



City of Arvada City Council Agenda

APRIL 10, 2023
WORKSHOPS

Councilmembers:

Marc Williams, Mayor
David Jones, Mayor Pro-Tem
Bob Fifer, At large
John Marriott, District 3
Randy Moorman, District 1
Lauren Simpson, District 2
Lisa Smith, At large

Staff Members Usually Present:

Lorie Gillis, City Manager
Linda Haley, Deputy City Manager
Don Wick, Deputy City Manager
Rachel Morris, City Attorney
Jacqueline Rhoades, Director of Public Works
Sharon Israel, Director of Utilities
Ryan Stachelski, Dir. of Community & Economic Development
Bryan Archer, Director of Finance
Gabriella Bommer, Director of Human Resources
Rob Smetana, Manager of City Planning & Development
Rachael Kuroiwa, Director of Communications & Engagement
Kristen Rush, City Clerk

Info: 720-898-7550

**THIRD FLOOR CONFERENCE ROOM
EXECUTIVE SESSION**

5:00 P.M.

Legal Advice, Pursuant to CRS 24-6-402(4)(b) relating to potential location for the .04 Trolley

**CITY COUNCIL CHAMBERS
6:00 PM**

1. CALL TO ORDER/ROLL CALL OF COUNCILMEMBERS
2. WORKSHOPS
 - A. Pocket Neighborhoods (Proposed CN - Commercial, Neighborhood Zoning District)
 - B. New Town Sub-Area Plan
 - C. Northwest Arvada Sub-Area Plan
 - D. Staff Updates
3. ADJOURNMENT



REPORT TO CITY COUNCIL WORKSHOP

AGENDA ITEM
2.A.

TO: THE HONORABLE CITY COUNCIL

DATE: April 10, 2023

SUBJECT: Pocket Neighborhoods (Proposed CN - Commercial, Neighborhood Zoning District)

Report in Brief

As part of the 2020-2025 Strategic Plan, the City Council included the following Strategic Result associated with the Community and Economic Development Department: SR3: By 12/2023, adopt options that allow for pocket neighborhoods.

Pocket neighborhoods are defined as small-scale commercial developments that could be located within or on the edges of existing residential neighborhoods throughout the City.

The CN, or Commercial Neighborhood, zoning district is proposed to achieve this strategic result.

The purpose of the Commercial, Neighborhood Zoning District would be to accommodate small-scale retail, restaurant and service uses serving neighborhood needs. The zoning district is proposed to be situated along collector or arterial streets within or at the edges of existing neighborhoods.

Details of the proposed zoning district and the proposed development standards will be discussed during the workshop. A PowerPoint and proposed Land Development Code amendments have also been included in your packet.

Background

The proposed zoning district was discussed with the Planning Commission during a workshop on March 7, 2023. The Commission provided a positive response to the proposed district description and standards.

Strategic Alignment

The proposed zoning district is in alignment with a recommended action found in the City Council Strategic Plan, the action being Result SR3 associated with the Community and Economic Development Department.

Next Steps

Following the City Council workshop, the City team will draft an ordinance to include the proposed zoning district within the Land Development Code and schedule public hearings before the Planning Commission and City Council.

Prepared by:
Dixielee Rodriguez, Administrative Specialist

Reviewed by:

Approved by:

Patty McCartney, Long Range Planner	3/20/2023
Josie Suk, Development Systems and Administrative Manager	3/21/2023
Robert Smetana, Manager of City Planning and Development	3/21/2023
Ryan Stachelski, Director of Community and Economic Development	3/21/2023
Gail Walker, Legal Specialist-Contracts	3/21/2023
Emily Grogg, Senior Assistant City Attorney	3/23/2023
Rachel Morris, City Attorney	3/27/2023
Lorie Gillis, City Manager	3/28/2023
Linda Haley, Deputy City Manager	3/28/2023

Enclosure, exhibits & attachments required to support the report

2-1-2-1 Zoning Districts Established

- A. **Generally.** In order to carry out the provisions of this Code, the City is divided into the following zoning districts, and subdistricts:
1. Parks and Open Space District
 - a. OS Parks and Open Space District
 2. Residential Districts
 - a. RA Residential / Agricultural District
 - b. RN Residential Neighborhood District
 - i. RN-32.5 Residential Neighborhood 32,500 Subdistrict
 - ii. RN-12.5 Residential Neighborhood 12,500 Subdistrict
 - iii. RN-7.5 Residential Neighborhood 7,500 Subdistrict
 - iv. RN-6 Residential Neighborhood 6,000 Subdistrict
 - v. RN-4 Residential Neighborhood 4,000 Subdistrict
 - vi. RN-D Residential Neighborhood Single Family and Duplex Subdistrict
 - c. R6 Residential 6 District
 - d. R13 Residential 13 District
 - e. R24 Residential 24 District
 3. Mixed-Use Districts
 - a. MX-N Mixed-Use, Neighborhood District
 - b. MX-S Mixed-Use, Suburban District
 - c. MX-U Mixed-Use, Urban District
 - d. MX-T Mixed-Use, Transit-Oriented District
 4. Olde Town Zoning District
 - a. OT-E Olde Town East Subdistrict
 - b. OT-EY Olde Town East Yukon Subdistrict
 - c. OT-GV Olde Town Grandview Subdistrict
 - d. OT-OW Olde Town Olde Wadsworth Subdistrict
 - e. OT-RN Olde Town Residential Neighborhood Subdistrict
 - f. OT-RR Olde Town Ralston Road Subdistrict
 - g. OT-W Olde Town Webster Subdistrict
 5. Commercial District
 - a. CG Commercial, General District
 - b. **CN Commercial, Neighborhood**
 6. Industrial Districts
 - a. IL Industrial, Light District
 - b. IG Industrial, General District
 7. Planned Unit Development District
 - a. PUD Planned Unit Development District

2-1-6-1 CN: Commercial, Neighborhood

- A. **Purpose.** The purpose of the Commercial, Neighborhood (CN) zoning district is to accommodate small scale retail, restaurant and service uses serving neighborhood needs. This zoning district is typically situated along collector or arterial streets within or at the edges of existing neighborhoods.
- B. **Relationship to the Comprehensive Plan.** The CN zoning district generally implements the “Neighborhood and Community Commercial/Office” land use category stated in the Comprehensive Plan.
- C. **Lot and Building Standards.** The standards for lots and buildings in the CN zoning district are set out in Table 2-1-6-1A, Commercial, General Lot and Building Standards.

Figure 2-1-6-1: Illustrative Commercial, Neighborhood Lot and Building Standards



Table 2-1-6-1A: Commercial, Neighborhood Lot and Building Standards		
Standard		All Lot Types
Lot Standards		
	Min. Lot Area	10,000 sf.
	Max. Lot Area	1 acre
A	Min. Lot Width	50 ft.
	Max. Lot Coverage	55%
Setback Standards		
B	Min./Max. Front	5 ft./20 ft.
C	Min. Street Side	20 ft.
D	Min. Interior Side	10 ft.
E	Min. Rear	10 ft.
	Min. Front/Street Side Parking	20 ft.
Building Standards		
F	Max. Height, Principal Building	28 ft.
	Max. Height, Accessory Building	18 ft.
	Max. Height, Mini-structure	12 ft.

Table 2-1-6-1A: Commercial, Neighborhood Lot and Building Standards		
Standard		All Lot Types
Site Standards		
	Min. Landscape Surface Area	20%
	Max. Outdoor Display	5% of enclosed retail floor area
	Max. Outdoor Storage	Not allowed
Height Transition Zone		
	Min. Height Transition Zone Depth abutting RA and RN districts	-See Section 2-1-10-3, Height Transition to RA and RN Zoning Districts.

- D. **Cross-References.** The cross-references in Table 2-1-6-1B, Cross-References for Commercial, General, are provided for the reader's convenience and are not necessarily exhaustive of applicable regulations.

Table 2-1-6-1B: Cross-References for Commercial, Neighborhood	
Topic	Reference
Land Use Regulations	Division 3-1-2, Land Use by Zoning District
Parking	Article 4-5, Parking and Loading
Landscaping	Article 4-6, Landscaping and Buffering
Fences and Walls	Section 4-7-2-1, Fences and Divisional Walls; and Section 4-7-2-2, Retaining Walls
Exterior Lighting	Article 4-8, Exterior Lighting
Building Design	Division 5-1-2, Building and Structure Design Standards
Mini-Structures	Division 5-1-4-3, Mini-Structures
Renewable Energy Systems (e.g., Solar Panels)	Section 5-1-4-4, Renewable Energy Systems
Drive-Through Facilities	Section 5-1-6-2, Drive-Through Facilities
Outdoor Storage, and Outdoor Retail Display	Section 5-1-6-3, Outdoor Storage, Outdoor Retail Display, and Outdoor Dining Areas.
Signs	Chapter 6, Signs

3-1-2-4 Hospitality, Recreation, and Entertainment Land Use by Zoning District

The hospitality, recreation, and entertainment land uses that are allowed in each zoning district are set out in Table 3-1-2-4, Hospitality, Recreation, and Entertainment Land Use by Zoning District.

Table 3-1-2-4: Hospitality, Recreation, and Entertainment Land Use by Zoning District																						
Land Use	Open Space and Residential						Mixed-Use				Olde Town						Commercial and Industrial				Reference	
	OS	RA	RN	R6	R13	R24	MX-N	MX-S	MX-U	MX-T	OT-E	OT-EY	OT-GV	OT-OW	OT-RN	OT-RR	OT-W	CN	CG	IL		IG
Adult Entertainment / Adult Retail Sales																				L	L	3-1-3-4
Amusement, Outdoor								L											L	L		3-1-3-4

Table 3-1-2-4: Hospitality, Recreation, and Entertainment Land Use by Zoning District

Land Use	Open Space and Residential						Mixed-Use				Olde Town							Commercial and Industrial				Reference
	OS	RA	RN	R6	R13	R24	MX-N	MX-S	MX-U	MX-T	OT-E	OT-EY	OT-GV	OT-OW	OT-RN	OT-RR	OT-W	CN	CG	IL	IG	
Bar / Tavern / Nightclub							L	L	L	L	L	L	L	L	L	L	L	C	L	C	C	3-1-3-4
Bed and Breakfast		C	C	C			L	L				L	L	L	L	L	L					3-1-3-4
Brew Pub / Distillery Pub / Limited Winery							L	L	L	L	L	L	L	L	L	L	L	C	L	L	L	3-1-3-4
Hotel / Motel									A	A	A	A	A			A	A		A			-
Recreation and Amusement, Indoor							A	A	A	A	A	A	A	A			A		A	A	A	-
Recreation, Outdoor (playing fields)	A	A	A	A	A	A													A			-
Recreation, Outdoor (other)	A	A	A	A	A	A	A	A	L	L	L	L	L	L	L	L	L		A	A		3-1-3-4
Restaurant							A	A	A	A	A	A	A	A	L	A	A	C	A	A		3-1-3-4
Restaurant, Fast Food							L	L	L	L	L	L	L	L	L	L	L		L			3-1-3-4
Stables and Riding Academies, Commercial		A																				-
Theater							A	A	A	A	A	A	A	A					A			-

3-1-2-5 Commercial Land Use by Zoning District

The commercial land uses that are allowed in each zoning district are set out in Table 3-1-2-5, Commercial Land Use by Zoning District.

Table 3-1-2-5: Commercial Land Use by Zoning District

Land Use	Open Space and Residential						Mixed-Use				Olde Town							Commercial and Industrial				Reference
	OS	RA	RN	R6	R13	R24	MX-N	MX-S	MX-U	MX-T	OT-E	OT-EY	OT-GV	OT-OW	OT-RN	OT-RR	OT-W	CN	CG	IL	IG	
Animal Day Care / Training		C					L	L	L	L									L	L		3-1-3-5
Animal Hospital (Large Animal)		A																				-
Art Studio / Makerspace		A					A	A	A	A	L	L	L	L	L	L	L	C	A	A	A	3-1-3-5
Auction House or Yard																				L	L	3-1-3-5
Continuing Care Facility					A	A	A	A	A	A	A	A	A	A		A	A		C			
Kennel		C																		L	A	3-1-3-5
Office, General or Professional							A	A	A	A	A	A	A	A	A	A	A	C	A	A	A	-
Retail Sales and Services Type 1 ¹							L	L	L	L	L	L	L	L	L	L	L	C	L	L		3-1-3-5
Retail Sales and Services Type 2 ¹								L	L	L									L	L		3-1-3-5
Veterinary Offices or Clinics		C					L	L	L	L	L	L	L	L		L	L		L	L		3-1-3-5
Workshop							A	A	A	A									A	A	A	3-1-3-5

TABLE NOTES:

¹ All drive-through facilities are subject to the standards in Section 5-1-6-2, Drive-Through Facilities, which may prohibit a drive-

Table 3-1-2-5: Commercial Land Use by Zoning District

Land Use	Open Space and Residential						Mixed-Use				Olde Town							Commercial and Industrial				Reference
	OS	RA	RN	R6	R13	R24	MX-N	MX-S	MX-U	MX-T	OT-E	OT-EY	OT-GV	OT-OW	OT-RN	OT-RR	OT-W	CN	CG	IL	IG	
	through in certain locations.																					

3-1-2-6 Community, Civic, Educational, Health Care, and Institutional Land Use by Zoning District

The community, civic, educational, health care, and institutional land uses that are allowed in each zoning district are set out in Table 3-1-2-6, Community, Civic, Educational, Health Care, and Institutional Land Use by Zoning District.

Table 3-1-2-6: Community, Civic, Educational, Health Care, and Institutional Land Use by Zoning District

Land Use	Open Space and Residential						Mixed-Use				Olde Town							Commercial and Industrial				Reference
	OS	RA	RN	R6	R13	R24	MX-N	MX-S	MX-U	MX-T	OT-E	OT-EY	OT-GV	OT-OW	OT-RN	OT-RR	OT-W	CN	CG	IL	IG	
Ambulance Services								C											L	L	L	3-1-3-6
Cemetery	C	C	C																			3-1-3-6
Crematorium																				L	L	3-1-3-6
Day Care Center, Adult or Child			C	C	C	C	L	A	A	A					A	L		C	A	A		3-1-3-6
Funeral Home / Mortuary							L	L								L			L	L		3-1-3-6
Hospital								A	A	A									A			-
Medical Office							A	A	A	A	A	A	A	A	A	A	A		A			-
Public Lands, Parks, Schools or Buildings	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		A	A	A	-
Place of Assembly		A	L	L	L	L	L	A	L	L	L	L	L	L	L	L	L	A	A	A		3-1-3-6
Private School, Kindergarten, Elementary, Middle, or High		A	A	A	A	A	A	A	A	A					A		A	A	A			-
Private School, Vocational, Trade, College, or University							A	A	A	A	A	A	A	A	A		A	A	A	A		-

3-1-3-4 Hospitality, Recreation, and Entertainment Standards

D. Bar / Tavern / Nightclub.

1. All bars / taverns / nightclubs shall be subject to the following:
 - a. If the use is adjacent to a residential use, exterior loudspeakers and noise from the outdoor patio areas and the interior of the building shall not exceed 45 dbA at the property line of the subject property between the hours 9:00 PM and 7:00 AM. There shall be no outdoor entertainment between these hours.

- b. These uses may include the retailing of related goods (i.e., shirts, caps, glasses) as an incidental activity.
 - c. When the use is adjacent to a RA, RN or R6 zoning district, a six foot screening wall or fence must be provided along the common lot line.
 - 2. In the OT-RN zoning district:
 - a. The use is allowed only in the mixed-use building type. See Section 2-1-5-4, Mixed-Use Building Type Lot and Building Form Standards.
 - b. If the use adjoins any lot that is used exclusively for residential purposes, loading shall not be allowed between the hours of 9:00 PM and 7:00 AM.
 - 3. **In the CN zoning district:**
 - a. **The use shall only operate between the hours of 7:00 AM and 11:00 PM.**
- E. **Brew Pub / Distillery Pub / Limited Winery.**
 - 1. All brew pubs / distillery pubs / limited wineries shall be subject to the following:
 - a. On-premise consumption or retail sales of commodities produced on-site are required.
 - b. The maximum gross floor area for production, bottling, packaging, storing, and other manufacturing related activities shall be 6,000 square feet.
 - c. The storage of raw and/or spent materials shall be kept in a fully enclosed structure, building, or container.
 - d. If the use is adjacent to a residential use, exterior loudspeakers and noise from the outdoor patio areas and the interior of the building shall not exceed 45 dbA at the property line of the subject property between the hours 9:00 PM and 7:00 AM. There shall be no outdoor entertainment between these hours.
 - e. If the use adjoins any lot that is used exclusively for residential purposes, loading shall not be allowed between the hours of 9:00 PM and 7:00 AM.
 - 2. In the MX-N and OT-RN zoning districts:
 - a. The maximum gross floor area for the building shall be 4,000 square feet.
 - b. In the OT-RN zoning district, the use is allowed only in the mixed-use building type. See Section 2-1-5-4, Mixed-Use Building Type Lot and Building Form Standards.
 - 3. **In the CN zoning district:**
 - a. **The use shall only operate between the hours of 7:00 AM and 11:00 PM.**
- F. **Recreation, Outdoor, Other.**
 - 1. In the MX-U, MX-T, and OT zoning districts:
 - a. Outdoor recreation uses shall be limited to plazas, sculpture gardens, tot lots, playgrounds, skating rinks, and splash pads.
- G. **Restaurant.**
 - 1. **Restaurants, General.**
 - a. If the use adjoins any lot that is used exclusively for residential purposes, loading shall not be allowed between the hours of 9:00 PM and 7:00 AM.
 - b. **In the CN zoning district:**
 - i. **The use shall only operate between the hours of 6:00 AM and 11:00 PM.**
 - 2. **Restaurants, Fast Food.**

- a. Trash Management Program. All fast food restaurant uses shall have a trash management program for the daily removal of trash and litter on the site and on any adjacent affected property.
- b. For drive-through facilities, reference Sections 5-1-6-2 Drive-through facilities and 4-5-3-6 Vehicle Stacking.

3-1-3-5 Commercial Standards

E. Retail Sales and Services, Type 1.

1. Retail Sales Uses – General.

Retail sales uses must take place within a completely enclosed building, except that accessory outdoor display of merchandise, and accessory outdoor customer seating/dining areas are permitted, subject to the following standards:

- a. Outdoor display areas must comply with the minimum street setback requirements of the subject zoning district.
- b. Outdoor display areas may not occupy or use required parking space or drive aisle unless approved by the Director.
- c. Outdoor seasonal temporary sales display requires a temporary use permit.
- d. **In the CN zoning district:**
 - i. **The use shall only operate between the hours of 7:00 AM and 10:00 PM.**

4-4-3-4 Street Hierarchy and Connectivity

- E. **Access to Public Streets.** All new lots shall have direct or indirect access to a public street, through one or more access points approved by the City. Indirect access may be provided through auto courts, loop lanes, or private streets, subject to approval of the fire district with jurisdiction over the subject property.
 - 1. Single-family detached and duplex buildings shall not have individual driveway access to an arterial or collector street, unless no other alternative is reasonably available.
 - 2. **In the CN zoning district parking areas for uses identified as Conditional shall have access to only an arterial or collector street, unless an alternative is allowed at the discretion of the City Council.**
 - 3. All public and private streets shall comply with all applicable design and construction standards adopted by the City.

Parking: **Standard requirements, but allow the use of Subsection 4-5-2-6 Parking Studies (This section can be used for CN uses per 4-5-2-6.A.1.c.)**

4-6-5-3 Bufferyard Options

- E. **Option E.** Option E shall be permitted only in the **CN**, MX-N and OT zoning districts. A six-foot tall solid wall constructed of brick, stone or other comparable materials with brick or stone columns

spaced at least every 30 feet may be installed in-lieu of landscaping for sites containing 25 or fewer parking spaces.

6-1-2-4 Sign Districts

Table 6-1-2-4: Sign Districts	
Sign District	Corresponding Zoning Districts or Areas
Olde Town (OT)	OT-E; OT-EY; OT-GV; OT-OW; OT-W; OT-RR; OT-RN (except for the purposes of Section 6-1-6-2, Additional Standards for Detached Temporary Signs); CN ; MX-U façade in frontage zone ; MX-T façade in frontage zone; nonresidential and mixed-use areas of Planned Unit Developments where buildings are set back less than 5 feet from rights-of-way
Mixed-Use/Commercial/Industrial (MX,C,I)	MX-N; MX-S; MX-U façade outside frontage zone ; MX-T façade outside frontage zone; CG; IL; IG; nonresidential and mixed-use areas of Planned Unit Developments, where buildings are set back 5 feet or more from rights-of-way
Multifamily Residential (RM)	R13; R24; multifamily residential areas of Planned Unit Developments with 6+ unit buildings
Single-Family Residential (RS)	RA; RN; R6; OS; single-family, duplex, townhome, or multiplex areas of Planned Unit Developments; OT-RN (only for the purposes of Section 6-1-6-2, Additional Standards for Detached Temporary Signs).

Land Development Code Proposed CN Zoning District City Council Workshop

April 10, 2023



We Dream Big and Deliver

WHY THE AMENDMENT?

As part of the 2020-2025 Strategic Plan, the City Council included the following Strategic Result associated with the Community and Economic Development Department:

SR3: By 12/2023 adopt land use option that allow for pocket neighborhoods.

Pocket neighborhoods are defined as small-scale commercial developments that could be located within or on the edges of existing residential neighborhoods throughout the City.

The CN, or Commercial Neighborhood, zoning district is proposed to achieve this strategic result.

CN ZONING DISTRICT SPECIFICS

Purpose:

- “The purpose of the Commercial, Neighborhood Zoning District is to accommodate small scale retail, restaurant and service uses serving neighborhood needs. The zoning district is typically situated along collector or arterial streets within or at the edges of existing neighborhoods.”



CN ZONING DISTRICT SPECIFICS

Lot and Building Standards:

- Minimum lot size 10,000 square feet – To allow for some off-street parking
- Maximum lot size 1 acre – To maintain the small-scale purpose of the district

Setbacks:

- Front – Minimum of 5 feet, maximum of 20 feet
- Street Side (For corner lots) – 20 feet
- Interior Side – 10 feet
- Rear – 10 feet
- Minimum Parking Setback – 20 feet (from street(s))

CN ZONING DISTRICT SPECIFICS

Building Heights:

- Principal building – 28 feet
 - Accessory building – 18 feet
 - Mini-structure – 12 feet
-
- Heights proposed match those allowed within the RN zoning districts to allow for development that does not overwhelm existing neighborhood scale.

Landscaping:

- Minimum of 20 percent landscape surface area

CN ZONING DISTRICT SPECIFICS

Uses:

- The following uses would be allowed through the Conditional Use process:
 - Bar/Tavern/Nightclub
 - Brew Pub/Distillery Pub/Limited Winery
 - Restaurant
 - Art Studio/Makerspace
 - Office, General or Professional
 - Retail Sales and Services, Type 1
 - Day Care Center, Adult or Child
- The following uses would be allowed as permitted uses:
 - Place of Assembly
 - Schools (of all types)

CN ZONING DISTRICT SPECIFICS

Limitations on Specific Uses:

- Bar/Tavern/Nightclub and Brew Pub/Distillery Pub/Limited Winery – hours of operation 7am to 11pm only
- Restaurant – hours of operation 6am to 11pm only
- Retail Sales and Services, Type 1 – hours of operation 7am to 10pm only

Parking Access:

- Parking area shall be accessed only from an arterial or collector street, unless an alternative is allowed through the Conditional Use process (City Council approval). Does not apply to Allowed uses.

CN ZONING DISTRICT SPECIFICS

Parking Requirements:

- Standard parking requirements would apply. However, a reduction could be allowed through the Parking Study process currently provided for in the Land Development Code (4-5-2-6.A.1.c).

Bufferyard Options:

- All current options would be allowed when adjacent to existing residential homes. Option E would be allowed.



CN ZONING DISTRICT SPECIFICS

Signs:

- Signage would comply with the Olde Town (OT) Sign District.

CN ZONING DISTRICT EXAMPLES



GB Fish and Chips, Ralston Road



State Farm, Ralston Road

CN ZONING DISTRICT EXAMPLES



Novel Strand Brewing, Denver



Rosebud Café, Denver

CN ZONING DISTRICT EXAMPLES



72nd and Lowell, Westminster



25th and Gray, Edgewater

IMPLEMENTATION

Create Zoning District:

- Amend the Land Development Code to include the CN zoning district and associated restrictions and design standards.

Rezoning Requests:

- Interested private parties/developers would apply for rezoning and Conditional Use. Recommendation by Planning Commission and action by City Council, as with all other applications.
- No City initiated rezonings are proposed at this time.

Additional Questions?



