North Jefferson County Parks and Recreation District

Northwest Metro Chamber of Commerce

Public Service Company of Colorado

Reno Loberg Homeowners Association

Regional Transportation District Save Arvada Residential Areas (SARA)

Sierra Club

Southwest Adams County Fire Department

State Board of Land Commissioners United Cable of Colorado

Urban Drainage and Flood Control District

U.S. Environmental Protection Agency

U.S. West Communications

Wheat Ridge Fire Protection District

Community support for the planning process was provided by the Arvada Sentinel and the Arvada Olde Towner through thorough newspaper coverage that aided the dissemination of information to the community. In addition, the Northwest Metro Chamber of Commerce generously saw to the distribution of critical meeting materials throughout the plan area.

The planning project benefited from the cooperation of the Wilmore-Richter American Legion Post #161, which allowed the use of its spacious meeting facility for our larger public meetings.

Finally, thanks need to be expressed to the many concerned residents and business owners of the Clear Creek/I-76 area who took time from their busy schedules to attend the Advisory Group and public review meetings, and who completed questionnaires, wrote letters, and testified at the Public Hearings. Their comments and information strengthened this Plan.

Published February 1994