REPORT TO CITY COUNCIL WORKSHOP

AGENDA ITEM
2.B.

TO: THE HONORABLE CITY COUNCIL

DATE: April 10, 2023

SUBJECT: New Town Sub-Area Plan

Report in Brief

The City of Arvada 2014 Comprehensive Plan, most recently ratified by City Council in May of 2020, articulates the community's shared values and vision. Goals and policies help guide development and investment decisions that influence the quality of life in Arvada. The Comprehensive Plan establishes the City's land use pattern, sets the stage for development regulations and standards, and guides the City in funding programs and capital investments by anticipating future tax revenue.

A sub-area plan is a type of long range planning for a specific geographic area within the City and further implements the goals and policies of the Comprehensive Plan.

The New Town Sub-Area Plan focuses on the area which is generally defined as the area along Wadsworth Boulevard and Bypass between the G Line tracks on the north and Interstate 70 on the south. The Arvada Marketplace shopping center along 52nd Avenue is also included, as are commercial and light industry areas east of the shopping center.

The planning process included extensive community engagement with stakeholders including residents, community members, business owners, property owners, agencies and City staff. There were a variety of public engagement and outreach efforts both in-person and virtual to encourage and promote meaningful input from the community.

The implementation strategies of the sub-area plan were developed through stakeholder, technical expert and community feedback during the plan development process. The implementation strategies are intended to help realize the vision for the sub-area through action items from the plan recommendations and are intended to be specific, yet flexible in order to achieve the vision for each focus element through different methods, when funding is available, or at a time when the political and economic climate best support them.

Background

The sub-area plan was developed after extensive public input beginning in 2020. Community engagement and stakeholder participation included three Technical Advisory Committee meetings, three Stakeholder Advisory Committee meetings, four Open Houses, and two online community surveys.

The proposed sub-area plan was discussed with the Planning Commission during a workshop on March 7, 2023. The Commission provided a positive response to the proposed plan and the recommended actions.

Strategic Alignment

The proposed sub-area plan is consistent with the City Council Strategic Plan principles for the Community and Economic Development work system.

Next Steps

Following the City Council workshop, the City team will draft a resolution to include the proposed sub-area plan within the 2014 Comprehensive Plan and schedule public hearings before the Planning Commission for adoption and City Council for ratification.

Prepared by:
Dixielee Rodriguez, Administrative Specialist

Reviewed by:

Approved by:

Patty McCartney, Long Range Planner	3/20/2023
Josie Suk, Development Systems and Administrative Manager	3/21/2023
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Lorie Gillis, City Manager	3/28/2023

Enclosure, exhibits & attachments required to support the report



DRAFT NEW TOWN SUB-AREA PLAN

Dec 2022



NEW TOWN SUB-AREA PLAN

PLANNING TEAM

Thomas Cooke, Planning Intern
Cheryl Drake, Senior Planner
Shane Greenburg, Planner II
Claire Guthrie, Planning Intern
Patty McCartney, Senior Planner
Jake Nitchals, Senior Planner
Jennifer Pintar, Planning Intern
Rob Smetana, Manager of City Planning and Development
Ryan Stachelski, Community and Economic Development (CED) Director
Allison Trembly, CED Communications Manager

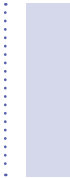
TECHNICAL ADVISORY COMMITTEE

John Firouzi, Mobility Planning and Innovation Manager
Darin Delay, Parks and Urban Design Manager
Carrie Espinosa, Manager of Housing Preservation and Resources
Carrie Briscoe, Deputy Director of Arvada Urban Renewal Authority

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Steve Wilkie, Royal Oak
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Charles Craven, Charlie's Fly Shop
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Rick Weller, Armstrong Capital Development

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Introduction

The City of Arvada 2014 Comprehensive Plan articulates the community's shared values and vision. The Comprehensive Plan goals and policies help guide development and investment decisions that influence the quality of life in Arvada. The Comprehensive Plan establishes the City's land use pattern, sets the stage for development regulations and standards, and guides the City in funding programs and capital investments by anticipating future tax revenue.

A sub-area plan is a type of long range planning for a specific geographic area within the City and further implements the Comprehensive Plan.

The New Town Sub-area plan focuses on goals and policies for topics such as land use, urban design, architectural design and transportation.

INTRODUCTION & OVERVIEW

1.1

THE SUB-AREA PLANNING EFFORT IMPLEMENTS THE COMPREHENSIVE PLAN BY FURTHER REFINING THE GOALS AND POLICIES FOR THE SUB-AREA INCLUDING LAND USE AND REDEVELOPMENT, ECONOMIC DEVELOPMENT, AND VIBRANT COMMUNITIES AND NEIGHBORHOOD GOALS.

NEW TOWN SUB-AREA PLAN INTRODUCTION & OVERVIEW

The City of Arvada 2014 Comprehensive Plan), ratified by City Council in May of 2020, articulates the community's shared values and vision. Goals and policies help guide development and investment decisions that influence the quality of life in Arvada. The Comprehensive Plan establishes the City's land use pattern, sets the stage for development regulations and standards, and guides the City in funding programs and capital investments by anticipating future tax revenue.

A sub-area plan is a type of long range planning for a specific geographic area within the City and further implements the goals and policies of the Comprehensive Plan.

Arvada, a first ring suburb of Denver, is seeing development of its vacant land resources and has limited ability to expand its boundaries. This means that opportunities for further growth on vacant sites are limited and there is more opportunity for redevelopment of areas that have already been developed. For the New Town area, there are few infill sites available and the majority of the development opportunities will be in redevelopment of existing commercial properties.

The New Town Sub-Area Plan focuses on the area which is generally defined as the area along Wadsworth Boulevard and Bypass between the G Line tracks on the north and Interstate 70 on the south. The Arvada Marketplace shopping center along 52nd Avenue is also included, as are commercial and light industry areas east of the shopping center.



The 2018 Wadsworth Corridor Retail Study was prepared to assess the existing retail corridor and anticipate its future retail viability. The study included the Wadsworth Boulevard corridor area from I-70 to Grandview, prioritized this area for future area planning efforts and concluded that a master plan should be developed that transitions this area into a truly mixed use area with plan elements that support and reinforce each other.

WADSWORTH BOULEVARD RETAIL CORRIDOR STUDY



8/16/2018 City of Arvada

Analysis to evaluate and assess the existing retail along the corridor and project future retail viability.



A Report from the Wadsworth Boulevard Technical Advisory Panel (TAP)
By ULI Colorado
May 2-3, 2019

Urban Land Institute Colorado CITY OF ARVADA

Further analysis of this area was prepared by the Urban Land Institute (ULI) Colorado, Technical Advisory Panel (TAP) in 2019. The "A Vision for New Town Arvada" report concluded that the study area has great potential for a mix of uses that will support the community in the long-term. A diversity of uses and users will allow this area to thrive over time. By adding housing options, community gathering spaces, and connectivity throughout the study area, the City can support local retail and commercial uses that contribute to the City's financial sustainability.

This sub-area plan serves as the master planning document envisioned by these two studies. The plan was developed over approximately eighteen months and included a variety of opportunities for public input and engagement through community meetings, open houses, surveys and Advance Arvada website.

OVERVIEW

NEW TOWN SUB-AREA PLAN MAP

1.1



LOCAL AND DEVELOPMENT HISTORY 1.2

ARVADA RESIDENTS OFTEN BOAST OF THE CITY'S "SMALL-TOWN FEEL." CONSIDERED A FIRST-RING SUBURB OF DENVER, ARVADA'S POPULATION HAS GROWN ALONG WITH THE DENVER METRO AREA.

NEW TOWN LOCAL & DEVELOPMENT HISTORY

The City of Arvada, with a population of 124,402 in 2020, is one of the largest cities in Colorado. The community was founded in 1870 and incorporated in 1904.

Arvada is primarily a suburban residential community with suburban shopping opportunities. Historic Olde Town Arvada, known as the "Jewel of Arvada" is an eclectic historic district with an urban, pedestrian character.

The area around Wadsworth Corridor between I-70 and Grandview Avenue has become a major shopping center of auto-oriented and big box retail, with 1.2 million square feet of commercial space.

However, the way that we shop has changed with increased online shopping and the COVID-19 pandemic accelerated this trend as well as affecting how services and materials are delivered. With this in mind, the long-term viability of shopping centers, and in person retail in general, is a concern.

The New Town Sub-Area plan study area in the southeast portion of the City includes 258.5 acres. It is the retail center of Arvada with a significant portion of sales tax revenue generated by the area's businesses.

Wadsworth Bypass

Wadsworth Bypass, also known as State Highway 121, provides both a major

benefit and a challenge for the study area. The high traffic counts on the arterial increase retail opportunities but at the same time acts as a barrier to pedestrian connectivity.

Olde Town Arvada

North of the study area is Olde Town Arvada, the city's historic downtown and a designated historic district listed on the National Register of Historic Places. Olde Town is a vibrant specialty retail district with restaurants, taverns, shops, cultural facilities and a transit station.

The main retail focus in the area includes four big box retail stores which have regional draws and are neighbors to many smaller retailers and restaurants.

"New Town"

The area directly south of Olde Town and the RTD commuter rail G Line is referred to by many as "New Town" and is the area which is the subject of this sub-area plan. The vision for New Town has long been seen as one that should compliment Olde Town in addition to providing opportunities for development with higher densities.

There is a significant elevation change from Olde Town to New Town which provides views of the mountains and downtown Denver from the Olde Town G Line station and transit station plaza.

Influence Areas

The area immediately surrounding the

New Town Sub-Area, "the influence area", contains the Columbine neighborhood to the east comprised of post war housing dating from the 1950s, Foster Elementary as well as two parks, Foster and Columbine Parks.

The area to the west of the study area is primarily residential, containing some single family units but is primarily medium density housing.

Development & Redevelopment

Shopping areas within New Town have the character of traditional suburban shopping areas, which are auto centric, providing significant fields of parking in front of the retail buildings. Several "gateway" improvements such as the landscaped medians in Wadsworth Boulevard define this entrance to Arvada and create an identity for the area.

The New Town redevelopment efforts began in 1981 with the creation of the Arvada Urban Renewal Authority and the adoption of the Arvada City Center Urban Renewal Plan. Over the next 25 years, this area changed into a vibrant residential and retail area.

Major projects within the New Town area included the development of the commercial centers including Costco, Home Depot, Sam's Club and Lowe's, Harkins Theater and the Olde Town Transit Hub with over 600 parking spaces.

The G Line commuter rail which provides connections between Union Station in Denver to Wheat Ridge, opened in 2019.

The influence area west of the study area has also been the subject of redevelopment efforts including the Arvada Water Tower Village residential community and the Hilton Hotel.

DEMOGRAPHICS

New Town Sub-Area (.40 square mile)

2020 Population - 116 persons

2020 Households - 43

2020 Housing Units - 43

Influence Areas (.77 square mile)

2020 Population - 4,696 persons

2020 Households - 2,253

2020 Housing Units - 2,278

Trends

- Migration in Colorado is strongly related to job growth
- City and Colorado population is growing at a slower rate
- Growth is occurring in concentrated areas
- Increasing Age Population in the City and Colorado impacts the economy, work force, education, housing, transportation and public finance
- City population is Increasing racial and ethnic diversity

PLAN PROCESS

1.3

THE DEVELOPMENT OF THE SUB-AREA PLAN CONSISTED OF A THREE PHASE PROCESS WITH EXTENSIVE COMMUNITY ENGAGEMENT OVER AN EIGHTEEN MONTH PERIOD.

PLAN GOALS

Based on initial input from the public and property owners during the development of this plan, the Goals for the sub-area plan were determined to be:

- Create a framework for regeneration and attraction of private sector investment
- Conceptualize and shape the three-dimensional urban environment
- Define public, semi private public spaces
- Determine the mix of additional uses, density and their physical relationship to each other
- Engage the local community and act as a builder of consensus

PLAN DEVELOPMENT

Visualize

During the initial steps in the visualization phase in the fall of 2020, the study area and influence boundaries were determined, stakeholders were identified, initial committee meetings were conducted and public participation was initiated.

Steering and Technical Review Committees were established to provide expertise and assist develop the plan.

The Steering Committee consisted of representatives of the Planning Commission, Colorado Dept of Transportation, Olde Town Business Improvement District, Chamber, and various community organizations and agencies. Representation on the Technical Committee consisted of staff from Arvada Urban Renewal Authority and several City departments.

The following previous planning documents were reviewed as part of the development of this plan:

- Southeast Arvada Neighborhood Development Plan, 1979
- Arvada City Center Urban Design and Redevelopment Plan, 1980
- Arvada City Center urban renewal Plan, 1981
- Arvada Transit Station Framework Plan, 2007
- Olde Town Station Urban Renewal Plan, 2010
- Olde Town Parking & Transportation Demand Plan, 2010
- Sustain Arvada, 2012
- Comprehensive Plan, 2014
- Design Guidelines for Olde Town Arvada, 2016
- Parks System Master Plan, 2016
- Bicycle Master Plan, 2017
- Wadsworth Corridor Retail Study, 2018
- A Vision for New Town Arvada – Urban Land Institute Report, 2019



Strategize

Phase two of the sub-area plan process focused on high level recommendations to guide future development and achieve the overall vision identified in Phase 1 and included:

- Implementation of community (Public) outreach and presentation plan
- Review of community meeting(s) input and synthesizing of information for staff/committee analysis
- Review and refinement of the project and meeting schedule
- Identification and refinement of recommendations resulting from public, technical committee and steering committee meetings to further develop the plan vision and elements

Realize

The third phase of the plan development focused on the creation of the plan resulting from previous phases, public review and input. This included:

- Drafting a subarea plan document created from the community outreach and committee participation process during the Visualize and Strategize phases for review by parties of interest
- Finalize first draft and presentation of the draft plan for public review and input
- Finalize document for adoption process
- Public hearing and Planning Commission and City Council approvals

SUB-AREA PLAN TIMELINE



EXISTING CONDITIONS

2

IN THIS CHAPTER

- 2.1 Land Use
- 2.2 Transportation and Circulation
- 2.3 Parking
- 2.4 Parks and Open Space,
Infrastructure and Sustainability

EXISTING CONDITIONS

This chapter provides an overview of the existing conditions within the New Town Sub-Area including:

- Land Use
- Transportation and Circulation
- Parking
- Parks and Open Space
- Infrastructure
- Sustainability

LAND USE

2.1

EXISTING LAND USE

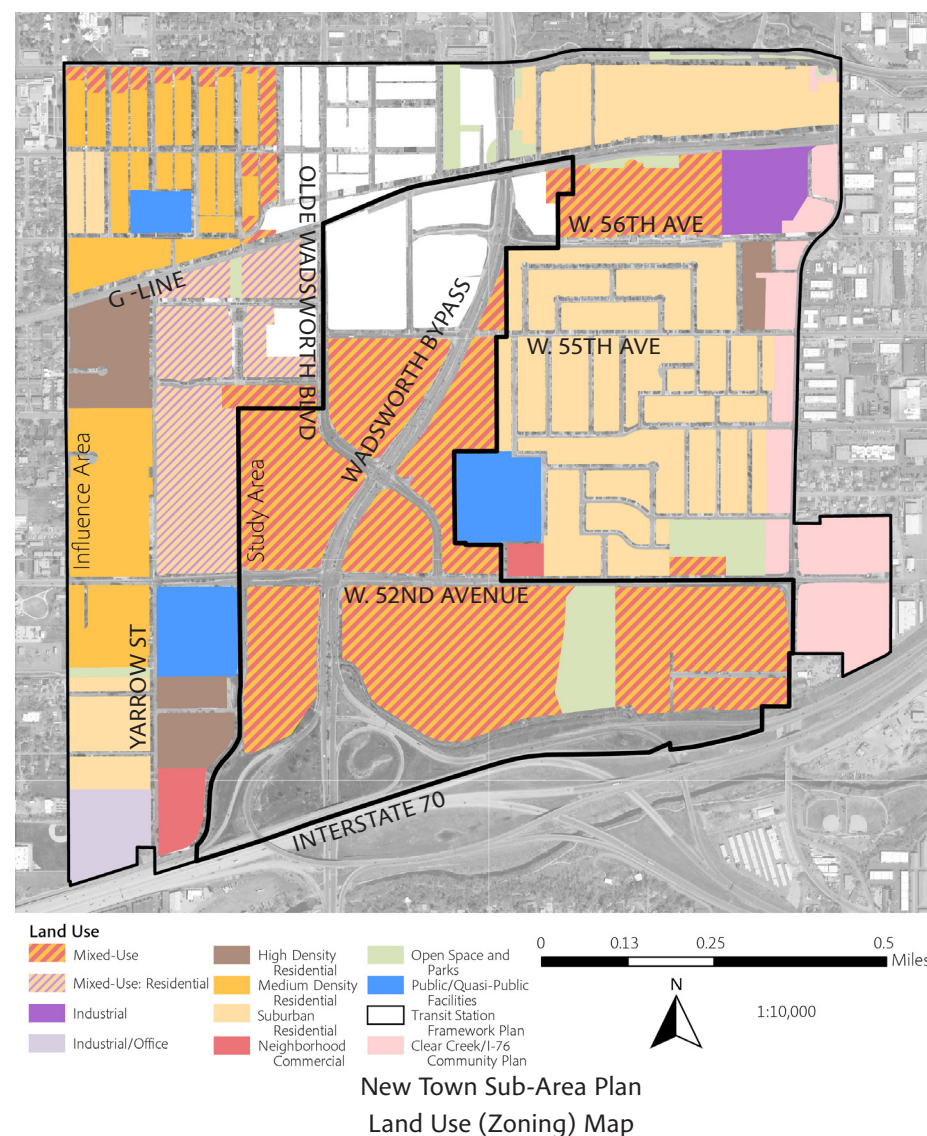
The New Town Sub-area is an essential commercial district with over 1.2 million square feet of commercial space providing 25% of the City's sales tax revenue. A large theater and major retailers include Costco, Home Depot, and Lowe's on the west side of Wadsworth Boulevard, and the Arvada Marketplace anchored by Sam's Club, as well as many smaller retailers and restaurants on the east side.

Commercial development is representative of traditional suburban development with single story construction. The architecture of major anchors in the Sub-Area reflects corporate branding, and in some cases ties into a design theme for other commercial buildings to establish a center identity. Associated with the suburban character of this commercial area are larger fields of parking.

The New Town Sub-Area currently has minimal residential uses. A few single family residences and multifamily units are situated on the northeast and southeast edges of the area. This is changing with construction of a 252 unit multifamily complex in the northern portion of the study area. Residential land uses are generally located within the plan influence area.

The sub-area is bounded on the north by the Regional Transportation District (RTD) G Line, a commuter line which runs from the Ward Road station to Union Station in Downtown Denver. Adjacent to the G Line immediately on the north side of the Sub-area is the Olde Town Commuter Rail Station. Just south of the G Line is the Olde Town Transit Hub which serves the commuter line station, local bus lines, and provides a parking facility. The Hub parking facility provides parking for transit customers as well as parking for the surrounding commercial areas.

No public open spaces exist within the Sub-area, however quasi public "small urban parks" are required to be provided with redevelopment per the City's Land Development Code in most areas of New Town. A private body of water that is referred to as Columbine Lake, is in private ownership, but is often viewed as an open space asset of the area.



TRANSPORTATION AND CIRCULATION 2.2

THE NEW TOWN SUB-AREA HAS A DIVERSE REGIONAL TRANSPORTATION NETWORK AND IS A PROMINENT ELEMENT OF THE PLAN AREA.

TRANSIT & MULTI-MODAL CONNECTIONS

The regional transportation circulation includes vehicular and multi-modal transit facilities within and adjacent to the plan area. The southern boundary of the sub-area is bordered by federal interstates (I-70 and I-76); state highway 121, Wadsworth Bypass/Boulevard bisects the sub-area; and the BNSF/RTD rail line; and a transit hub facility forms the northern border of the sub-area.

The regional commuter G-Line Arvada Station is located along the rail line north of the sub-area. However, the regional transportation network creates challenges for non-vehicular connectivity within the plan area, such as crossing Wadsworth Bypass as a pedestrian or bicyclist, and accessing adjacent trail systems.

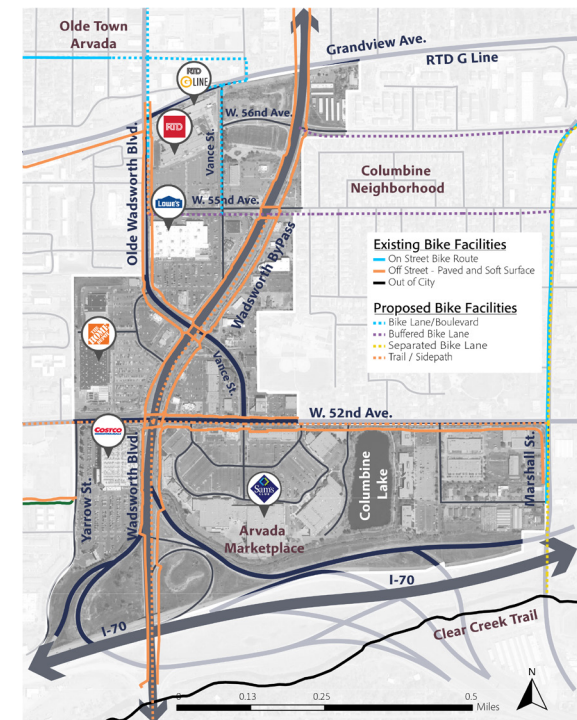
The Regional Transportation District (RTD) provides excellent multi-modal opportunities with bus and commuter rail service throughout the sub-area. The transit facility, Olde Town Transit Hub, is located between Vance Street and Olde Wadsworth Boulevard north of W 56th Avenue. The Hub includes over 600 parking spaces, bus service and supports the Olde Town Transit Station for the G-Line commuter line on the north side of the rail line. The transit system also serves the sub-area with Bus Routes 52, 72, and 76 that offers multiple bus options within and to the surrounding neighborhoods.

Bike and Trail System

The bike system is combined with the existing transportation and sidewalk network through off-street paved paths, off-street unpaved paths and "Share the Road" on-street trails. Paved bike trails are located on Olde Wadsworth Boulevard, Wadsworth Boulevard/Bypass and W. 52nd Avenue and an unpaved trail connects on the east side of the sub area. The bike connection along Wadsworth Boulevard/ByPass is shared with pedestrians next to fast moving vehicles that offers negligible safety from traffic.

The Clear Creek Park and trail system is located south of the sub-area and there are no dedicated trail connections from the subarea. The private Columbine Lake is on the east side of the sub-area on W. 52nd Avenue.

With the exception of Wadsworth Boulevard/Bypass, planned bike routes and future funded bike trail projects are located in the influence areas outside of the plan area.



TRANSPORTATION AND CIRCULATION

2.2

TRANSIT AND MULTI-MODAL CONNECTIONS

Pedestrian Connectivity

The plan area provides pedestrian mobility with sidewalks along major transportation routes and internal streets. Internal streets are primarily paved sidewalks that provide adequate pedestrian access within the subarea and to surrounding areas including historic Olde Town. Olde Wadsworth Boulevard and Vance Street border the Transit Hub and access from within the northern portion of the subarea to Olde Town and Olde Town Transit Station.

Wadsworth Boulevard/Bypass and W. 52nd Avenue are the primary pedestrian connections within the subarea with consistent sidewalk widths and few crossing opportunities that allows limited mobility across these major street corridors. The combination of width, proximity to fast vehicles and limited crossings, Wadsworth Parkway/Bypass is a physical barrier for safe non-vehicular connectivity and access along a major transportation corridor and to surrounding communities.



PARKING

2.3

PARKING

The New Town Sub-Area contains many acres of surface parking as well as the Old Town Transit Hub. The majority of the commercial centers were constructed with large parking fields, most often in the front of the businesses, close to the adjacent streets. Rarely are the parking fields fully occupied, based on observations during the plan development process.

In 2020, the City updated parking requirements to more closely reflect the actual utilization by various uses and to emphasize the use of modes of transportation other than the personal vehicle. When applying the revised

parking requirements contained in the Land Development Code, the New Town Sub-Area contains excess parking for the existing uses in the area.

A surface parking space on average requires 270 square feet of land which equates to over 11 acres that is underutilized and offers an opportunity for redevelopment.



PARKS AND OPEN SPACE, INFRASTRUCTURE AND SUSTAINABILITY

2.4

PARKS AND OPEN SPACE

The New Town Sub Area currently does not have public community parks located within the plan area. Columbine Lake on private property and Foster Park are located to the east of the plan area, Stocke Walter and McIlvoy parks to the north and Griffith Station Park to the west.

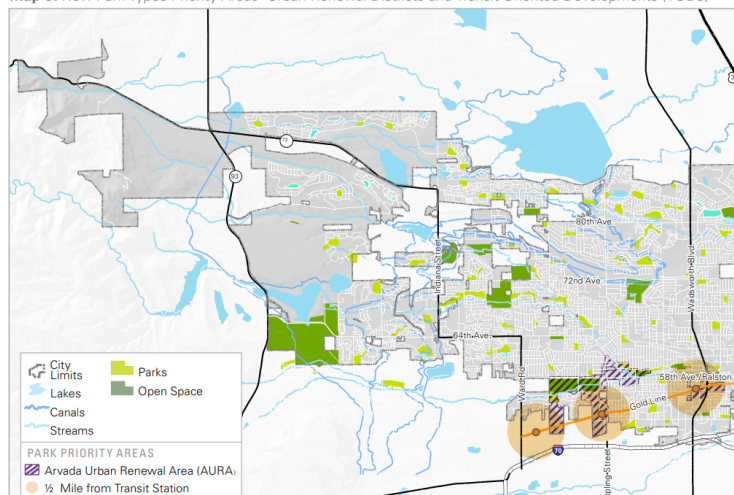
The updated Land Development Code adopted in 2020 requires developers to construct small urban parks. The sub-area plan is also located in a Priority Location for Urban Park types identified in the Arvada Parks System Master Plan. Several small urban parks for multi-family and commercial developments are planned along Wadsworth Parkway/Bypass, east side of Vance Street and 56th Avenue just south of the commuter rail G-line tracks.

PROVIDE URBAN PARK TYPES IN URBANIZING AREAS

Urban Park Type Priority Locations

The map and following criteria table expands Arvada's existing parkland classification for urbanizing areas. These new urban park types will help Arvada maintain a high level of park service as the City's population grows and areas experience denser development. The map shows current location boundaries around transit stations and Arvada Urban Renewal Areas. Additional triggers for these urban park types are listed on the following page.

Map 9: New Park Types Priority Areas- Urban Renewal Districts and Transit Oriented Developments (TODs)



Source: Arvada Master Parks Plan

INFRASTRUCTURE

City Council has provided strategic direction to the Infrastructure work system to complete master plans for water, wastewater, and storm infrastructure by 2023. These plans provide staff with a road map to prioritize work that needs to be done in our water/wastewater systems.

The City team completed the treatment, distribution and sewer master plans in 2021 and 2022 and will complete the raw water master plan in 2023, and the results of the master plans are being used to plan work for immediate, short-term and longer-term needs.

SUSTAINABILITY

The City created the Sustain Arvada Plan in 2012 as a way to honor "Arvada's rich heritage and preserve our resources to foster economic prosperity, environmental stewardship and community vitality today and into the future".

The City is committed to conservation, sustainability and resiliency through many programs, policies and partnerships adopted by the City of Arvada.



"We do not inherit the earth from our ancestors. We borrow it from our children."
—Native American Proverb

February 2012

VISION

3

IN THIS CHAPTER

- 3.1 The Vision and Community Engagement
- 3.2 Community Engagement Summary
Common Themes and Goals

VISION

A vision and implementation plan for the New Town area through the development of sub-area plan strategies and components that encourage, promote and support cohesive and resilient development created with extensive community engagement and input.

THE VISION AND COMMUNITY ENGAGEMENT

3.1

THE VISION

CREATE AN IMPLEMENTATION PLAN FOR THE NEW TOWN AREA THROUGH THE DEVELOPMENT OF SUB-AREA PLAN STRATEGIES AND COMPONENTS THAT ENCOURAGE, PROMOTE AND SUPPORT COHESIVE AND RESILIENT DEVELOPMENT.

CREATE A VIBRANT, CONNECTED, MIXED-USE URBAN COMMUNITY THAT IS COMPATIBLE WITH THE ADJACENT RESIDENTIAL NEIGHBORHOODS AND COMPLIMENTS OLDE TOWN.

COMMUNITY ENGAGEMENT

The planning process included extensive community engagement with stakeholders including residents, community members, business owners, property owners, agencies and City staff. There were a variety of public engagement and outreach efforts both in-person and virtual to encourage and promote meaningful input from the community.

This planning effort occurred during varying restrictions and protocols related to the COVID-19 pandemic. Communication tools including mailers, informational videos, publication articles, social media, surveys and a dedicated website were utilized throughout the planning process to maximize community participation and engagement. Multiple high-tech and virtual engagement platforms were used to communicate, engage and collect feedback from the community to provide safe and convenient participation during the planning process. In addition to virtual or on line tools, public open houses were conducted during the pandemic when risk and restrictions allowed in-person community participation.

The initial technical review committee, steering committee and public community meetings introduced the project and provided an opportunity for the public to offer their thoughts about and vision of the area, and identify opportunities and challenges.

Stakeholder Committee

The Steering Committee for this planning effort included community members, Colorado Department of Transportation representative, Planning Commission representative, property owners, business owners and business organizations in and near the sub-area. The Steering Committee met virtually three times throughout the planning process and were instrumental in providing research, analysis of sub-area elements and helping to create recommendations.

Technical Advisory Committee

The Technical Advisory Committee (TAC) for this planning effort included representatives from City departments and Arvada Urban Renewal Authority. The TAC met three times throughout the planning process and provided subject matter expertise, research, analysis and critical feedback on infrastructure feasibility.

Community Meetings

Community meetings were held at key points throughout the planning process to solicit input and guidance from the public (see Appendix). Four Public Open Houses using both virtual and in-person formats occurred to solicit valuable insight and information to develop the sub-area plan. The community meetings were promoted through social media, e-newsletters, e-mail and the City AdvanceArvada.org website.

COMMUNITY ENGAGEMENT SUMMARY

During the community engagement process, (we heard) the public provided comments and responded to community outreach efforts that are summarized in the Appendix.

Community comments and committee input during the development of the plan were used to develop the plan elements and recommendations.



The public, stakeholders and committee input were used to guide and develop the sub-area plan.

COMMUNITY ENGAGEMENT

3.2

EVALUATING COMMUNITY FEEDBACK

A variety of feedback from the community and stakeholders was received throughout the planning process that consisted of responses to questions, surveys and community events. After every committee meeting, community meeting and public engagement event, the project team compiled all the feedback for further evaluation.

Evaluation included the identification of common goals, understanding areas of consensus, opportunities and concern. The development of this plan has been informed and guided by this evaluation process.

COMMON THEMES AND GOALS

Land Use and Redevelopment

- Encourage and promote resilient commercial redevelopment and infill development
- Encourage and promote residential development to support commercial development within New Town and the surrounding community
- Promote diverse housing to support commercial development and surrounding community

Parking

- Examine and evaluate parking
- Ensure sufficient parking to meet the needs of future mixed-use and commercial development, and existing development

Views

- Identify and establish primary view corridors that allow for redevelopment and accommodate the building heights

Connectivity

- Improve bicycle and pedestrian connectivity and safety
- Identify barriers and opportunities for improved connectivity and safety
- Provide accessible and safe connections within the sub-area, to multi-modal facilities and to surrounding neighborhoods

Architectural Design

- Explore the importance of architectural design within the sub-area

Placemaking

- Identify underutilized public spaces that could be improved to benefit both the public and local business community
- Incorporate placemaking strategies that create well connected community gathering spaces

Traffic

- Mitigate traffic impacts through new and improved non-vehicular connections
- Safety

FOCUS ELEMENTS

4

IN THIS CHAPTER

- 4.1 Land Use and Redevelopment
- 4.2 Parking
- 4.3 Views
- 4.4 Connectivity
- 4.5 Design
- 4.6 Infrastructure and Sustainability

FOCUS ELEMENTS

This chapter provides an overview of focus elements developed through the planning process and recommendations for:

- Land Use and Redevelopment
- Parking
- Views
- Connectivity
- Design
 - Architecture
 - Placemaking - Small Urban Parks
 - Streetscape
- Infrastructure
- Sustainability

LAND USE AND REDEVELOPMENT

4.1

IN 2020, THE CITY UPDATED THE LAND DEVELOPMENT CODE AND OFFERED NEW OPPORTUNITIES FOR REDEVELOPMENT WITHIN THE SUB-AREA CONSISTENT WITH THE ARVADA COMPREHENSIVE PLAN AND URBAN LAND INSTITUTE TECHNICAL ADVISORY PANEL REPORT.

POSITIONING FOR REDEVELOPMENT

The Land Development Code update established new zoning districts providing opportunities for urban mixed use that encompasses office, high density residential, retail and light trade/technical uses.

The entire sub-area is zoned for mixed use development. The purpose of the mixed use district is to provide for urban-scale, higher density residential and nonresidential uses, in vertically or horizontally mixed-development on a single parcel or in a master planned area, and located along corridors with frequent bus and rail transit service. The district is intended to encourage higher-density infill development in appropriate locations.

Residential uses permitted in the sub-area include:

- Suburban and Urban Townhomes,
- Multiplexes, and
- Urban Multifamily

Non-residential permitted uses include:

- Retail,
- Office, and
- Light Trade and Technical

Building Heights

Permitted heights within the mixed use zone district vary from 45 to 120 feet; the higher limits for maximum heights permitted are on the south end of the Sub-Area adjacent to the I-70 and I-76 corridors.

Height transition requirements were adopted to protect the adjacent Columbine neighborhood by requiring that building heights transition down to the height of the existing neighborhood as development approaches.

Zoning

In addition to the establishment of the new zoning districts, new parking standards were also adopted in the Land Development Code. All of the sub-area is also covered by parking reduction zones.

Standards were adjusted to be consistent with current development trends and the unique location of the study area in a TOD influence area:

- Multi-family Residential standards are now based on the number of bedrooms
- SF attached standards were slightly reduced
- Restaurant standards are based on square footage rather than the number of seats, and
- Standards for office and retail services were reduced

The update to the Land Development Code and remapping of the City expanded the mixed use zoning for the sub-area allowing residential and commercial land uses throughout the sub-area. Part of the outreach efforts was to explore with the community what types of land uses are important to the success of the area and where they should be focused. Project participants expressed that both residential and commercial development were important to the area.

MIXED-USE

During community outreach, participants expressed commercial development, higher density multi-family residential development and affordable housing as being important to the area.

One comment that was often expressed was the need for a local grocer in the area. This has proven to be challenging for the New Town Sub-Area because larger grocers prefer sites that are more central to higher residential populations within a two mile trade area. The New Town Sub-Area falls within the trade area of already existing large grocers and there are currently only 43 housing units in the sub-area. Smaller grocers are more specialized and have specific retailing points of view that dictates their location. Additional housing units in the immediate area would be essential to potentially entice a grocer to the area.

The proximity to bus and transit lines increase the market possibilities of higher density housing, less reliant on personal vehicular modes of transportation.

Encouraging additional higher density housing could result in attracting attainable housing and the additional population necessary for diverse commercial uses desired by the community.

LAND USE AND REDEVELOPMENT

4.1

POTENTIAL CHARACTER AREAS

Five potential Character Areas were developed using geographic features (i.e. streets) and existing zone (land use) districts in a distinct area within the sub-area.

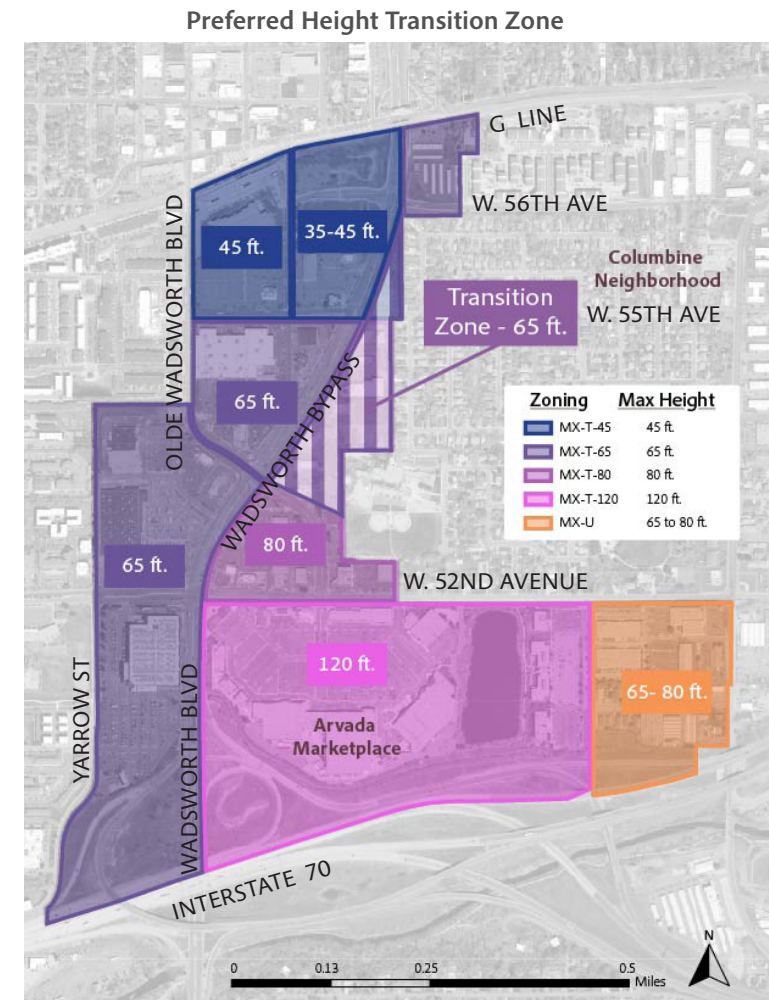
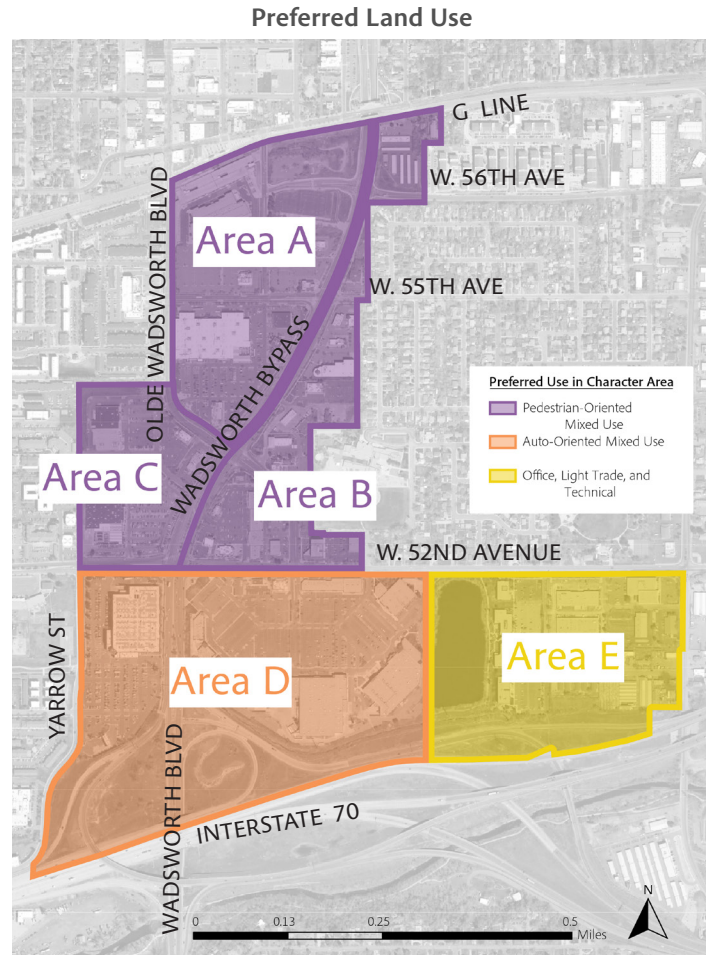
The potential character areas were created to help the community and stakeholders identify potential land uses and design considerations within the sub-area.

PREFERRED LAND USE AND HEIGHT

Consistent with current prominent uses, community participants specified that the most appropriate predominant land use preferred for each potential Character Area:

- Character Areas A, B & C is **Pedestrian Oriented Mixed Use**
- Auto Oriented Commercial Use** for Character Area D
- Character Area E is **Office, Light Trade and Technical Uses** within an enclosed building
- Residential Use was an option not identified as the most appropriate predominant land use within a Character Area

Two land use options and a height transition option were presented to the community during the development of the plan. The preferred land use Option 2 with auto-oriented mixed use in Area D and reduced height adjacent to the Columbine neighborhood were selected by the community.

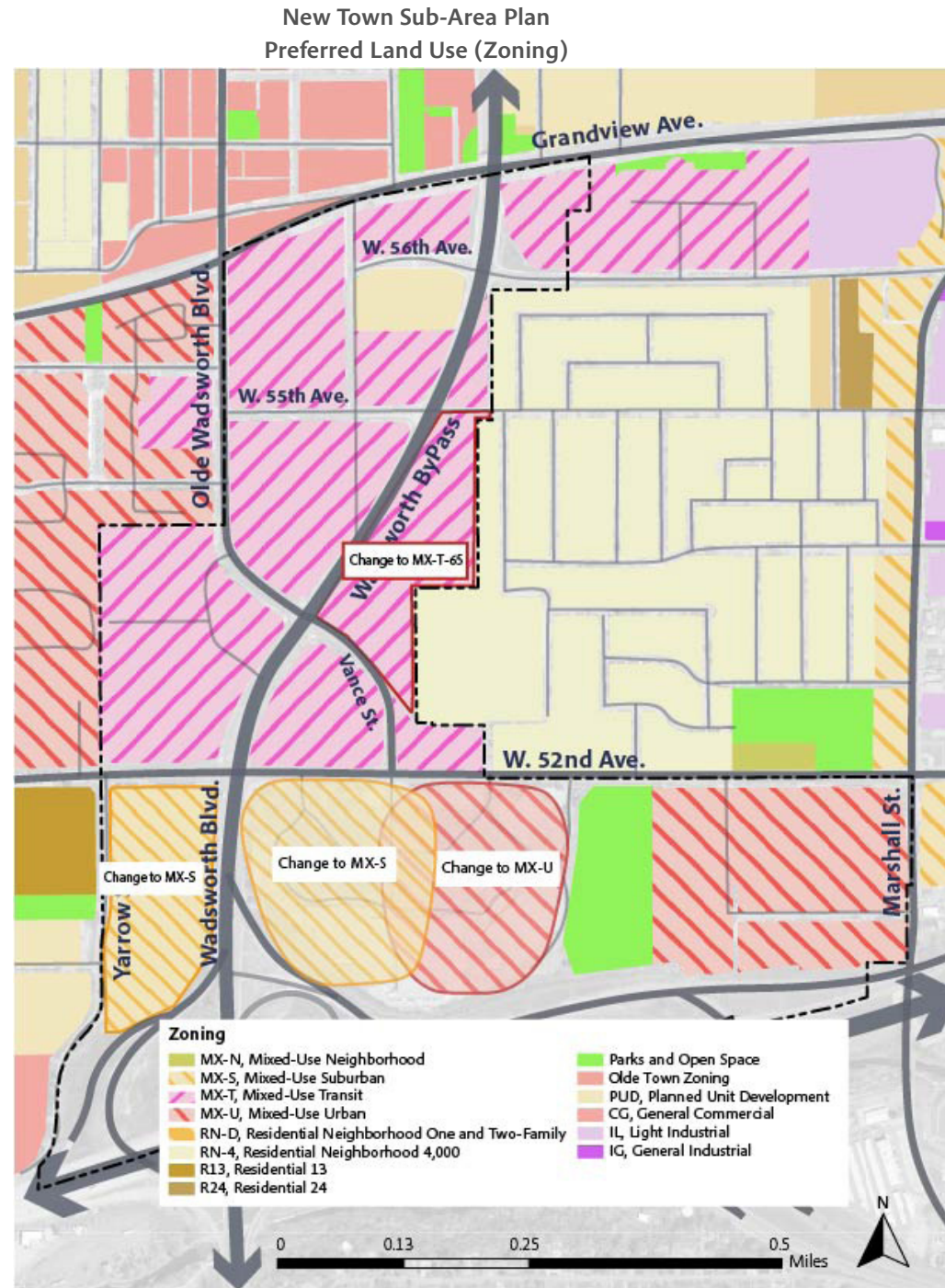


LAND USE AND REDEVELOPMENT

4.1

RECOMMENDATIONS

- » Reduce height at the commercial transition zone located on the east side of Wadsworth Boulevard/ Bypass between W. 53rd and W. 56th Avenues from MX-T 80' to MX-T 65' to improve compatibility to adjacent neighborhoods.
- » Modify Arvada Marketplace development from MX-T 120' to MX-S 120' and/or MX-U 120' to implement the preferred auto-oriented land uses through Land Development Code regulations and Zoning Map.
- » Modify Costco development located south of W. 52nd Avenue between Wadsworth Boulevard and Allison Street from MX-T 65' to MX-S 65' to implement the preferred auto-oriented land uses through Land Development Code regulations and Zoning Map.
- » Methods of encouraging higher density multi-family and affordable housing residential development in the Sub-Area should be a focus of study and possible modifications to the City's development regulations.



PARKING

4.2

LARGE OVER PARKED AREAS IN THE SUB-AREA OFFER AN OPPORTUNITY FOR REDEVELOPMENT.

PARKING

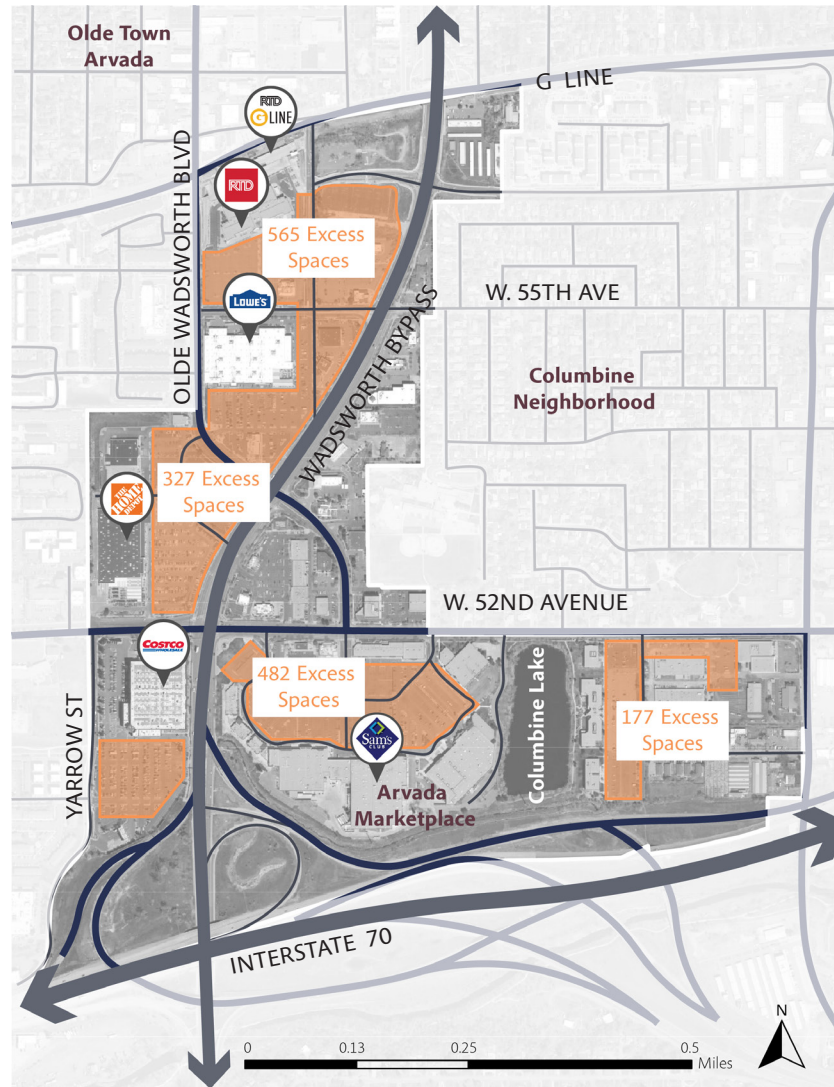
Nearly 60 percent of project participants felt that parking provided for the existing uses in the Sub-Area is excessive. This indicates that the recent reductions to the City's parking requirements are a step in the right direction.

The large over parked areas which currently exist offer an opportunity for redevelopment allowing for additional density and better use of the land.

Encouraging infill parking for mixed use development is warranted to determine if further incremental reductions in parking requirements are appropriate in addition to methods of encouraging conversion of parking for infill as well as structured parking which can free up additional land for redevelopment.

RECOMMENDATIONS

- » Encourage reduced parking and infill development for mixed use development.
- » Each property and development should be evaluated for reduced parking requirements at the time of redevelopment or new development.
- » Increase parking efficiency through a "managed parking" strategy including parking limits, paid parking, and validation systems.



INFILL DEVELOPMENT IN PARKING AREAS - EXAMPLE

Flatirons Crossing Mall, Broomfield, Colorado



- Redevelopment of mix of uses with higher density
- Incorporated within existing buildings and parking areas
- Increased building heights, potential five to six stories up to 135'

VIEWS

4.3

VIEWS

Views from Grandview Street at the south edge of Olde Town have been identified as a significant resource for the community.

The primary point from which the views are critical is from the Olde Town Transit Station platform. Efforts to preserve some views towards Mt. Evans, the Front Range and Downtown Denver

should be a priority when considering redevelopment.

The mixed-use zoning in the New Town Sub-Area permits development heights of 45' to 120'. The permitted heights are situated to preserve these important views. Development simulations illustrate how the views will be preserved should the maximum heights be utilized.

Olde Town Arvada Park and Ride



View Corridors from Olde Town Station Platform and Plaza.

Grandview Avenue & Vance Street

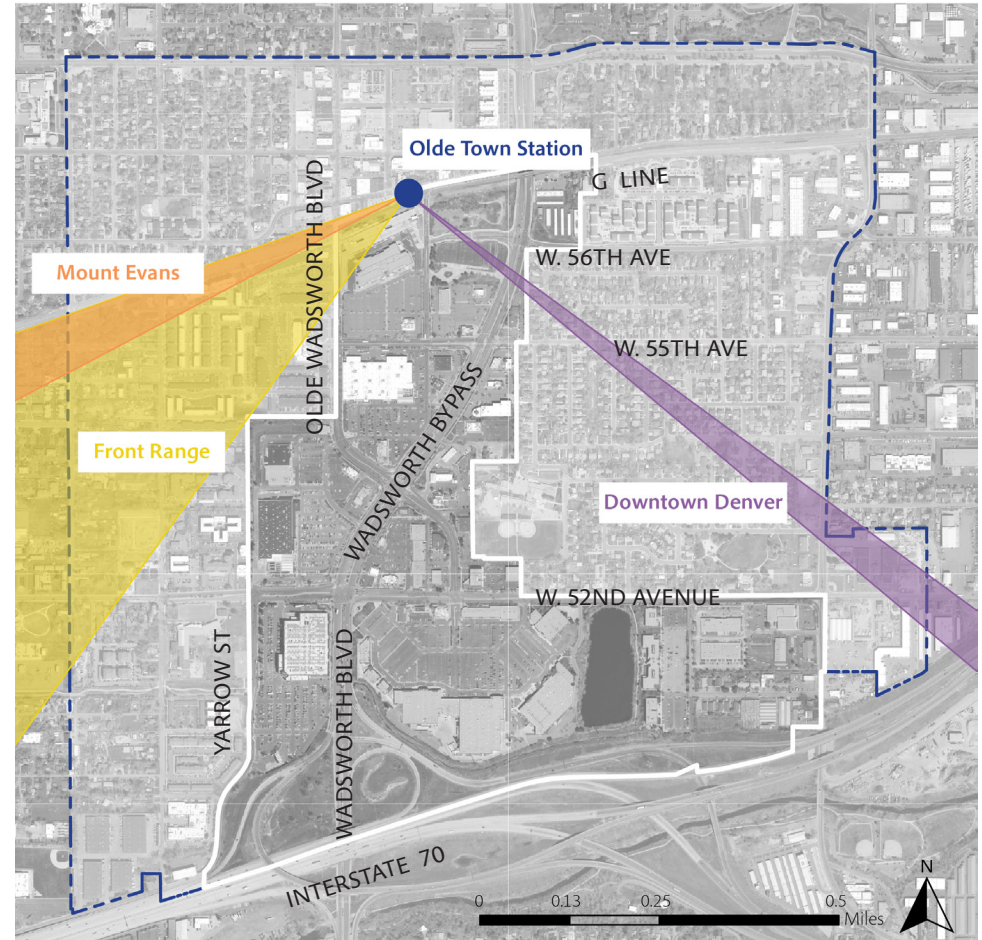


Views without and with simulated development views towards Downtown Denver.

Grandview Avenue & Vance Street



VIEWSHED CORRIDOR MAP



RECOMMENDATION

- » Preserve views from Olde Town Station Transit Platform/Plaza important from this location to view corridors to the south.

CONNECTIVITY

4.4

THE TRANSPORTATION AND CIRCULATION NETWORK IN AND AROUND THE NEW TOWN SUB-AREA CONSISTS OF A DIVERSE MULTI-MODAL TRANSPORTATION SYSTEM CONNECTED BY A COMMUTER RAIL LINE AND EXTENSIVE STREET, BUS, PEDESTRIAN, BICYCLE AND TRAIL SYSTEMS.

CONNECTIVITY

The regional transportation network creates challenges for non-vehicular connectivity within the sub-area, across Wadsworth Boulevard/Bypass, and to trail systems.

A goal of the plan is to identify and improve connectivity that serves all users with a focus on strengthening network opportunities and safety.

Pedestrian

The pedestrian network includes sidewalks and signalized crossings along a highway corridor and streets. A bike system consisting of on-street and off-street paved trails combined with sidewalks and streets located within and surrounding the plan area. An important part of the pedestrian network system as conveyed by the community during the planning process, is connectivity to transportation facilities, area amenities and safety. A focus of the plan is to enhance the sidewalk connections, identify potential trail connections and improve safety.

Wadsworth Boulevard/Bypass corridor is a state highway with high volumes of traffic that bisects the sub-area plan. Current traffic volume is 59,000 vehicles per day and projected to increase to 65,000 vehicles per day by 2035.

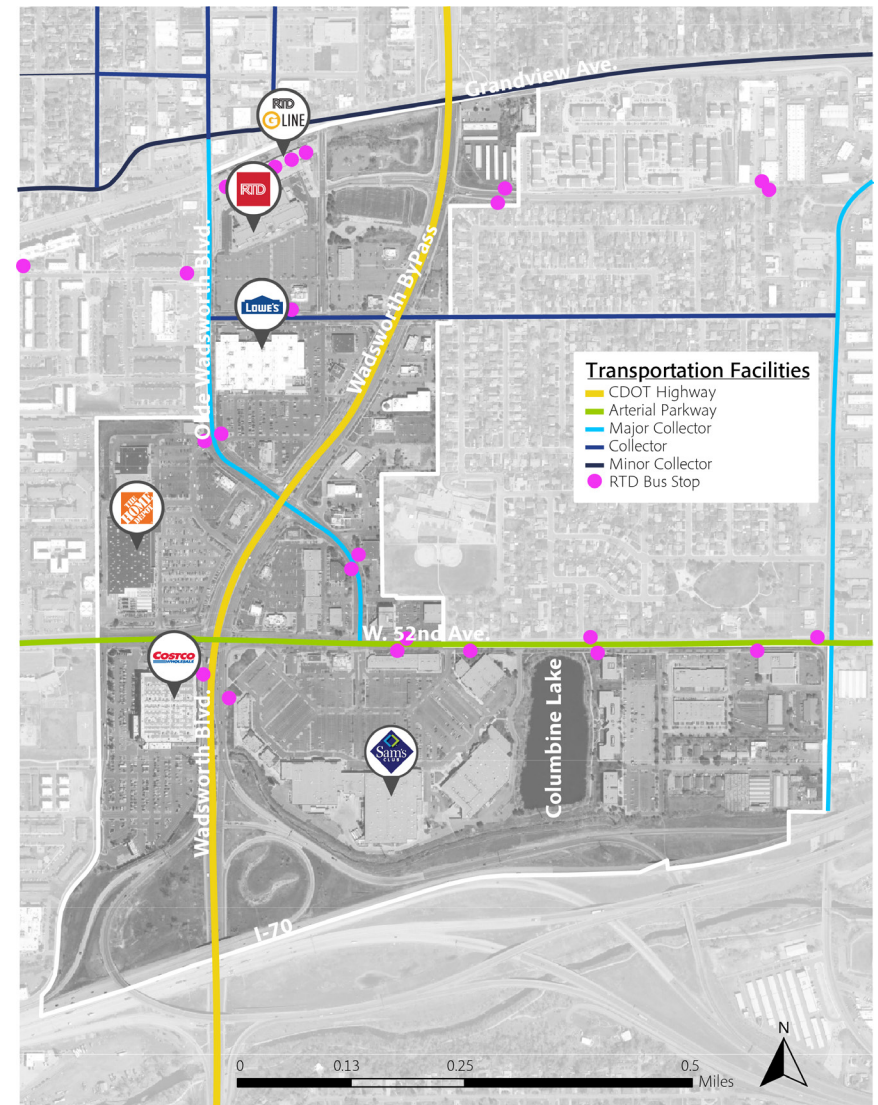
The existing sidewalks and signalized intersections provide pedestrian and bicycle access to, from and within the

plan area. However, the community expressed significant safety concerns with access and shared sidewalks adjacent to fast moving vehicles along this corridor.

Three signalized intersections located at W. 52nd Avenue, Olde Wadsworth Boulevard/Vance Street and W. 56th Avenue are the pedestrian and non-vehicular connections along this portion of the Wadsworth Boulevard/Bypass corridor.

The intersection at W. 55th Avenue and Wadsworth Boulevard/Bypass is signalized, but is designed only for vehicle access and lacks a pedestrian crossing. The closest grade-separated pedestrian crossing north of the three signalized intersections is the Grandview Street Bridge accessible from the Wadsworth Bypass. Project community participants identified the W. 55th Avenue intersection as a key missing connection across Wadsworth Bypass and safer crossing improvements needed along Wadsworth Bypass, as it is the primary access to and from the Columbine neighborhood.

The Wadsworth Bypass is a state highway controlled by the Colorado Department of Transportation (CDOT). Any improvements along the Wadsworth Boulevard/Bypass corridor will require CDOT and City infrastructure coordination.



CONNECTIVITY

4.4

Pedestrian Streets

Streets connecting to Olde Town Arvada and commercial developments in the plan area are located in or near pedestrian and transit oriented areas. Pedestrian Priority Streets are located where pedestrian oriented and “main streets” are desirable.

These streets provide an opportunity to designate “Pedestrian Priority Streets” designed to enhance walkability and pedestrian experience and connections. Pedestrian Priority Streets activate pedestrian and transit oriented areas through varied street and building design elements.

“Creating a pedestrian environment requires considering the dimensions of the human body and the scale of the spaces that people use. Subtle factors, focused on a pleasant environment for the pedestrian, encourage people to walk.”
Arvada Transit Framework Plan

Trails

The nearest public open spaces are located north in Olde Town Arvada and along the Ralston Creek Park Trail, and to parks east and west of the sub-area plan boundaries. The regional Clear Creek Trail is just south of Interstate 70/ Interstate 76.

The existing street and circulation patterns provide vehicular and non-vehicular access to the north, east and west. Improving connections to public

amenities including parks was a recurring comment heard from the community.

Enhanced street connections, wayfinding and exploring new trail connections to the Interurban Trail and Clear Creek Trail provides an opportunity to improve and access open space and parks near the sub-area.

The preferred trail system identifies potential new and improved connections to the Interurban Trail and regional Clear Creek Trail. Other linkages on Olde Wadsworth Boulevard, W. 52nd Avenue and Vance Street utilize the existing street network and provide important connections to park and open space opportunities in the area.

RECOMMENDATIONS

- » Work with the Colorado Department of Transportation (CDOT) to evaluate improved pedestrian crossings along Wadsworth Bypass including the intersection at W. 55th Avenue.
- » Remove the southside of W. 52nd east of Wadsworth Boulevard from the pedestrian priority street designation implemented through modification of regulations in the Land Development Code.
- » Street design and trail connectivity implemented through future redevelopment and infrastructure planning.

New Town Sub-Area Plan Preferred Trail System



DESIGN

4.5

A FOCUS OF THE PLANNING PROCESS WAS TO ENGAGE WITH THE COMMUNITY TO DETERMINE THE IMPORTANCE OF ARCHITECTURAL AND BUILT ENVIRONMENT DESIGN.

ARCHITECTURAL DESIGN

A Visual Preference Survey (VPS) was conducted to solicit community feedback on architectural design and building form. The VPS of building designs and types including varied heights, was utilized to refine design options within the sub-area.

A majority of the public surveyed agreed that one form of building design is important and there was a strong consensus for this design approach along the western side of Wadsworth Boulevard and Arvada Marketplace development at the southeast corner of W. 52nd Avenue and Wadsworth Boulevard.

The preferred design consistent with community engagement included multiple building styles (modern, traditional) with natural materials such as brick or stone and modern elements as architectural accents.

RECOMMENDATION

- » Develop an architectural guideline document to address architectural design within the sub-area.

Preferred Architectural Design



PLACEMAKING - SMALL URBAN PARKS

A component of developing the sub-area plan is to identify important areas that should be linked together and create opportunities for placemaking that serve as community oriented spaces. In addition, identify the public space opportunities that could benefit the public and local business community.

Community oriented spaces appropriate for New Town area redevelopment may be created with small urban parks linked throughout the sub-area.

An urban park is intended to serve a neighborhood where opportunities for a larger park site is not available. A small Urban Park typically a privately-owned area intended to provide public accessible park and community space within planned urban type developments. Small urban parks may include landscaping, open turf area, public art, shelter or shade structure, play sculptures or play equipment and interpretive display.

Community participants expressed desire for public spaces and connectivity to these community public spaces.

Small Urban Park Examples



DESIGN

4.5

PREFERRED SMALL URBAN PARKS

Community participants expressed desire for public spaces and connectivity to these community public spaces.

Preferred small urban park general locations were identified through the planning process and the primary opportunities include south of the RTD Gold Line west of Wadsworth Bypass

and the northeast corner of W. 55th Avenue and Olde Wadsworth Boulevard.

RECOMMENDATION

- » The preferred small urban park locations should be considered with new development and redevelopment projects.

STREETSCAPE

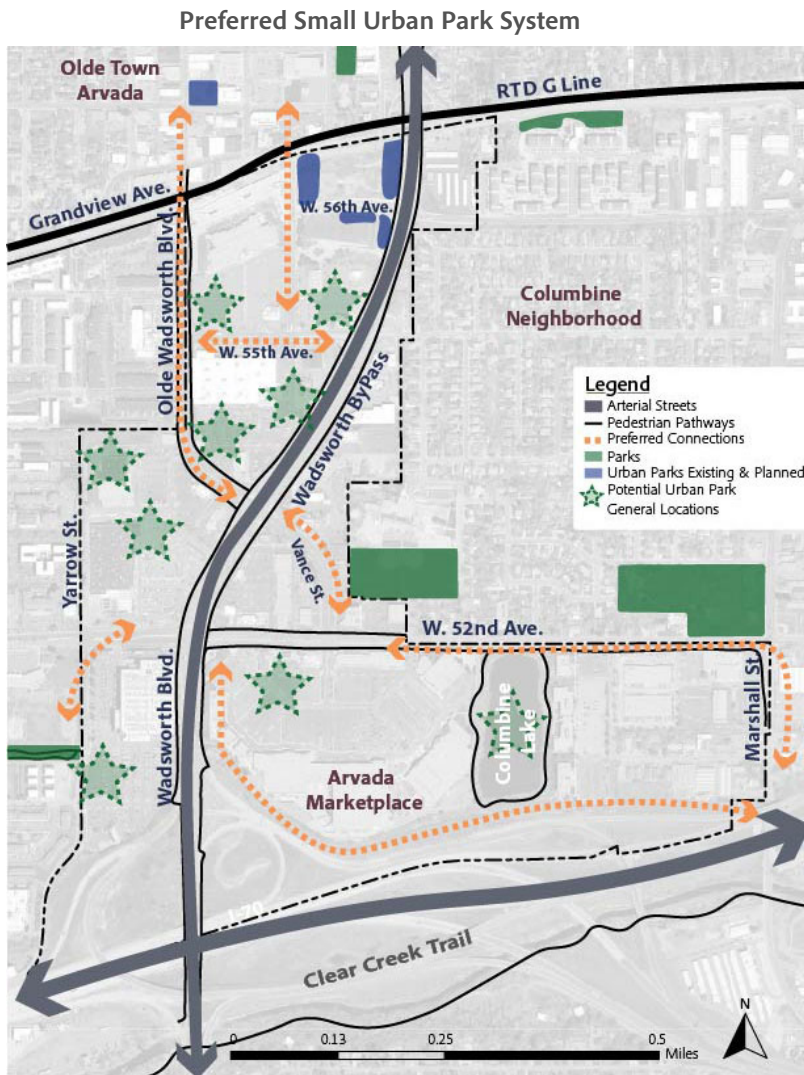
Streetscape design enhances the street and pedestrian experience while further defining pedestrian connections within the plan area and to surrounding neighborhoods. Streetscape design elements help create safe pedestrian friendly paths to encourage users, improve walkability and connectivity.

Potential Streetscape Options

Potential streetscape options A and B are designed to improve the pedestrian experience in pedestrian oriented and transit oriented areas with natural elements (i.e. tree lawn, planting, xeriscape) separating the sidewalk from the street.

The preferred option on pedestrian streets of the Land Development Code incorporates tree lawn with trees and other elements that provides shade for the sidewalk area.

Implementation of streetscape designs may occur at the time of new development and redevelopment.



DESIGN

4.5

STREETSCAPE

POTENTIAL STREETSCAPE OPTIONS

Potential Streetscape Option A design includes:

Eight foot area with natural elements of rock with shrubs, ornamental grasses and small trees separating the six to ten foot sidewalk from the street.

Potential Streetscape Option B design includes:

Eight foot tree lawn area separating the six to ten foot sidewalk from the street.

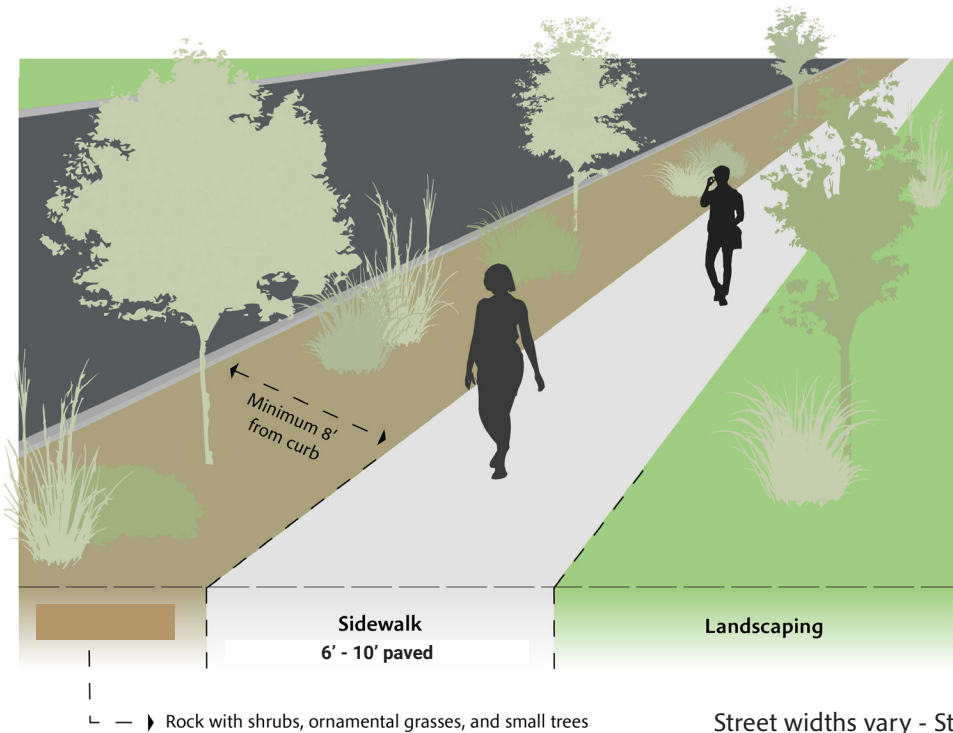
RECOMMENDATIONS

Potential streets for Streetscape Design Option B include:

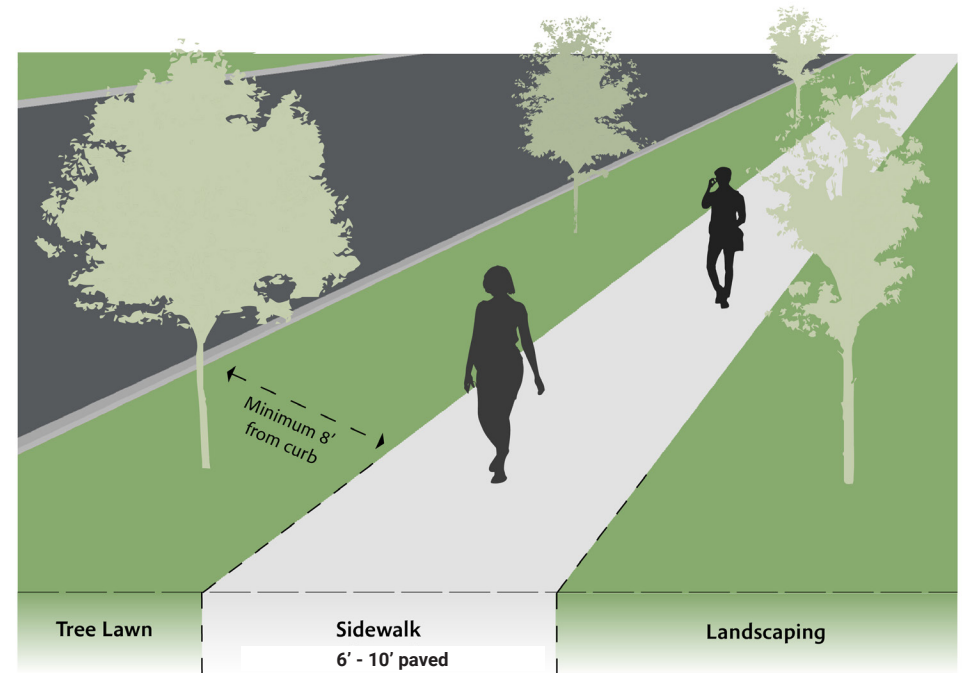
- Vance Street between RTD Commuter Gold Line and W. 55th Avenue.
- Future Vance Street as it continues further south to the Lowe's development as a potential pedestrian boulevard connection
- Potential Pedestrian Priority Streets

- » Evaluate engineering standards to accomplish the streetscape design.
- » Streetscape Option A preferred design for non Pedestrian Priority Streets.
- » Streetscape Option B preferred design for Pedestrian Priority Streets.

Potential Streetscape Option A



Potential Streetscape Option B



Street widths vary - Streetscape design begins at street curb

INFRASTRUCTURE AND SUSTAINABILITY 4.6

INFRASTRUCTURE

City Council has provided strategic direction to the Infrastructure work system to complete master plans for water, wastewater, and storm infrastructure by 2023. These plans provide staff with a road map to prioritize work that needs to be done in our water/wastewater systems and the master plans are being used to plan work for immediate, short-term and longer-term needs. The ongoing analysis of infrastructure needs and master plan results will guide future redevelopment.

RECOMMENDATION

- » Infrastructure should be evaluated at the time of new development or redevelopment.

SUSTAINABILITY

City Council has provided strategic direction to incorporate conservation, sustainability and resiliency planning in response to environmental resources and climate change. Resiliency refers to the ability of a community to respond, adapt, and recover in a sustainable way in response to the impacts of environmental and climate change. In addition to infrastructure master plans, sustainable practices such as higher density development, green space, multi-modal connectivity, landscape planning and others have been considered in the development of this plan.

RECOMMENDATION

- » Conservation and Sustainability should be evaluated at the time of new development or redevelopment.

IMPLEMENTATION

5

IN THIS CHAPTER

- 5.1 Implementation Strategy and Implementation Matrix

IMPLEMENTATION

The implementation strategies of the sub-area plan were developed through stakeholder, technical expert and community feedback during the plan development process.

The implementation strategies in this chapter are intended to help realize the vision for the sub-area through action items from the plan recommendations and are intended to be specific, yet flexible in order to achieve the vision for each focus element through different methods, when funding is available, or at a time when the political and economic climate best support them.

IMPLEMENTATION

5.1

THESE IMPLEMENTATION STRATEGIES ARE DESIGNED TO REALIZE THE COMMUNITY'S VISION FOR THE NEW TOWN SUB-AREA THROUGH THE SUCCESSFUL COMPLETION OF PLAN RECOMMENDATIONS THROUGH IMPLEMENTATION OF ACTION ITEMS INCLUDED IN THIS PLAN.

IMPLEMENTATION MATRIX

The action items are numbered and organized by the plan focus elements. Key stakeholders are suggested responsible parties and also identify potential champions and partnerships. The implementation time frame anticipates how long it will take to fully complete implementation of the listed action item, but does not prohibit the action item from being started or finished at an earlier time.

ITEM NO.	ACTION ITEM	FOCUS ELEMENT	KEY STAKEHOLDERS	TIME FRAME
1	Change Zoning Map Zone District MX-T 120' to MX-S 120' and/or MX-U 120' for area located at southeast corner of W. 52nd Avenue and Wadsworth Boulevard known as Arvada Marketplace development	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)
2	Change Zoning Map Zone District MX-T 120' to MX-S 120' and/or MX-U 120' for area located at southeast corner of W. 52nd Avenue and Wadsworth Boulevard known as Arvada Marketplace development	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)
3	Change Zoning Map Zone District MX-T 65' to MX-S 65' southwest corner of W. 52nd Avenue between Wadsworth Boulevard known as Costco development	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)
4	Focus study and explore Land Development Code modifications to develop methods to encourage higher density multi-family and affordable housing residential development in the sub-area	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)
5	Encourage reduced parking for infill development of mixed use type developments	Parking	City of Arvada, private property owners	Ongoing
6	Evaluate reduced parking requirements at time of redevelopment or new development	Parking	City of Arvada, private property owners	Ongoing
7	Increase parking efficiency through a "managed parking" strategy including parking limits, paid parking, and validation systems	Parking	City of Arvada, private property owners	Ongoing
8	Preserve views from Olde Town Station Transit Platform/Plaza important from this location to the south	Views	City of Arvada, private property owners	Ongoing

ITEM NO.	ACTION ITEM	FOCUS ELEMENT	KEY STAKEHOLDERS	TIME FRAME
9	Remove the south side of W. 52nd Avenue east of Wadsworth Parkway from the Pedestrian Priority Street Designation in the Land Development Code	Connectivity	City of Arvada	Short Term: (0-3 years)
10	Consider street design and multi-modal trail connections within the sub-area plan at the time of redevelopment, new development and infrastructure planning	Connectivity	City of Arvada, private property owners, CDOT	Ongoing
11	Continue work with the Colorado Department of Transportation (CDOT) to improve pedestrian crossings along Wadsworth Bypass including the intersection at W. 55th Avenue.	Connectivity	City of Arvada, CDOT	Ongoing
12	Develop specific Architectural Design Guidelines or Land Development Code regulations to implement the preferred architectural design in the sub-area	Design-Architecture	City of Arvada,	Mid Term: (3 -5 years)
13	Consider preferred small urban park locations with new development or redevelopment	Design-Placemaking	City of Arvada, private property owners	Ongoing
14	Evaluate engineering standards for Streetscape design within the sub-area	Design-Streetscape	City of Arvada, private property owners, CDOT	Ongoing
15	Consider Streetscape Design Option A for Non Pedestrian Priority Streets with new development or redevelopment	Design-Streetscape	City of Arvada, private property owners, CDOT	Ongoing
16	Consider Streetscape Design Option B for Pedestrian Priority Streets with new development or redevelopment	Design-Streetscape	City of Arvada, private property owners, CDOT	Ongoing
17	Evaluate infrastructure needs at time of new development or redevelopment	Infrastructure	City of Arvada, private property owners	Ongoing
18	Evaluate conservation and sustainability methods at time of new development or redevelopment	Sustainability	City of Arvada, private property owners	Ongoing

COMMUNITY ENGAGEMENT OVERVIEW

Community Open House #1

In accordance with safety protocols associated with the COVID-19 pandemic, the first Community Open House was held outside at the Olde Town Hub in September 2020. This meeting served as a kick'-off meeting, an opportunity for the public to learn about the planning process and intent of the sub-area plan.

Community Open House #2

Due to health and safety protocols of the COVID-19 pandemic, the second Community Open House Meeting was held virtually in February 2021. The virtual meeting was an opportunity to present existing conditions and redevelopment potential, solicit area opportunity and challenge feedback, and poll architecture preferences. A visual preference survey was conducted to help focus the community's vision of the area in uniformity of design, massing, building materials and architectural characteristics. A follow up survey asking for area opportunity, challenge and architectural preference input from the community was also provided on the City Speak Up Arvada platform. The results of this meeting and survey was provided to the technical review and steering committees and offered an additional opportunity for stakeholder input.

In addition to online promotional resources, over 2000 postcard notices were mailed to property owners and businesses within the sub-area and influence areas in order to maximize project awareness and participation.

Community Open House #3

The third Community Open House in August 2021, served as an opportunity for the public to explore options and provide further feedback on land use, parking, connectivity, small urban park opportunities and refine preferred architectural design. A subsequent Speak Up Arvada survey with the open house questions and opportunity for comments allowed additional community feedback. The results of this meeting and survey was provided to the technical review and steering committees and offered an additional opportunity for stakeholder input.

Community Open House #4

A fourth in-person Community Open House to present the draft plan framework and recommendations was held in July 2022. The results of this meeting were presented to the Planning Commission and City Council and guided the final draft plan.

Community Open House Presentations and Comments

Visit arvada.org/new-town-sub-area-plan for Community Open House presentations and participant comments.

COMMUNITY ENGAGEMENT SUMMARY

During the community engagement process, (we heard) the public express the following summarized comments categorized by topics. The public and committee input and comments were used to guide and develop the sub-area plan.

Comments

An overview of the community comments during the development of the plan are summarized and organized into topics that were used to develop the plan elements and recommendations.

Land Use

- Residential and Commercial development are important
- Appropriate predominant land use for the area south of W. 52nd Avenue along Wadsworth Blvd is Auto Oriented Commercial Use
- Attainable, diverse and multi-family housing is important
- Retail and commercial development and redevelopment are both opportunity and challenges in the area. Need a grocery store.
- Smaller scale development to help encourage small business
- Walkability and connectivity to area amenities
- Appreciate the City looking to the future and considering pedestrian oriented development and scale of blocks

Design

- One form of building design is generally important especially along Wadsworth Boulevard and Arvada Marketplace development
- Preferred design included multiple building styles (modern, traditional) with natural materials such as brick or stone and modern elements
- Incorporate placemaking strategies to create well connected community gathering spaces. Identify underutilized public spaces to be improved and benefit community.

Transportation and Connectivity

- Wadsworth Boulevard/Bypass traffic
- Improved vehicular and pedestrian connectivity and safety
- Bicycle and pedestrian safety are important
- Identify opportunities for improved connectivity and safety within the study area and surrounding neighborhoods
- Proximity to RTD facility, Gold Strike Station and Olde Town is an area asset

APPENDIX: COMMUNITY ENGAGEMENT A.2

COMMUNITY ENGAGEMENT SUMMARY

Comments - Continued

Parking

- Parking concerns for residents near New Town
- Ensure enough parking to meet the needs of existing development, and future mixed-use and commercial development
- From experiences in the area, survey participants felt that existing parking is primarily excessive (59%). 12% of participants responded that parking is deficient and 29% felt parking is adequate.

Views

- Preserve primary view corridors that allow redevelopment and accommodate building heights

Miscellaneous

- Don't overdevelop
- Public safety concerns

Land Use - Future Redevelopment

- Retail/Commercial businesses and development is very important
- Need for attainable housing and multi-family is important
- Appropriate predominant land use for each potential Character Area (Community Open House Responses)
 - Character Areas A, B, C - Pedestrian Oriented Mixed Use
 - Character Area D - Auto Oriented Commercial
 - Character Area E - Office, Light Trade and Technical (within an enclosed building)

Connectivity - Potential Opportunities

- Improve pedestrian and bicycle connectivity
- Top potential improvements
 - W. 56th Avenue and Wadsworth Bypass
 - W. 55th Avenue and Wadsworth Bypass
 - W. 53rd Avenue and Wadsworth Boulevard/Bypass
 - Along W. 52nd Avenue
 - South of RTD G-Line to Olde Town

Connectivity and Design - Potential Urban Parks

- Connectivity to community open space areas
- Primary potential urban park opportunities
 - Columbine Lake
 - Northeast corner of 55th Avenue and Olde Wadsworth Blvd.
 - South of RTD G-Line west of Wadsworth Bypass

New Town Sub-Area Plan and Northwest Arvada Sub-Area Plan

City Council Workshop
April 10, 2023



We Dream Big and Deliver

Sub-Area Planning

- "Sub-Area Plans" focus on targeted areas around the City as part of the implementation of the Comprehensive Plan and Land Development Code (LDC)
- Sub-area Planning helps to create a long term vision for future development and redevelopment in a specific geographic area.
- Includes stakeholder committees, Planning Commission and City Council workshops, as well as multiple public input opportunities

New Town and Northwest Arvada Sub-Area Plan Timeline

WE'RE HERE - Draft Plan



New Town and Northwest Arvada Sub-Area Plans - Project Overview

- Projects initiated in 2020
- Relevant City Plans - Comprehensive Plan; Arvada Transit Station Framework Plan; A Vision for New Town Arvada, ULI Report; Candelas Retail Study; Park System Master Plan; Bicycle Master Plan; and others
- Community Engagement and Stakeholder Participation
 - Technical Advisory Committee - 3 meetings
 - Stakeholder Advisory Committee - 3 meetings
 - Community Open Houses - One virtual and 3 in-person
 - Online Community Surveys - 2 Speak Up Arvada surveys
- Draft Plan Review and Comment Period - 30 days



New Town Sub-Area Plan



Create a vision and implementation plan for the New Town area to encourage, promote and support cohesive and resilient development. Create a vibrant, connected mixed-use urban community compatible with the adjacent residential neighborhoods and compliments Olde Town.

New Town Sub-Area Plan

Study Area

.40 Square Mile (258.5 Acres)

Influence Area

.77 Square Mile (492.8 Acres)

Focus Elements

Land Use

Parking

Views

Connectivity

Design

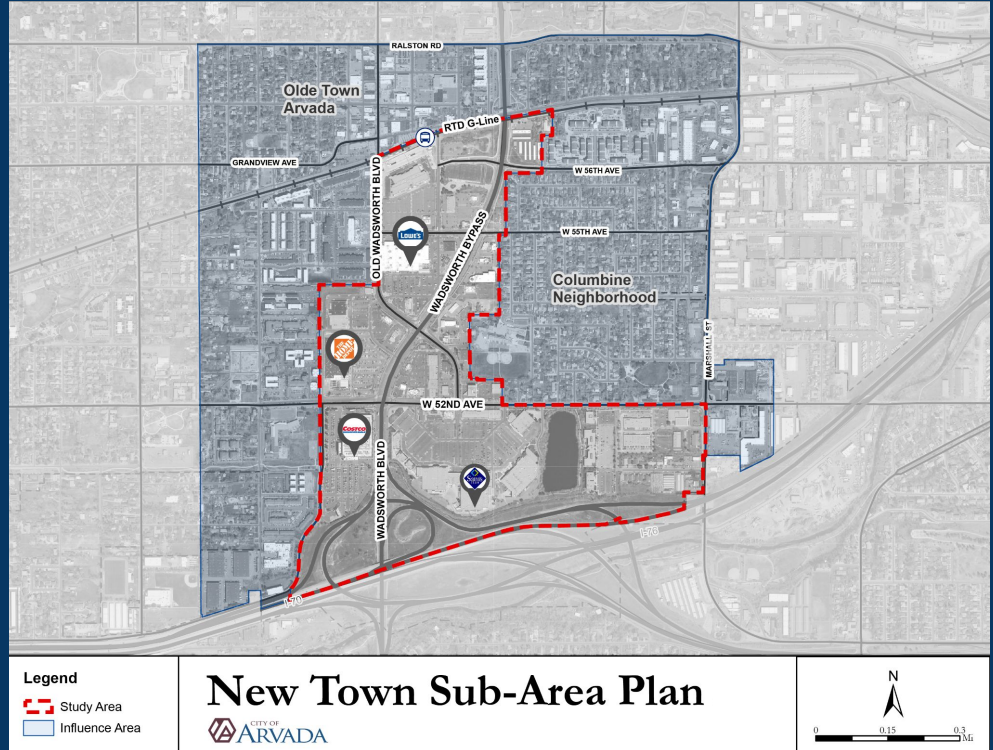
Architecture

Placemaking - Small Urban Parks

Streetscape

Infrastructure

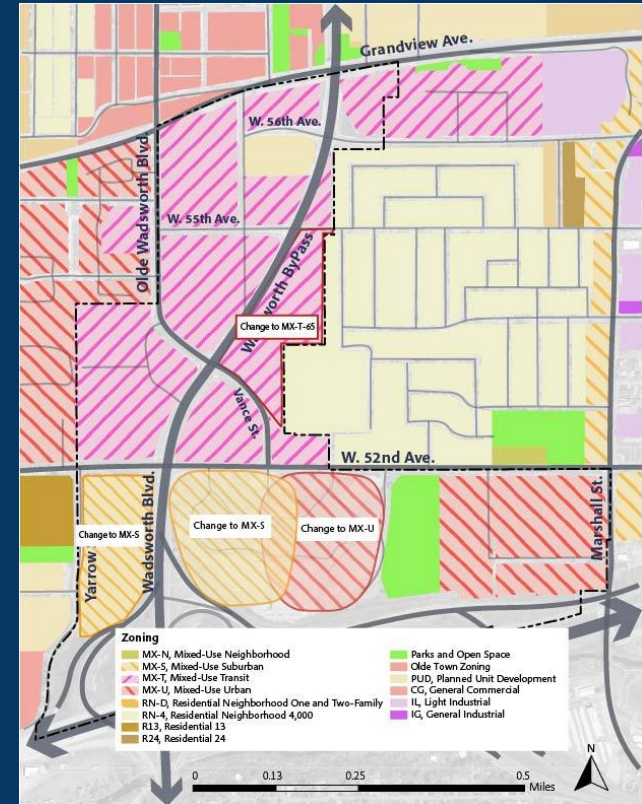
Sustainability



New Town Sub-Area Plan Preferred Land Use

- Change MX-T 80' to MX-T 65'
East side of Wadsworth Bypass between W 53rd Ave to W 55th Ave
- Change MX-T 120' to MX-S 120' and/or MX-U 120'
SE corner of Wadsworth Blvd and W. 52nd Ave
- Change MX-T 80' to MX-S 80'
SW corner of Wadsworth Blvd and W. 52nd Ave
- Encourage higher density multi-family and affordable housing residential development

Preferred Land Use (Zoning)



New Town Sub-Area Plan

Parking & Views

- Encourage reduced parking for infill development of mixed use development
- Each development evaluated for reduced parking requirements
- Increase parking efficiency through a “managed parking” strategy
- Preserve views from Olde Town Station Transit Platform/Plaza important from this location to view corridors to the south



View Corridors From Olde Town Station Platform/Plaza

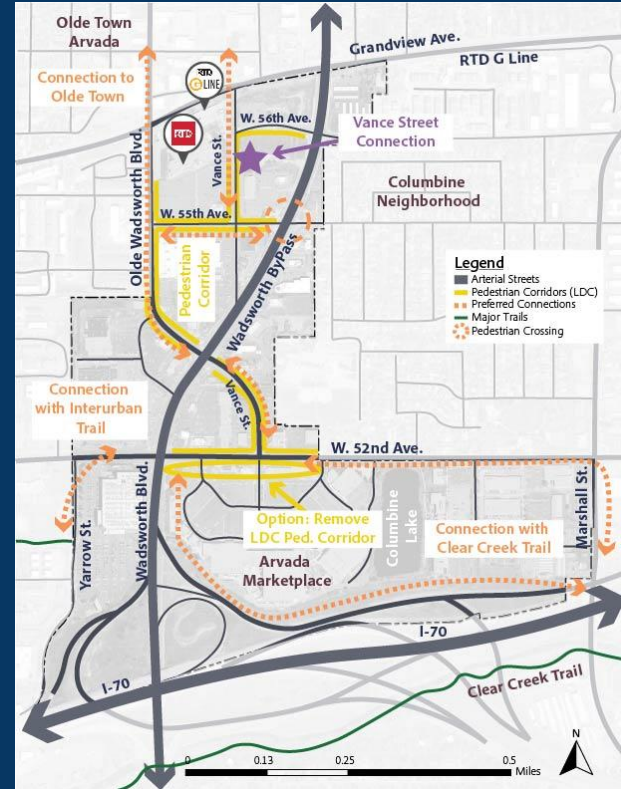


New Town Sub-Area Plan

Connectivity

- Work with the CDOT to evaluate improved pedestrian crossings along Wadsworth Bypass including the intersection of W. 55th Avenue
- Remove southside of W. 52nd Avenue from the Land Development Code (LDC) pedestrian priority street designation
- Potential street design and trail connections to be implemented through future redevelopment and infrastructure planning

Potential Pedestrian and Trail Connectivity

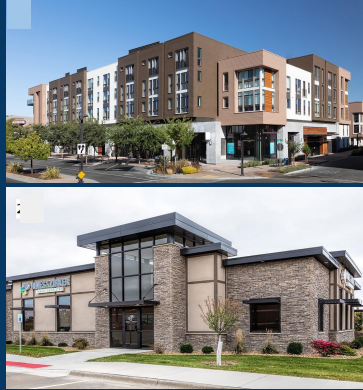


New Town Sub-Area Plan

Design - Architecture and Placemaking/Small Urban Parks

- Develop architectural guidelines to address preferred design within the sub-area
- Potential small urban park general locations considered with new development and redevelopment projects

Preferred Architectural Design



Potential Small Urban Parks

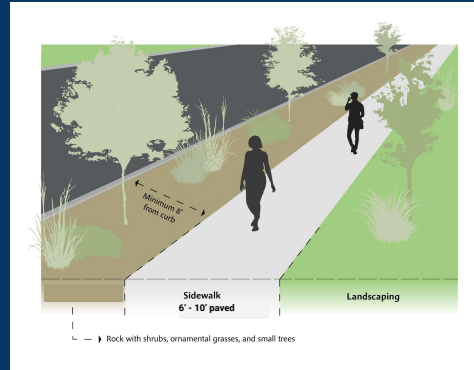


New Town Sub-Area Plan

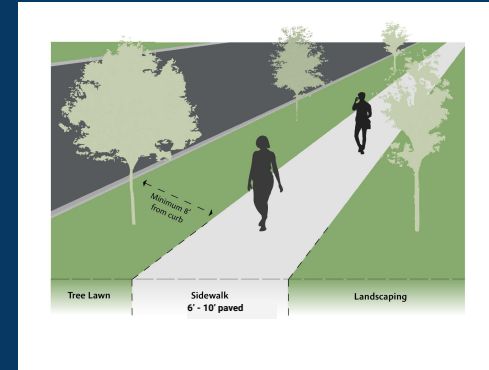
Design - Streetscape

- Evaluate engineering standards to accomplish the potential streetscape design options
- Streetscape Option A preferred design for non Pedestrian Priority Streets
- Streetscape Option B preferred design for Pedestrian Priority Streets identified in LDC

Preferred Streetscape Options
Option A



Option B

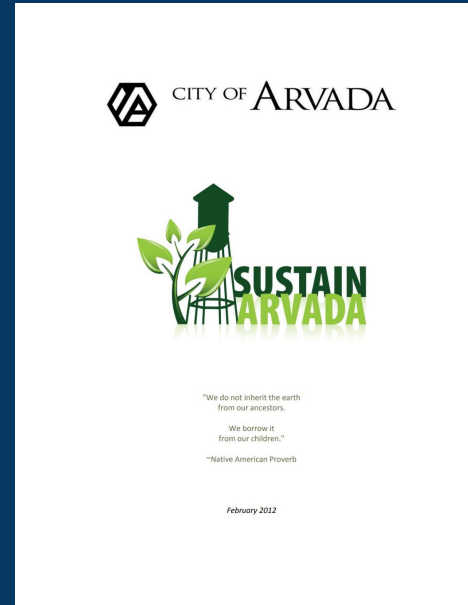


Street widths vary - Streetscape design begins at street curb

New Town Sub-Area Plan

Infrastructure and Sustainability

- Infrastructure and Sustainability evaluated at time of new development or redevelopment



New Town Sub-Area Plan

Community Draft Plan Comments - Summary

Land Use and Redevelopment

- Support promotion of diverse housing and housing options (mixed use)
- Concern with future non-cohesive development in the area lacking high-quality urban design and connectivity
- No more growth in this area and City

Parking

- Incorporate parking management strategies
- Support appropriate reduction of parking in commercial areas

Connectivity

- Support the improvement of non vehicular connectivity and safety
- Need to improve area connectivity with alleys, streets or access easements through future developments in the area
- Need more pedestrian connectivity within and to the west of the sub-area

Miscellaneous

- Noise concerns along I-70 and Wadsworth Boulevard

New Town Sub-Area Plan Implementation

Implementation Matrix

- Action Item
- Focus Element
- Key Stakeholders
- Anticipated Timeline

ITEM NO.	ACTION ITEM	FOCUS ELEMENT	KEY STAKEHOLDERS	TIME FRAME	ITEM NO.	ACTION ITEM	FOCUS ELEMENT	KEY STAKEHOLDERS	TIME FRAME
1	Change Zoning Map Zone District MX-T 120' to MX-S 120' and/or MX-U 120' for area located at southeast corner of W. 52nd Avenue and Wadsworth Boulevard known as Arvada Marketplace development	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)	9	Remove the south side of W. 52nd Avenue east of Wadsworth Parkway from the Pedestrian Priority Street Designation in the Land Development Code	Connectivity	City of Arvada	Short Term: (0-3 years)
2	Change Zoning Map Zone District MX-T 120' to MX-S 120' and/or MX-U 120' for area located at southeast corner of W. 52nd Avenue and Wadsworth Boulevard known as Arvada Marketplace development	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)	10	Consider street design and multi-modal trail connections within the sub-area plan at the time of redevelopment, new development and infrastructure planning	Connectivity	City of Arvada, private property owners, CDOT	Ongoing
3	Change Zoning Map Zone District MX-T 65' to MX-S 65' southwest corner of W. 52nd Avenue between Wadsworth Boulevard known as Costco development	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)	11	Continue work with the Colorado Department of Transportation (CDOT) to improve pedestrian crossings along Wadsworth Bypass including the intersection at W. 55th Avenue	Connectivity	City of Arvada, CDOT	Ongoing
4	Focus study and explore Land Development Code modifications to develop methods to encourage higher density multi-family and affordable housing residential development in the sub-area	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)	12	Develop specific Architectural Design Guidelines or Land Development Code regulations to implement the preferred architectural design in the sub-area	Design-Architecture	City of Arvada,	Mid Term: (3 - 5 years)
5	Encourage reduced parking for infill development of mixed use type developments	Parking	City of Arvada, private property owners	Ongoing	13	Consider preferred small urban park locations with new development or redevelopment	Design-Placemaking	City of Arvada, private property owners	Ongoing
6	Evaluate reduced parking requirements at time of redevelopment or new development	Parking	City of Arvada, private property owners	Ongoing	14	Evaluate engineering standards for Streetscape design within the sub-area	Design-Streetscape	City of Arvada, private property owners, CDOT	Ongoing
7	Increase parking efficiency through a "managed parking" strategy including parking limits, paid parking, and validation systems	Parking	City of Arvada, private property owners	Ongoing	15	Consider Streetscape Design Option A for Non Pedestrian Priority Streets with new development or redevelopment	Design-Streetscape	City of Arvada, private property owners, CDOT	Ongoing
8	Preserve views from Old Town Station Transit Platform/Plaza important from this location to the south	Views	City of Arvada, private property owners	Ongoing	16	Consider Streetscape Design Option B for Pedestrian Priority Streets with new development or redevelopment	Design-Streetscape	City of Arvada, private property owners, CDOT	Ongoing
					17	Evaluate infrastructure needs at time of new development or redevelopment	Infrastructure	City of Arvada, private property owners	Ongoing
					18	Evaluate conservation and sustainability methods at time of new development or redevelopment	Sustainability	City of Arvada, private property owners	Ongoing

Northwest Arvada Sub-Area Plan



Create a vision and implementation plan to encourage, promote and support cohesive and resilient/adaptable development with the existing and developing communities in the northwest area of the City.

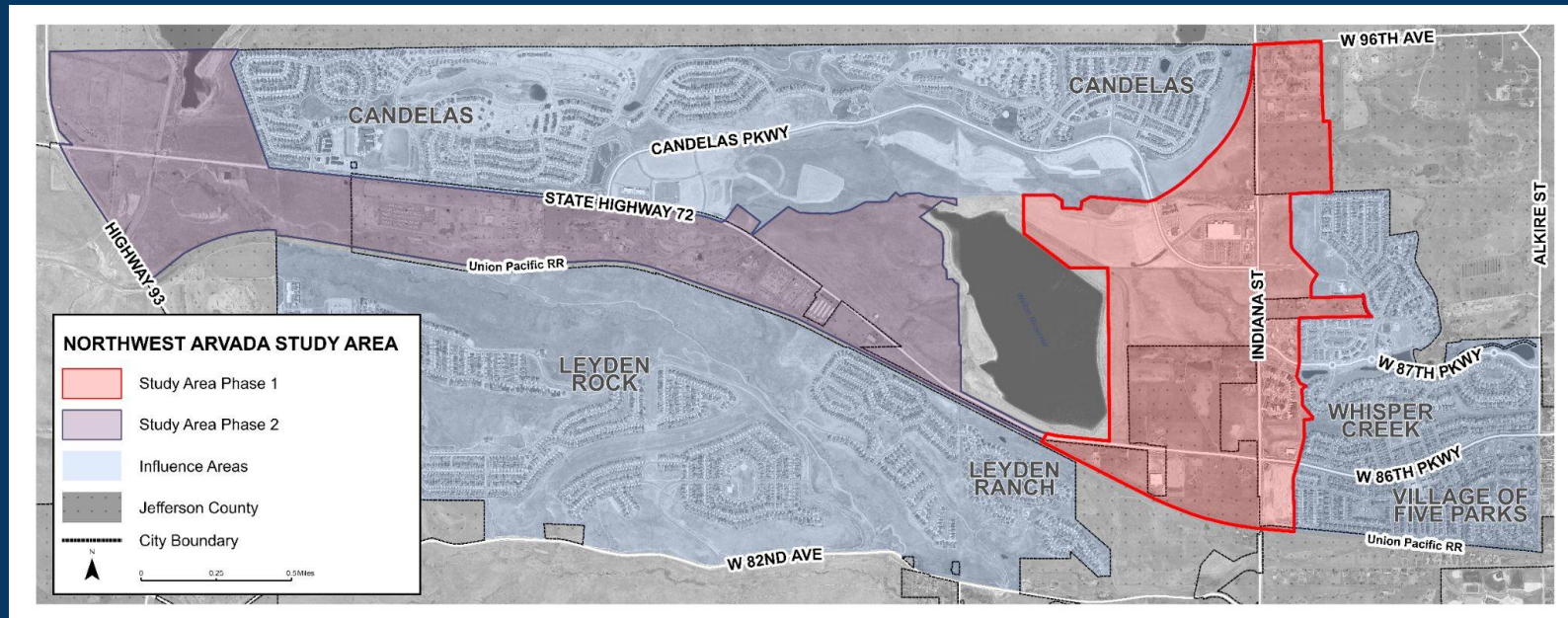
Northwest Arvada Sub-Area Plan

PHASE 2

Focused along Hwy 72 between
Welton Reservoir and Hwy 93

PHASE 1

Focused on Indiana Street between
W 96th Ave and Union Pacific RR



Northwest Arvada Sub-Area Plan

Phase 1 Area

.92 Square Mile (587 Acres)

Phase 2 Area

1.1 Square Mile (696 Acres)

Focus Elements

Land Use

Connectivity

Potential Trail System

Design

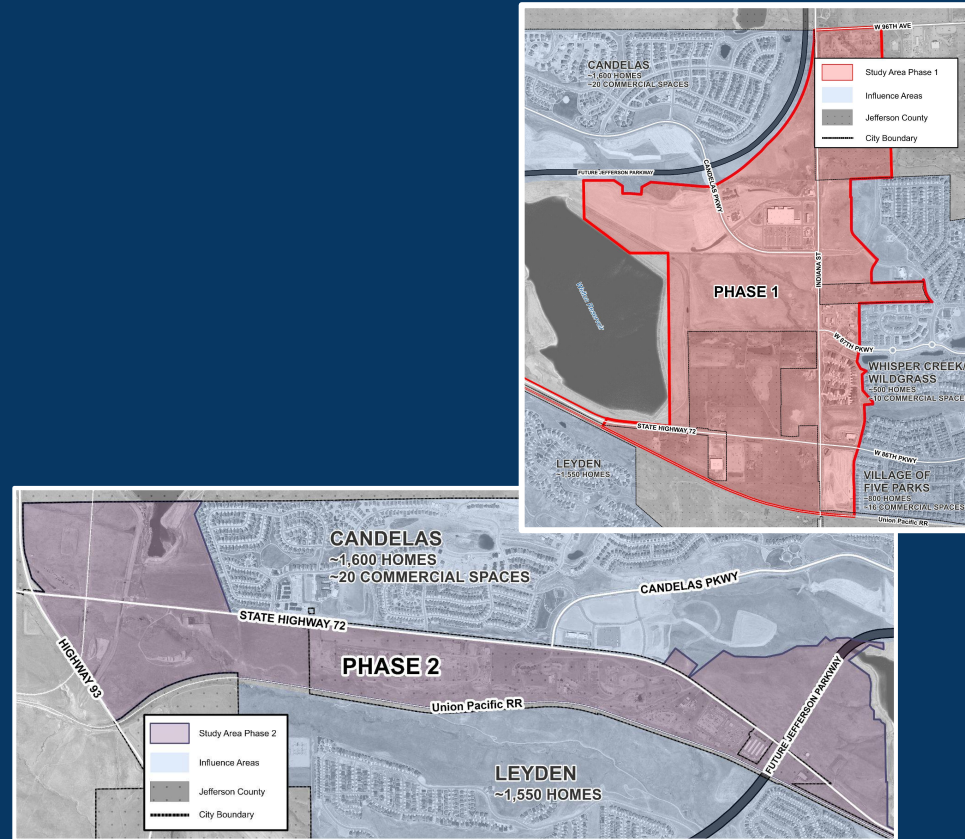
Placemaking

Streetscape

Entrance Gateway

Infrastructure

Sustainability

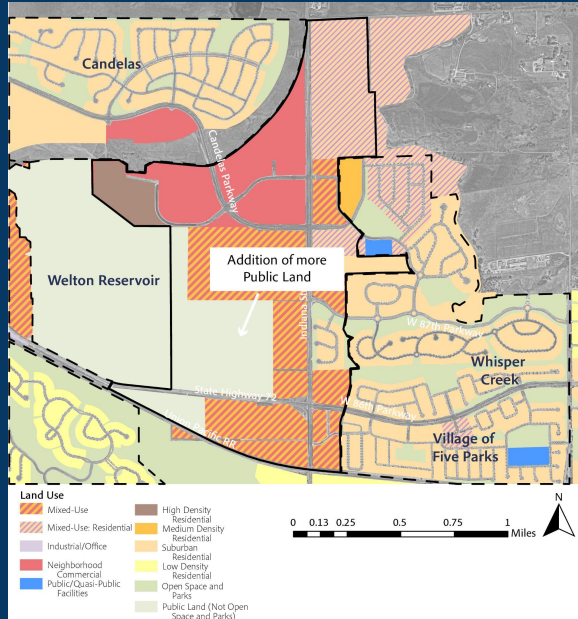


Northwest Arvada Sub-Area Plan

Phase 1 & Phase 2 - Preferred Land Use

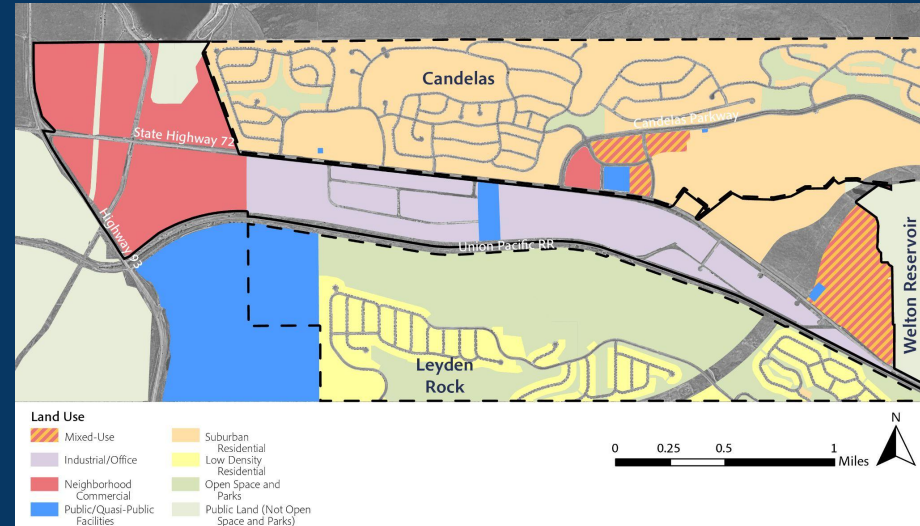
Phase 1

Preferred Future Land Use (Comprehensive Plan)



Phase 2

Preferred Future Land Use (Comprehensive Plan)



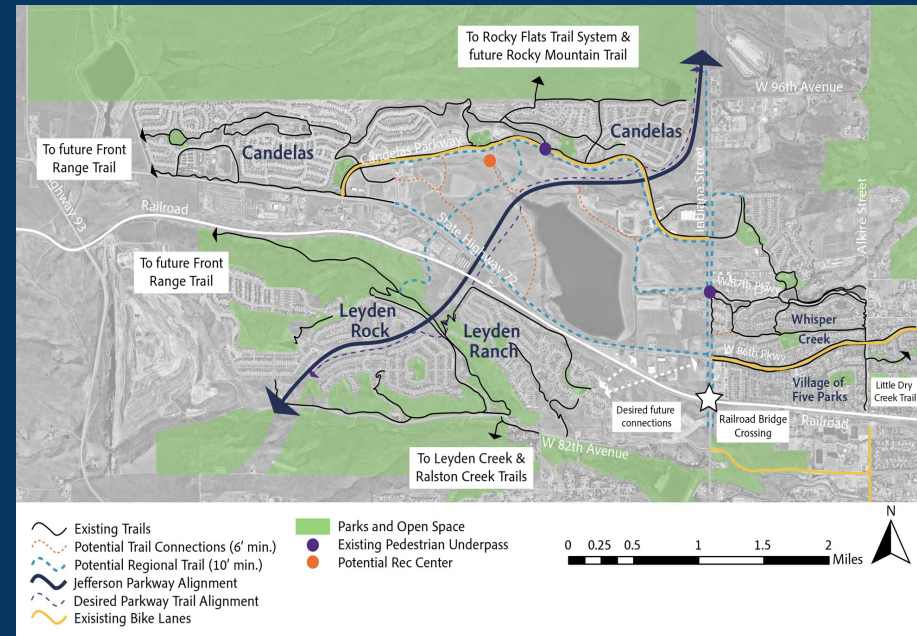
No Future Land Use Change

Change Mixed Use to Public Land on Comprehensive Plan Future Land Use Map

Northwest Arvada Sub-Area Plan

Phase 1 and Phase 2 - Connectivity: Street and Potential Trail System

- Support street design and street improvements for the Union Pacific Railroad bridge overpass and Indiana Street through future funding, development and infrastructure planning
- Support street design and trail connectivity improvements for the multi-modal system through future development and infrastructure planning



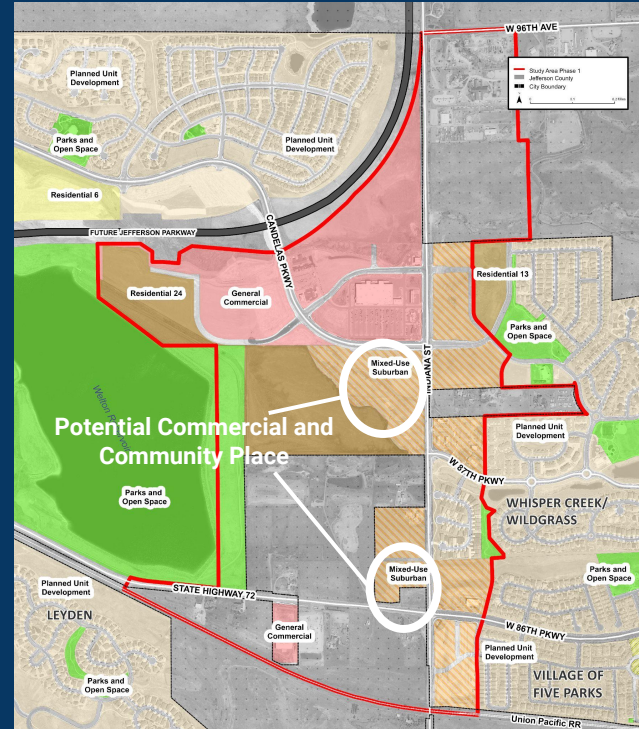
Northwest Arvada Sub-Area Plan

Phase 1 - Design: Placemaking

Potential Commercial and Community Place

Overall design and elements to create commercial with community place(s) considered with new development projects at

- o SW corner of Indiana Street and Candelas
- o NW corner of Highway 72 and Indiana Street
- o Within the sub-area

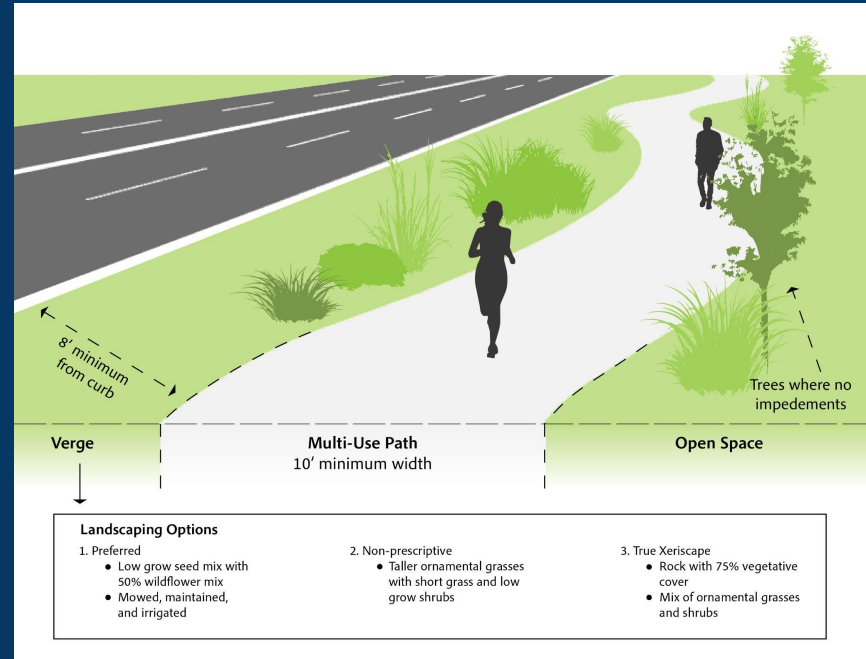


Northwest Arvada Sub-Area Plan

Phase 1 - Design: Streetscape

Evaluate engineering standards to accomplish the streetscape design at

- o Indiana Street
- o State Highway 72



Street widths vary - Streetscape design begins at street curb

Northwest Arvada Sub-Area Plan

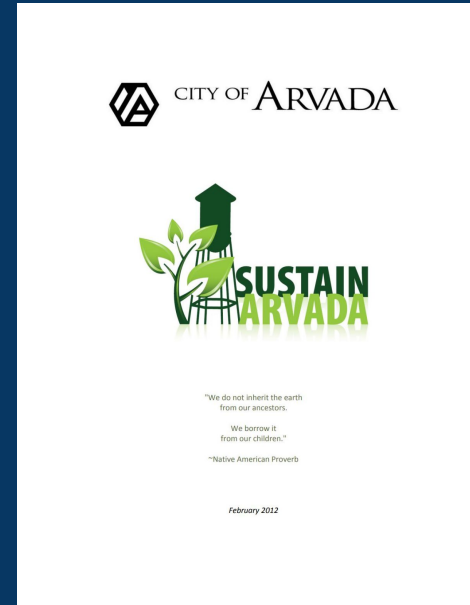
Phase 1 & Phase 2 - Design: Entrance Gateway



Preferred City entry sign locations considered with new development projects

Northwest Arvada Sub-Area Plan Infrastructure and Sustainability

Sustainability and
Infrastructure to be evaluated
at time of new development or
redevelopment



Northwest Arvada Sub-Area Plan Implementation

Implementation Matrix

- Action Item
- Focus Element
- Phase Area
- Key Stakeholders
- Anticipated Timeline

ITEM NO.	ACTION ITEM	FOCUS ELEMENT	PHASE AREA	KEY STAKEHOLDERS	TIME FRAME	ITEM NO.	ACTION ITEM	FOCUS ELEMENT	PHASE AREA	KEY STAKEHOLDERS	TIME FRAME
1	Change Comprehensive Plan Future Land Use Map from Mixed Use to Public Land for unincorporated areas located on the north side of Highway 72 east of the Welton Reservoir	Land Use	One	City of Arvada, Consolidated Mutual Water District (CMWD)	Plan Adoption	9	Commercial with community space type of development at southwest corner of Indiana Street and Candelas Parkway	Design - Placemaking	One	City of Arvada, private property owners	Short and Mid Term: (1-5 years)
2	Maintain Industrial Use areas in Phase 2 area	Land Use	Two	City of Arvada, private property owners		10	Commercial with community space type of development at northwest area of Highway 72 and Indiana Street	Design - Placemaking	One	City of Arvada, private property owners	Short and Mid Term: (1-5 years)
3	Complete the multipurpose trail connection at W. 87th Parkway and Indiana Street to the west	Connectivity	One	City of Arvada, private property owners	Short and Mid Term: (1-5 years)	11	Consider commercial with community space type of development for future development or redevelopment within the sub-area	Design - Placemaking	One	City of Arvada, private property owners	Ongoing
4	Explore trail opportunities for underdeveloped areas	Connectivity	One and Two	City of Arvada, Jefferson County, private property owners, Union Pacific Railroad (UPRR), Colorado Dept. of Transportation (CDOT), Jefferson Parkway	Mid Term: (3-5 years)	12	Evaluate engineering standards for Streetscape design on Highway 72 and Indiana Street	Design - Streetscape	One and Two	City of Arvada, Jefferson County, CDOT	Short Term: (1-3 years)
5	Trail system from the Candelas community to Leyden community	Connectivity	Two	City of Arvada, Jefferson County, private property owners, UPRR, CDOT, Jefferson Parkway	Mid Term: (1-5 years)	13	Consider city entry sign locations at Highway 93 and W. 96th Avenue and Indiana Street with new development projects	Design - Gateway	One and Two	City of Arvada, private property owners	Ongoing
6	Trail connectivity to future regional Front Range Trail	Connectivity	Two	City of Arvada, Jefferson County, private property owners, UPRR, CDOT	Ongoing	14	Evaluate infrastructure needs at time of new development or redevelopment	Infrastructure	One and Two	City of Arvada, private property owners	Ongoing
7	Street design and trail connection improvements for multimodal system through future development and infrastructure planning	Connectivity	One and Two	City of Arvada, Jefferson County, private property owners, UPRR, CDOT, Jefferson Parkway	Ongoing	14	Evaluate conservation and sustainability methods at time of new development or redevelopment	Sustainability	One and Two	City of Arvada, private property owners	Ongoing
8	Support street design and improvements at the UPRR bridge overpass on Indiana Street, through future funding opportunities, development and infrastructure planning.	Connectivity	One	City of Arvada, Jefferson County, private property owners, UPRR, and CDOT	Ongoing						

Northwest Arvada Sub-Area Plan Community Draft Plan Comments - Summary

Land Use

- Mixed support to retain Industrial Use in Phase 2 area
- No growth in this area without supporting infrastructure

Connectivity

- Support of improving non vehicular connectivity and safety
- Need more connectivity and non vehicular safety improvements along Indiana Street, Highway 72, and from Highway 72 to Leyden Rock/Park area
- Improve connectivity along W. 82nd Avenue and to surrounding schools

Transportation

- Further address restricted street design and connectivity at Indiana Street and United Pacific Railroad Bridge Overpass
- Concern with Jefferson Parkway as a critical element of the northwest area transportation system with no anticipated date of construction and continued City support for this project

Next Steps

- Final Sub-Area Plan preparation
- Sub-Area Plan approval and adoption

Questions?



REPORT TO CITY COUNCIL WORKSHOP

AGENDA ITEM
2.C.

TO: THE HONORABLE CITY COUNCIL

DATE: April 10, 2023

SUBJECT: Northwest Arvada Sub-Area Plan

Report in Brief

The City of Arvada 2014 Comprehensive Plan, most recently ratified by City Council in May of 2020, articulates the community's shared values and vision. Goals and policies help guide development and investment decisions that influence the quality of life in Arvada. The Comprehensive Plan establishes the City's land use pattern, sets the stage for development regulations and standards, and guides the City in funding programs and capital investments by anticipating future tax revenue.

A sub-area plan is a type of long range planning for a specific geographic area within the City and further implements the goals and policies of the Comprehensive Plan.

The Northwest Arvada Sub-Area Plan focuses on two areas generally located along State Highway 72 in the area east of Highway (SH) 93 to Indiana Street and along Indiana Street between the Union Pacific railroad right-of-way on the south and the City boundary on the north. The sub-area plan consists of two areas defined as Phase I and Phase II. The sub-area is located both within the City and Unincorporated Jefferson County.

The planning process included extensive community engagement with stakeholders including residents, community members, business owners, property owners, agencies and City staff. There were a variety of public engagement and outreach efforts both in-person and virtual to encourage and promote meaningful input from the community.

The implementation strategies of the sub-area plan were developed through stakeholder, technical expert and community feedback during the plan development process. The implementation strategies are intended to help realize the vision for the sub-area through action items from the plan recommendations and are intended to be specific, yet flexible, in order to achieve the vision for each focus element through different methods, when funding is available, or at a time when the political and economic climate best support them.

Background

The sub-area plan was developed after extensive public input beginning in 2020. Community engagement and stakeholder participation included three Technical Advisory Committee meetings, three Stakeholder Advisory Committee meetings, four Open Houses, and two online community surveys.

The proposed sub-area plan was discussed with the Planning Commission during a workshop on March 7, 2023. The Commission provided a positive response to the proposed plan and the recommended actions.

Strategic Alignment

The proposed sub-area plan is consistent with the City Council Strategic Plan principles for the Community and Economic Development work system.

Next Steps

Following the City Council workshop, the City team will draft a resolution to include the proposed sub-area plan within the 2014 Comprehensive Plan and schedule public hearings before the Planning Commission for adoption and City Council for ratification.

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Dixielee Rodriguez, Administrative Specialist

Reviewed by:

Approved by:

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Gail Walker, Legal Specialist-Contracts	3/21/2023
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Rachel Morris, City Attorney	3/27/2023
Linda Haley, Deputy City Manager	3/27/2023
Lorie Gillis, City Manager	3/28/2023

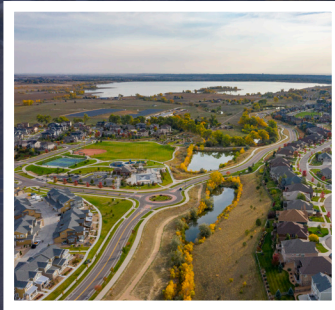
Enclosure, exhibits & attachments required to support the report



DRAFT *NORTHWEST ARVADA*

SUB-AREA PLAN

DEC 2022



2022 NORTHWEST ARVADA SUB-AREA PLAN

Acknowledgements

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 Dave Snelling, Arvada Police Department
 Eric Lewin, Arvada Public Utilities Department
 Ben Sawaya, Arvada Public Utilities Department
 John Firouzi, Arvada Transportation Department
 Bill Ray, Jefferson Parkway Public Highway Authority

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Chapter 1

INTRODUCTION

Sub-area planning focuses on a specific geographic area in the City to create goals and policies for topics such as land use, urban design, connectivity and others. A sub-area plan provides a guide for development and redevelopment of the area over the next 20 years.

The purpose of developing a sub-area plan in this area is to create a long-term vision and implementation plan for resilient and sustainable community development in the northwest area of the City.

IN THIS CHAPTER

- 1.1 Plan Introduction, Project Overview
Local and Development History
- 1.2 Demographic and Sub-Area Data
- 1.3 Sub-Area Plan Map
- 1.4 Plan Process

PLAN INTRODUCTION

1.1

The Northwest Arvada Sub-Area plan serves as the master planning document envisioned to further implement the Comprehensive Plan.

The City of Arvada 2014 Comprehensive Plan, ratified by City Council in May of 2020, articulates the community's shared values and vision. The Comprehensive Plan Goals and policies help guide development and investment decisions that influence the quality of life in Arvada.

Arvada is experiencing development of its vacant land resources and has limited ability to expand its boundaries which are up against neighboring communities and open spaces. The Northwest Arvada area is a more recently developed part of the City that has vacant and unincorporated Jefferson County properties available for future development. However, there are currently limited resources in this area due to water supply and infrastructure constraints that restricts new development opportunities.

A sub-area plan is a type of long range planning for a limited geographic area within the City. Sub-area plans are created for key economic development areas throughout the community in order to maintain a sustainable and resilient place to live, work, and play.

This sub-area plan will be developed in two phases. Phase I area will focus on topics including land use, design and transportation. The Phase II area will only focus on Land Use and other topics such as urban design and transportation will be determined later.

NORTHWEST ARVADA SUB-AREA

The Northwest Arvada sub-area focuses on two areas generally located along State Highway 72 in the area east of Highway (SH) 93 to Indiana Street and along Indiana Street between the railroad right-of-way on the south and the City boundary on the north. The Sub-area plan consists of two areas defined as Phase I and Phase II. The sub-area is located both within the City and Unincorporated Jefferson County.

The Influence Areas located on the perimeter of the sub-area boundaries include Candelas, Whisper Creek, Whisper Village, Village of Five Parks, Leyden Rock and Leyden Ranch communities. These outlying communities and neighborhoods have been identified for public participation and connectivity to the sub-area.

The Phase 1 area will be the primary study area of developing the sub-area plan. The initial development of the sub-area plan will include land use discussion for the Phase 2 area with the remaining detailed elements such as design, connectivity and transportation for Phase 2 will be determined later.

A portion of the sub-area is in the Jefferson Center Urban Renewal Area established in 2003 and is a 60-acre site that includes the Plains End Power Plant. The 2032-acre Northwest Arvada Urban Renewal Area was created in 2010 and includes the Candelas development.

A new Land Development Code (LDC), Zoning Map and Comprehensive Plan Amendments associated with the updated LDC were approved in 2022. The new LDC and Zoning Map updated zoning districts

included mixed use districts for the City including within the sub-area plan study area.

This sub-area plan serves as the master



Indiana Street and Railroad Line Intersection looking northwest

planning document. The plan was accomplished over eighteen months and included a variety of opportunities for public input.



View from Indiana Street looking east

LOCAL AND DEVELOPMENT HISTORY

The City of Arvada, with a population of 124,402 in 2020, is one the largest Cities in Colorado and projected to have a population of approximately 141,187 by 2035. The community was founded in 1870 and incorporated in 1904. Arvada is primarily a suburban residential community with suburban shopping opportunities.

The sub-area planning area is bounded north of SH 72 and to the west of Indiana Street, both major corridors for regional traffic to the adjacent front range cities of Golden, Boulder, Westminster and Broomfield. The area immediately surrounding the Northwest Arvada sub-area, "the influence area", contains the Candelas, Wild Grass/Whisper Creek Village of Five Parks, Leyden Rock and Leyden Ranch neighborhoods developed within the last twenty years. On-going construction for residential development continues in Candelas.

Retail and commercial uses are recent additions to the neighborhoods and include King Soopers Marketplace store, medical offices and other neighborhood retail, services and restaurants. The Candelas Retail Study determined that this area's reliance upon auto centric commercial uses and design "leaves out the opportunity for this area to develop with new retailing concepts and inclusion of integrated open space, environment rich amenities, etc.". The promotion of retail diversity and design concepts like a walkable mixed use community can provide a healthier retailing environment in the area.

Unincorporated Jefferson County properties south of SH 72 are primarily industrial uses and a handful of single family residential parcels. The Welton Reservoir located west of the Phase 1 Study area is owned and operated by Consolidated Mutual Water supplying water to the cities of Lakewood and Arvada. Welton Reservoir is filled with water originating from Clear Creek watershed supplemented by high mountain reservoirs that collect snowmelt runoff.

DEMOGRAPHICS AND SUB-AREA DATA

1.2

NORTHWEST ARVADA SUB-AREA

Phase 1 Area

- 587 Acres
- Housing Units - about 120 homes
- Commercial - about 25 commercial spaces
- 2020 Population - about 324 persons

Phase 2 Area

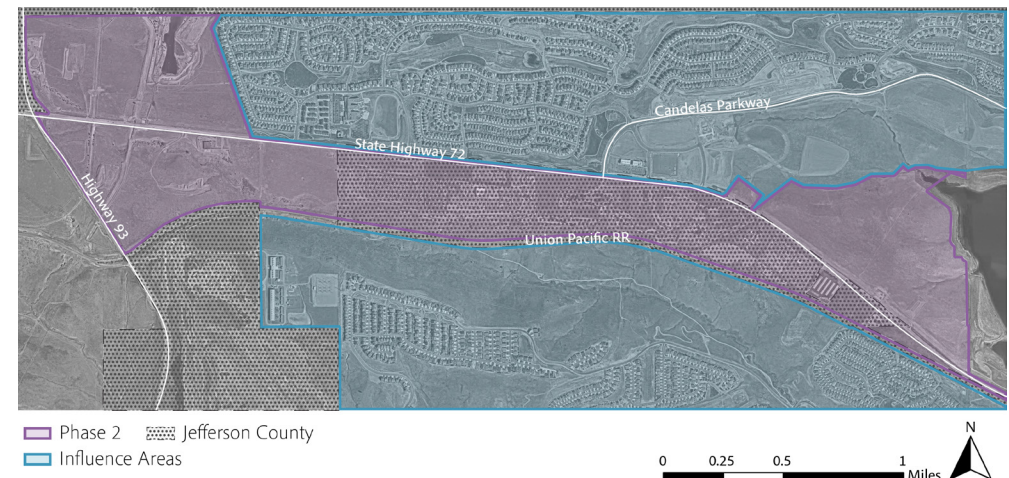
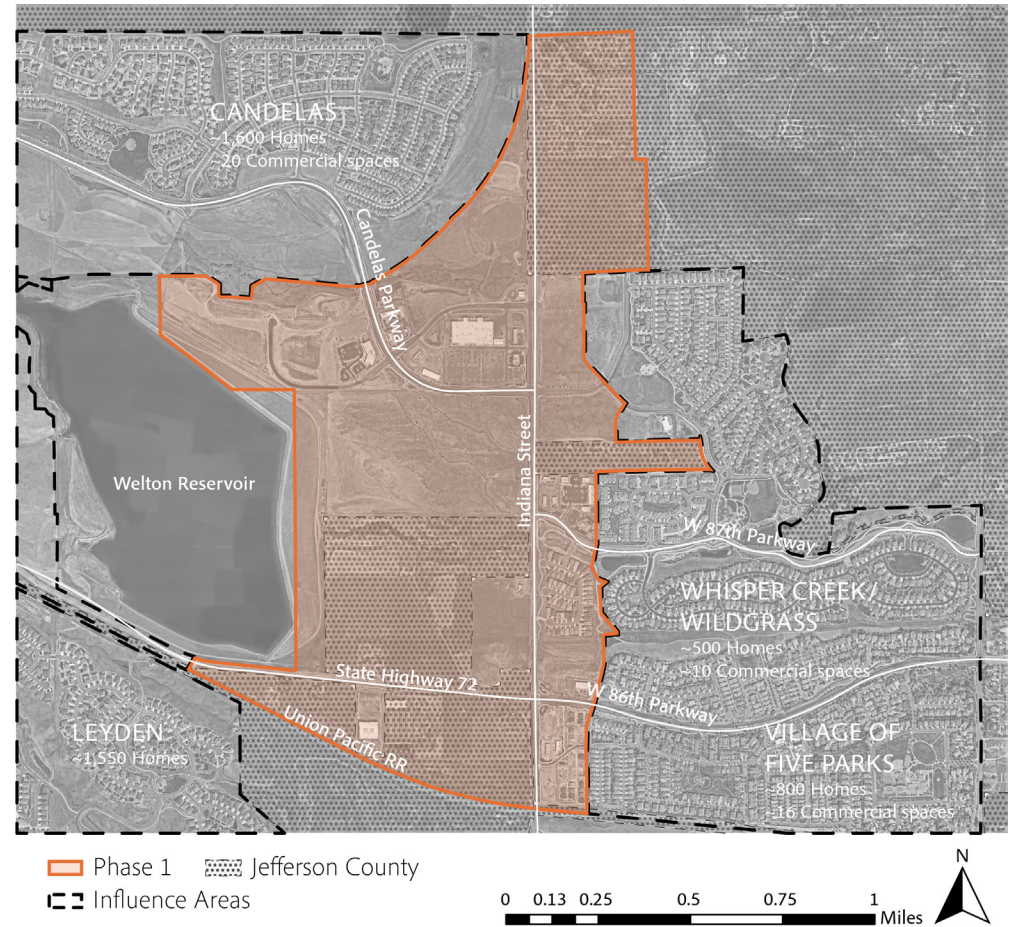
- 696 Acres
- Housing Units - about 10 homes
- 2020 Population - about 27 persons
- Commercial and industrial developments

Influence Areas

- Housing Units - about 4,600 homes
- Commercial - about 25 commercial spaces with more spaces in planning phase or under construction
- 2020 Population - about 12,420 persons
- 14 City parks and 4 Metro District parks
- 18 miles of trails
- 2 public schools
- 1 police community station and 1 fire station

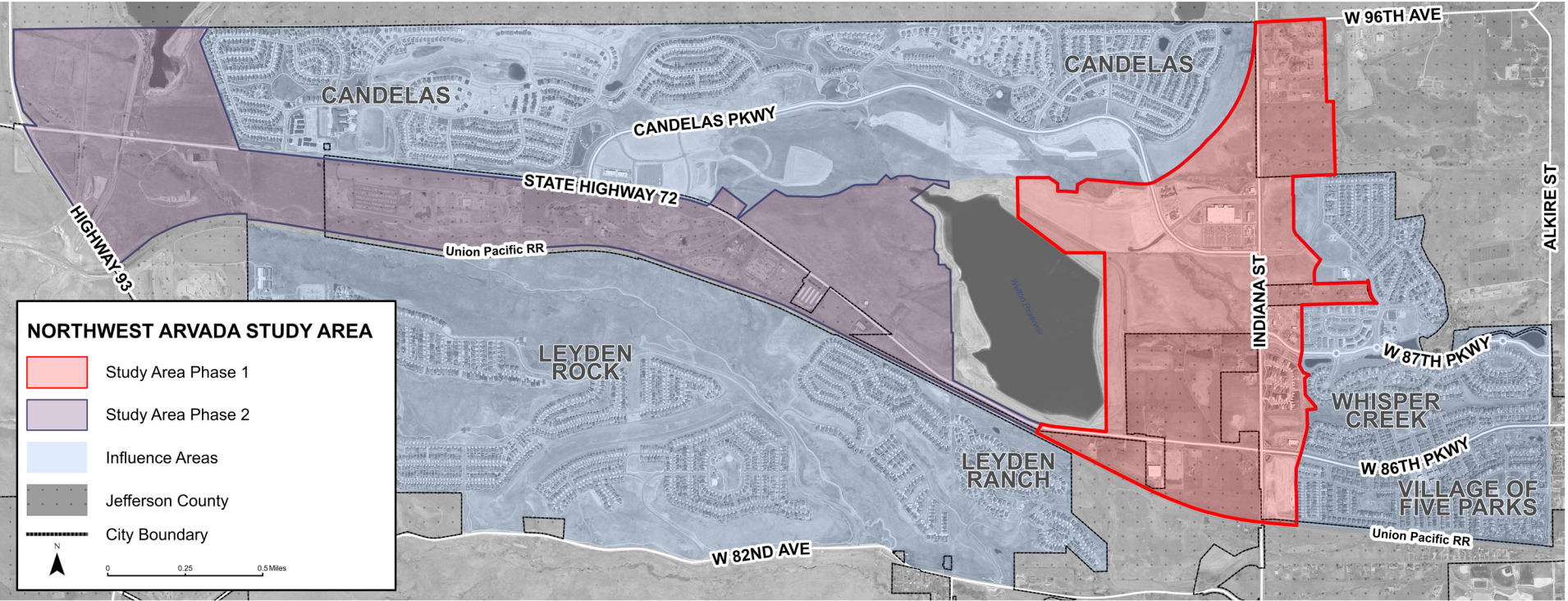
DEMOGRAPHIC TRENDS

- Migration in Colorado is strongly related to job growth
- City and Colorado population is growing at a slower rate
- Growth is occurring in concentrated areas
- Increasing Age Population in the City and Colorado impacts the economy, work force, education, housing, transportation and public finance
- Increasing racial and ethnic diversity



NORTHWEST ARVADA SUB-AREA PLAN MAP

1.3



PLAN PROCESS

1.4

The development of the sub-area plan consisted of three phases and extensive community engagement over a period of eighteen months. The plan goals were drafted during the initial phase to help guide the community's vision for the Northwest area.

GOALS

Based on initial input from the public and property owners during the development of this plan, the Goals for this sub-area plan were:

- Create a framework for regeneration and attraction of private sector investment;
- Conceptualize and shape the three-dimensional urban environment ;
- Define public, semi private public spaces and opportunities;
- Determine the mix of uses, density and their physical relationship to each other in the Phase 1 and Phase 2 areas; and
- Engage the local community and acting as a builder of consensus

PLAN DEVELOPMENT

Visualize

During the initial steps in the visualization phase in the fall of 2020, the study and influence boundaries were determined, stakeholders were identified, initial committee meetings were conducted and public participation was initiated.

Steering and Technical Review Committees were established to provide expertise and oversee the study. The **Steering Committee** consisted of representatives

of the Planning Commission, Colorado Dept of Transportation, Jefferson Parkway Authority, Union Pacific Railroad, Homeowner Associations, community members, property and business owners.

Representation on the **Technical Committee** consisted of staff from Community and Economic Development, Transportation, Parks and Open Space, Public Safety and Utilities.

Previous planning documents addressing the study and influence areas were identified including:

- Sustain Arvada, 2012
- Comprehensive Plan, 2014
- Design Guidelines for Olde Town Arvada, 2016
- Arvada Parks System Master Plan, 2016
- Bicycle Master Plan, 2017
- Final Report for the City of Arvada, Colorado on Candelas Development, 2018
- Candelas Retail Study, 2019

The sub-area planning effort further implements the Comprehensive Plan by further refining the goals and policies of the comprehensive plan for the sub-area including Land Use and Redevelopment, Economic Development; Multi-Modal Transportation Plan; and Vibrant Communities and Neighborhoods Goals.



Strategize

The second phase of the project focused on high level recommendations to guide future development and achieve the overall vision identified in first phase and included:

- Implementation of community (Public) outreach and presentation plan;
- Review of community meeting(s) input and synthesizing of information for staff/committee analysis;
- Review and refinement of the project and meeting schedule; and
- Identification and refinement of recommendations resulting from public, technical committee and steering committee meetings to further develop the plan vision and elements.

Realize

The third phase of the plan focuses on the development of the subarea plan resulting from previous phases, public review and input, and adoption. This included:

- Drafting a subarea plan document created from the community outreach and committee participation process during the Visualize and Strategize phases for review by parties of interest;
- Finalization of the first draft and presentation of the draft plan for public review and input;
- Finalize document for adoption process; and
- Public hearing and Planning Commission and City Council approvals.

SUB-AREA PLAN TIMELINE



Chapter 2

EXISTING CONDITIONS

This chapter provides an overview of the existing conditions within the New Town Sub-Area including:

- Land Use and Development Patterns
 - Phase 1 Area
 - Phase 2 Area
 - Market/Retail Study Analysis
- Transportation and Circulation
 - Vehicular & Multi-Modal
 - Bike and Trail System
 - Pedestrian Connectivity
 - Jefferson Parkway
- Parks and Open Space
 - Phase 1 Area
 - Infrastructure
 - Sustainability

IN THIS CHAPTER

- 2.1 Land Use and Development Patterns
- 2.2 Market/Retail Study Analysis
- 2.3 Transportation and Circulation
- 2.4 Parks and Open Space, Infrastructure and Sustainability

MARKET/RETAIL STUDY ANALYSIS

2.2

"The desired outcome for this area is to identify and create unifying land use strategies and implementation elements that encourages/promotes and supports sustainable community development to further implement the goals and policies of the Comprehensive Plan."

Candelas Retail Study

The Candelas Retail Study prepared in 2019 assessed the viability of sustainable retail opportunities along the Indiana Street corridor and feasibility of additional commercial trade in this area. The study included the Indiana Corridor north of the Union Pacific Railroad line to W. 96th Avenue to the north.

The Study summarized the commercial and retail viability of this area as follows:

- There is too much retail zoning for the area to support
- Residential growth is limited and will not be enough to support the amount of retail zoning
- The retail zoning is strung along Indiana diminishing opportunity for a comprehensive retailing area that builds off itself
- The City must find its "next act" with retail by letting go of the concept of "more is better" and shift to embracing different scale and elements
- Embrace mixed use elements to create retail vibrancy

Candelas Retail Study Update

In 2020, the City conducted an update to the Candelas Retail Study that centered on three distinct areas within the Phase 1 and Phase 2 areas anticipated to meet the differing needs of the residential population moving into this area.

The Candelas Retail Study Update summarized that the population numbers for the commercial/retail trade area in this area is not yet mature and developers are catering to "auto-centric" retailers that can rely on pass-by traffic along with the lighter population to support their developments. Even at full maturity, if new residential opportunities are not created, the trade area is considered "light" with a population base of less than 20,000 people.

Prior to the Covid 19 pandemic, the retail and restaurant industry were experiencing significant disruption for several years. During the pandemic, the acceleration of online shopping profoundly impacted retail further. Consumers have dramatically shifted their shopping to online and e-commerce innovations which used to be a small part of their business. The e-commerce business has grown dramatically for many retailers. During 2020, the pandemic online shopping accelerated consumer behavior five to ten years.



The updated Study identifies that the desired outcome for this area is to identify and create unifying land use strategies and implementation elements that encourages/promotes and supports sustainable community development to further implement the goals and policies of the Comprehensive Plan.

The desired objective is to create a walkable, mixed use area(s) along the Northwest Indiana Street Corridor to create retail vibrancy with concepts of place making, higher-density residential development and neighborhood commercial /retail developments cohesive with the existing and developing communities.

The placement of public/open spaces, appropriately scaled retail buildings, and parking designed in such a way to blend with the adjacent residential neighborhoods. Higher density residential use marries well with the newer retailing concepts while providing a backdrop for an enhanced, sustainable retail environment, developed with creative and distinct place making elements at the same time increasing the number of households to support retail development.

TRANSPORTATION AND CIRCULATION

2.3

VEHICULAR AND MULTI-MODAL

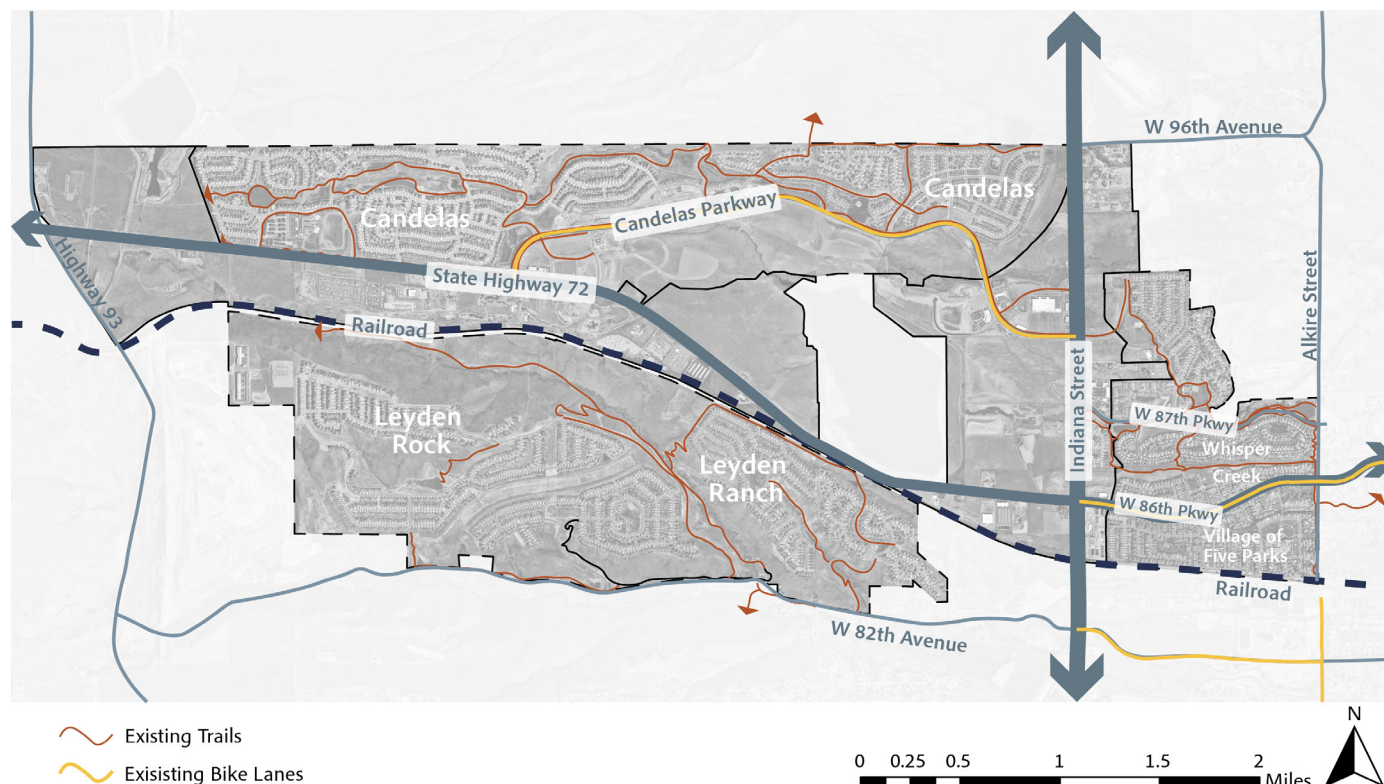
The Northwest Sub-area regional transportation network is an important element of the Phase 1 area.

The transportation network includes a state highway and street system within and surrounding the plan area. The Indiana Street corridor bisects the Phase 1 area and is a primary multimodal connection through the sub-area, community and region. Candelas Parkway, W. 86th Parkway, W. 87th Avenue and W. 96th Avenue provide additional multimodal connectivity within the sub-area and surrounding areas.

Indiana Street becomes part of State Highway 72 south of the intersection at Highway 72/ W. 86th Parkway. At this intersection, Highway 72 continues west and links to Highway 93. A Union Pacific railroad line is located on the south side of the sub-area and the railroad bridge width at Indiana Street inhibits street improvements to accommodate the multimodal needs and traffic. This portion of Indiana Street is a state highway and is controlled by the Colorado Department of Transportation.

Regional Transportation Department (RTD) does not provide bus service in the sub-area.

The regional transportation network and emphasis for vehicular modes of transportation creates challenges for non-vehicular connectivity within the plan area, across Indiana Street, and to trail systems.

**BIKE AND TRAIL SYSTEM**

The trail system in the sub-area and influence areas is more than 18 miles designed for multiple users including equestrian, pedestrian and bicycle.

The bike system incorporates the street, sidewalk and trail network with on-street paved, off-street paved and off-street unpaved paths. Bike trails are located on Candelas Parkway, W. 86th Parkway and Indiana Street and are also combined with the sidewalk and trail network. In some areas such as Indiana Street and Highway 72, bikers share sidewalks with pedestrians or streets adjacent to fast moving vehicles and offers minimal safety from traffic.

The bike and trail system is disrupted by incomplete connections along Indiana Street, Highway 72 and underdeveloped areas within the sub-area.

PEDESTRIAN CONNECTIVITY

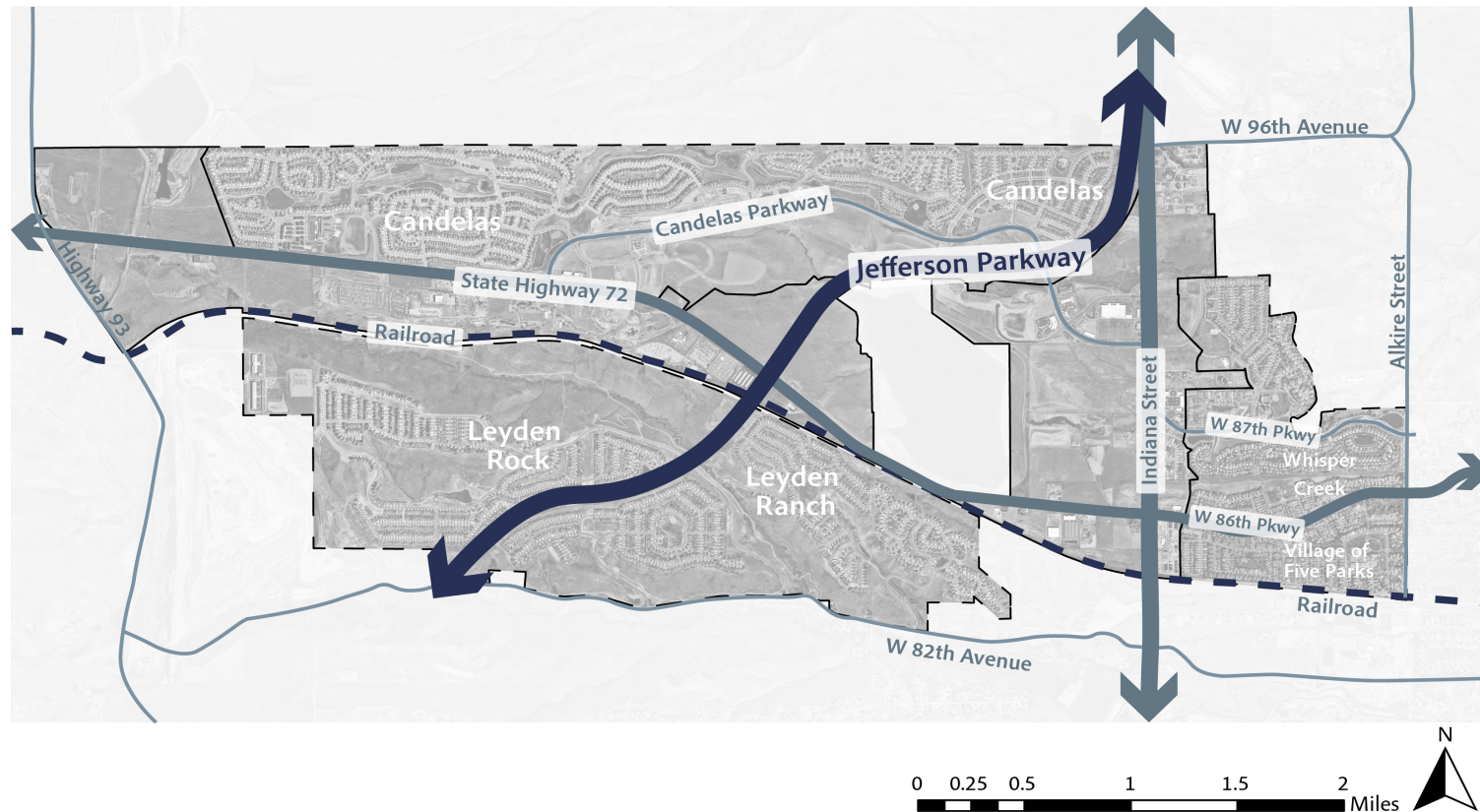
The plan area provides pedestrian mobility with sidewalks along major transportation routes and internal streets. Internal streets with sidewalks and trails provide pedestrian access within the sub-area and to surrounding areas.

Indiana Street and Highway 72 are the primary pedestrian connections within the sub-area with inconsistent sidewalk connections and very few crossing opportunities that allows limited mobility

across these major street corridors.

The combination of width, proximity to fast vehicles, limited crossings and incomplete connections, Indiana Street is a physical barrier for safe non-vehicular connectivity and access along a major transportation corridor.

Similar to the bike and trail system, pedestrian mobility and access is disrupted by incomplete connections along Indiana Street, Highway 72 and underdeveloped areas within the sub-area.



JEFFERSON PARKWAY

The Jefferson Parkway is a privately-funded, publicly-owned regional toll road that has been planned for decades to improve regional connectivity, enhance regional mobility, relocating traffic off of local roads and generate economic vitality for local communities.

Ownership of the Jefferson Parkway resides with the Jefferson Parkway Public Highway Authority with a selected concessionaire to be responsible for operations and maintenance.

The Jefferson Parkway was first proposed in the late 1960s when Congress

authorized the first studies for a highway system to encircle metro Denver. Since then, the C-470, E-470 and Northwest Parkway have been built to support this vision. In the absence of federal or state funds to build the roadway, the Jefferson Parkway Public Highway Authority (JPPHA) was created in 2008 with the mission to finish 10-miles of new construction to be the Jefferson Parkway.

Residential communities and retail developments like Leyden Rock and Candelas are built around the Jefferson Parkway alignment and dedicated right of

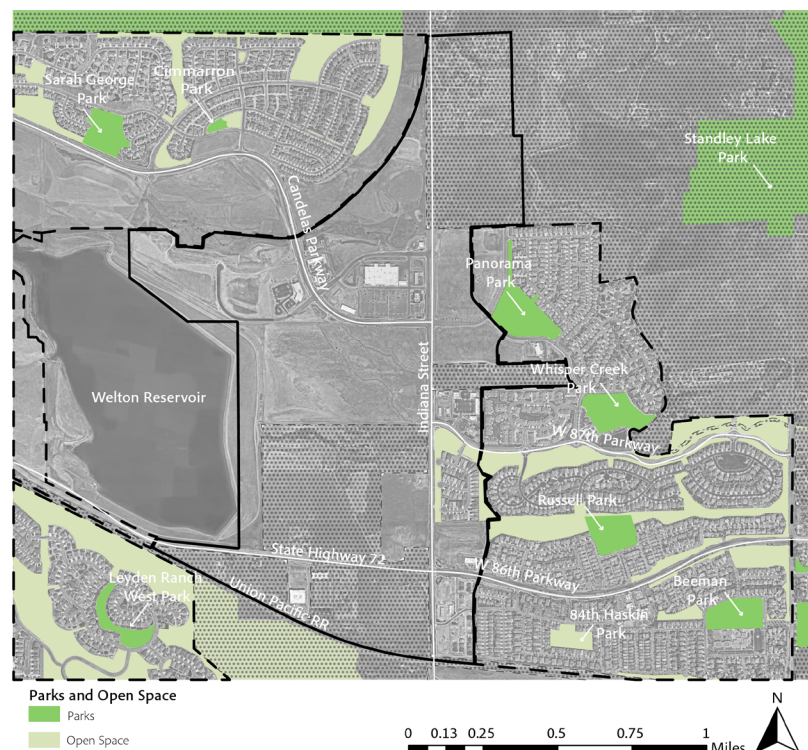
way.

The Parkway is designed to ease traffic congestion on arterial streets like Indiana Street, Wadsworth Boulevard, SH 93 and more. The ultimate design for how the Parkway connects to these streets will be identified through the procurement process.

PARKS AND OPEN SPACE, INFRASTRUCTURE AND SUSTAINABILITY

2.4

PARKS AND OPEN SPACE



The Northwest Arvada sub-area includes open space and trail connections to the surrounding influence areas. The surrounding residential communities located in the influence area have an extensive park and open space system with fourteen City Parks, four Metro District Parks and eighteen miles of trails. These parks and trails are accessed to and from the sub-area via street, sidewalk and trail connections.

INFRASTRUCTURE

Water, Sanitary and Stormwater Service

City Council has provided strategic direction to the Infrastructure work system to complete master plans for water, wastewater, and storm infrastructure by 2023. These plans provide staff with a roadmap to prioritize work that needs to be done in our water/wastewater systems.

The City team completed the treatment, distribution and sewer master plans in 2021 and 2022 and will complete the raw water master plan in 2023, and the results of the master plans are being used to plan work for immediate, short-term and longer-term needs.

City Fiber Optic Network

The City of Arvada completed a Conduit Master Plan in 2017 that evaluated and identified the total number of miles, number of years for build out and construction costs.

The Master Plan concluded that approximately 66 miles of conduits needed to be installed to improve connectivity, redundancy, and security for schools and fire stations. As of January, 2021, 49.6 miles of conduit have been completed in the first four years at a cost of 4 million dollars.

SUSTAINABILITY

The City created the Sustain Arvada Plan in 2012 as a way to honor "Arvada's rich heritage and preserve our resources to foster economic prosperity, environmental stewardship and community vitality today and into the future". The City is committed to conservation, sustainability and resiliency through many programs, policies and partnerships adopted by the the City of Arvada.



"We do not inherit the earth
from our ancestors.
We borrow it
from our children."
—Native American Proverb

February 2012

Chapter 3

VISION

Create a vision and implementation plan through the development of sub-area strategies and components that encourage, promote and support cohesive and resilient/adaptable development in the Northwest area of the City.

IN THIS CHAPTER

- 3.1 The Vision and Community Engagement
- 3.2 Community Engagement Summary and Common Themes and Goals

THE VISION AND COMMUNITY ENGAGEMENT 3.1

CREATE AN IMPLEMENTATION PLAN TO FURTHER IMPLEMENT THE GOALS AND POLICIES OF THE COMPREHENSIVE PLAN THROUGH THE DEVELOPMENT OF SUB-AREA PLAN STRATEGIES AND COMPONENTS THAT ENCOURAGE, PROMOTE AND SUPPORT COHESIVE AND RESILIENT/ADAPTABLE DEVELOPMENT WITH THE EXISTING AND DEVELOPING COMMUNITIES IN THE NORTHWEST AREA OF THE CITY.

COMMUNITY ENGAGEMENT

The planning process included extensive community engagement with stakeholders including residents, community members, business owners, property owners, agencies and City staff. There were a variety of public engagement and outreach efforts both in-person and virtual to encourage and promote meaningful input from the community.

This planning effort occurred during varying restrictions and protocols related to the COVID-19 pandemic. Communication tools including informational videos, publication articles, social media, surveys and a dedicated website were utilized throughout the planning process to maximize community participation and engagement. Multiple high-tech and virtual engagement platforms were used to communicate, engage and collect feedback from the

community to provide safe and convenient participation during the planning process. In addition to virtual or on line tools, public open houses were conducted during the pandemic when risk and restrictions allowed in-person community participation.

The community, Stakeholder Steering Committee and Technical Advisory Committee guidance and play an important role during the planning process to develop the plan.

The technical review committee, steering committee and public community meetings were conducted throughout the development of the plan to introduce the project, identify opportunities and challenges, create the plan vision, and develop the plan framework and recommendations.



Community Meetings

Community meetings were held at key points throughout the planning process to solicit input and guidance from the public (see Appendix). Four public Open Houses using both virtual and in-person formats occurred to solicit valuable insight and information to develop the sub-area plan. During the development of the plan, community engagement and meetings were held in accordance with safety protocols associated with the COVID-19 pandemic. The community meetings were promoted through social media, e-newsletters, e-mail, mailers and the City AdvanceArvada.org website.

Stakeholder Committee

The Steering Committee for this planning effort included community members, a Planning Commission representative, Colorado Department of Transportation, Consolidated Mutual Water District, Metro District and Homeowner representatives, property owners, and business owners in and near the subarea.

The Steering Committee met virtually three times throughout the planning process and were instrumental in providing research, analysis, technical support and helping to create recommendations. Technical

Technical Advisory Committee

The Technical Advisory Committee (TAC) for this planning effort included representatives from City of Arvada departments and Jefferson Parkway Public Highway Authority.

The TAC met virtually three times throughout the planning process and provided subject matter expertise, research, analysis and critical feedback on infrastructure feasibility.

COMMUNITY ENGAGEMENT SUMMARY

During the community engagement process, (we heard) the public provided comments and responded to community outreach efforts that are summarized in the Appendix.

An overview of community and committee comments during the development of the plan were used to develop the sub-area plan framework and recommendations.

EVALUATING COMMUNITY FEEDBACK

A variety of feedback from the community and stakeholders was received throughout the planning process that consisted of responses to questions, surveys and community events.

After every committee meeting, community meeting and public engagement event, the project team compiled all the feedback for further evaluation. Evaluation included the identification of common goals, understanding areas of consensus, opportunities and concern. The development of this plan has been informed and guided by this evaluation process.

The development of the sub-area plan has been informed and guided by a variety of community feedback and extensive evaluation throughout the plan process.

COMMON THEMES AND GOALS

Land Use

- Identify and create unifying land use strategies that promotes and supports sustainable community development
- Encourage and promote resilient commercial and retail development
- Plan for balanced mix of commercial and residential land uses

Placemaking

- Incorporate placemaking strategies and identify potential locations that create well connected commercial community gathering spaces

Connectivity

- Improve pedestrian and non-vehicular connectivity and safety within the sub-area, to commercial areas and residential communities
- Identify barriers and opportunities for improved connectivity and safety
- Provide accessible and safe connections within the sub-area, to multi-modal facilities and to surrounding neighborhoods

Design

- Improve the visual appearance of the Indiana corridor and State Highway 72
- Establish gateway image or area identity

Traffic

- Mitigate traffic impacts through new and improved non-vehicular connections
- Safety

4

Focus Element

Chapter 4

FOCUS ELEMENT

This chapter provides an overview of focus elements developed through the planning process and recommendations for:

- Land Use
- Connectivity
 - Potential Trail System
- Design
 - Placemaking
 - Streetscape
 - Entrance Gateway
- Infrastructure
- Sustainability

IN THIS CHAPTER

- 4.1 Land Use
- 4.2 Connectivity
- 4.3 Design
- 4.4 Infrastructure and Sustainability

LAND USE

4.1

The existing land use pattern is influenced by the Comprehensive Plan, Land Development Code and approved Planned Unit Development standards.

OVERVIEW

The City updated the Land Development Code (LDC) in 2020 and the update offered new opportunities for development. New zoning districts were established providing opportunities for mixed use that encompasses office, higher density residential, retail and light trade/technical uses.

The Northwest area consists of mainly low-density residential uses and neighborhood-services commercial retail, industrial uses along Indiana Street and State Highway 72.

Unincorporated properties within Jefferson County must meet County plans and code requirements. These properties are in the North Plains planning area and within the Arvada's Comprehensive Plan future land use areas. When eligible and if there is a desire to be incorporated into the City, property owners can apply to annex and zone into the City of Arvada.

The last 20 years, developments were primarily the development of suburban residential neighborhoods. The residential subdivision developments include the Village of Five Parks, Wild Grass and Whisper Creek, Leyden Rock and Leyden Ranch and Candelas. Commercial and retail developments have been constructed and additional commercial retail developments along the Indiana Street corridor and State Highway 72.

The update to the Land Development Code and remapping of the City expanded mixed use zoning in the City and along the Indiana Street corridor.

Part of the outreach efforts of the planning process was to explore with the community land uses preferred in the sub-area. A diverse response of comments were shared by the community and included: mixed use developments with commercial and residential uses; both higher residential housing and no more housing; varied commercial, retail and restaurant use options; attainable housing; mixed use with community feel; retain open areas; and more open space.

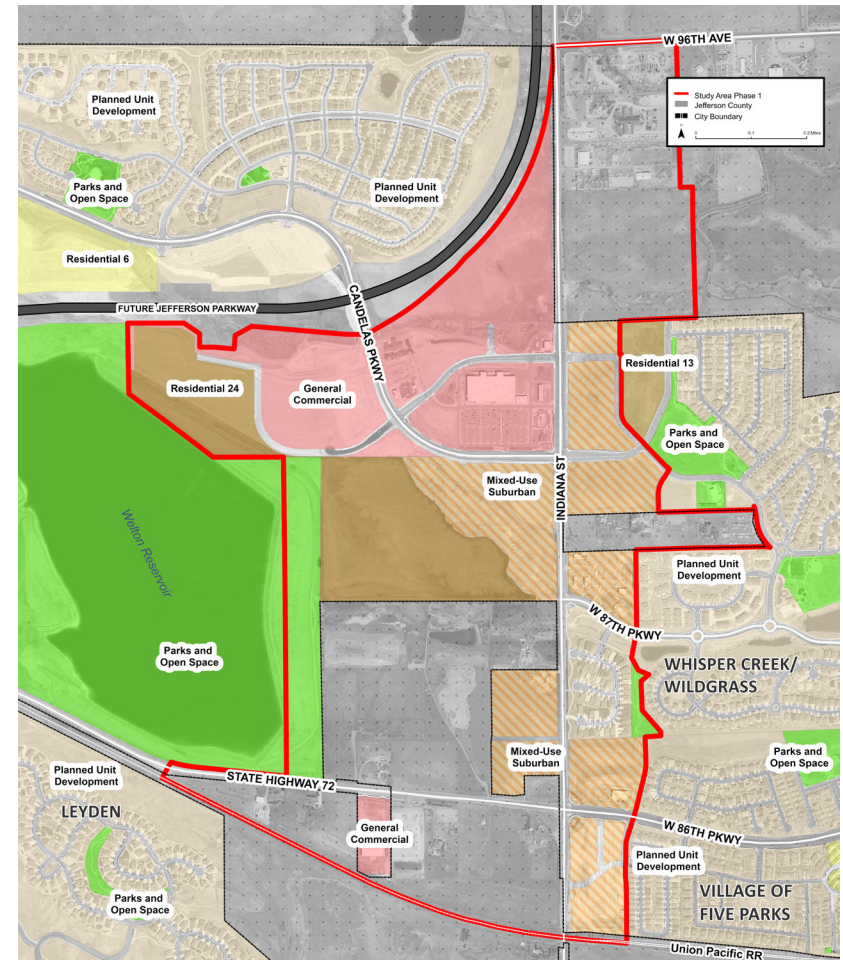
Zoning (Land Development Code) regulates the types of uses that are allowed within defined districts. Zone districts often have maximum residential densities as well as general design requirements for certain uses.

PHASE 1

Phase 1 is bordered by low-density residential neighborhoods to the north and east, auto oriented commercial and office spaces along Indiana Street, open space to the west, and undeveloped land south of the railroad.

LAND USE (ZONING)

PHASE 1



COMMERCIAL

CG - Commercial General allows for most types of retail as well as office and restaurant uses; 45' max height limit

RESIDENTIAL

R6 - up to 6 dwelling units per acre allows for a variety of housing not apartments; 35' max height
 R13 - up to 13 dwelling units per acre allows for a variety of housing including apartments; 35' max height
 R24 - up to 24 dwelling units per acre allows for a variety of housing including apartments; 35' max height
 PUD - Planned Unit Development unique neighborhood plans with mix of single-family, duplex, and townhomes

MIXED-USE

MX-N - Mixed-Use Neighborhood mix of lower-density, walkable, residential and commercial spaces; 35' max height
 MX-S - Mixed-Use Suburban neighborhood and community-serving centers with variety of housing including apartments; 45' max height limit

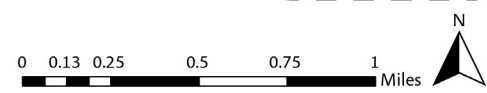
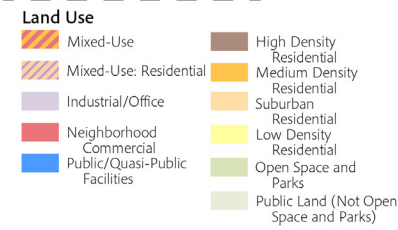
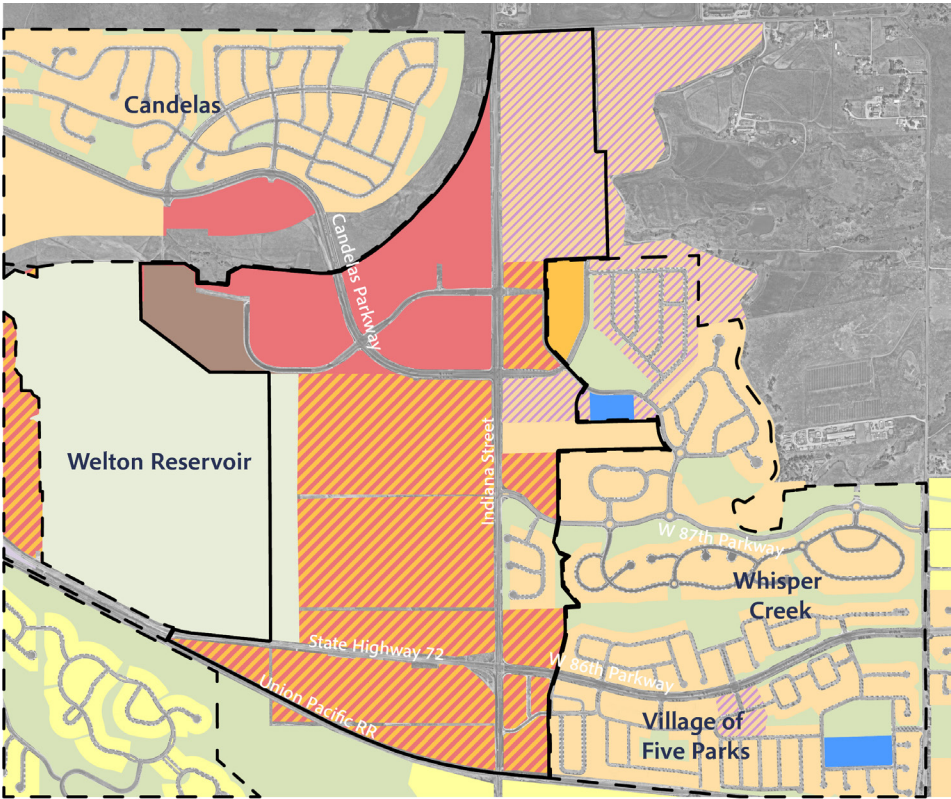
OPEN SPACE

OS - Open Space public parks, nature preserves, recreation facilities, waterways, and trails

LAND USE: PHASE 1

4.1

FUTURE LAND USE



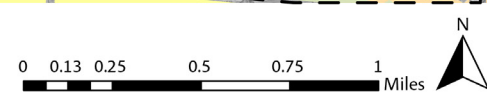
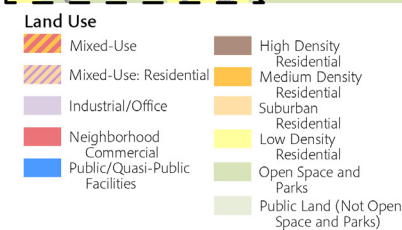
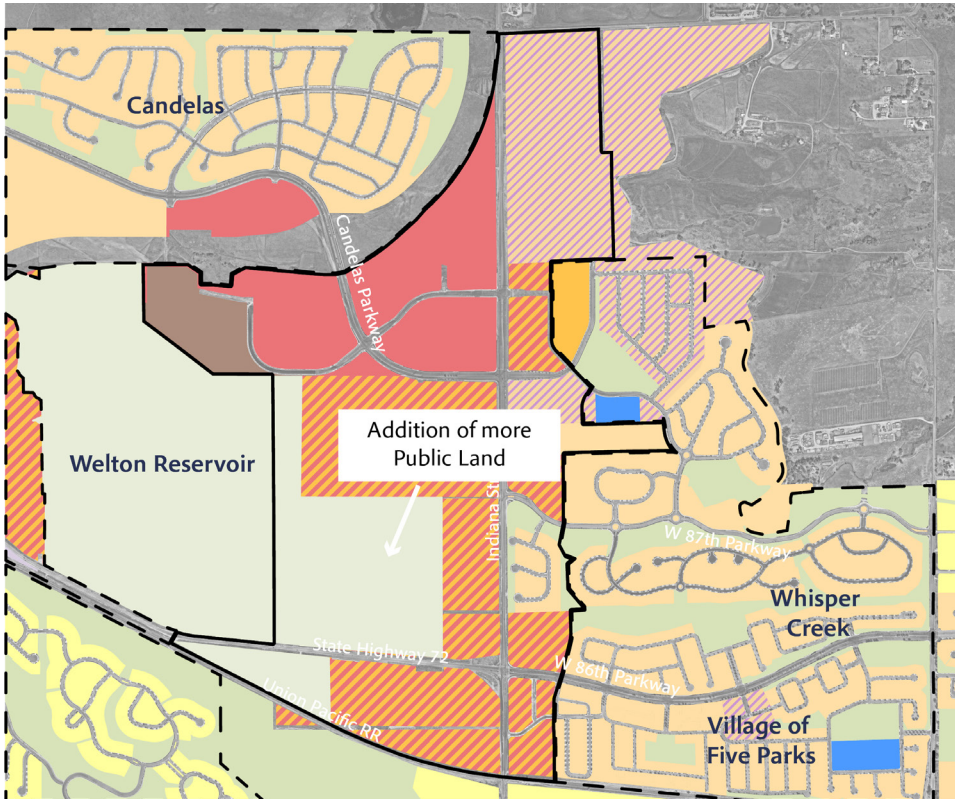
EXISTING FUTURE LAND USE MAP
COMPREHENSIVE PLAN

PREFERRED FUTURE LAND USE

PHASE 1

An opportunity to increase public lands east of Welton Reservoir with the purchase of land by Consolidated Mutual Water District on the north side of Highway 72 was presented during the planning process.

The existing future land use designation for the potential public land area is Mixed Use and located in Unincorporated Jefferson County. The preferred land use change would increase the desired open space area in the sub-area.



PREFERRED FUTURE LAND USE MAP
COMPREHENSIVE PLAN

In order to implement the potential land use from mixed use to public lands for this area in the County, the future land use map in the Comprehensive Plan should be evaluated.

RECOMMENDATION

- » Comprehensive Plan, Future Land Use map, change from mixed use to public lands for the unincorporated areas located on the north side of highway 72 east of the Welton Reservoir.

LAND USE: PHASE 2

4.1

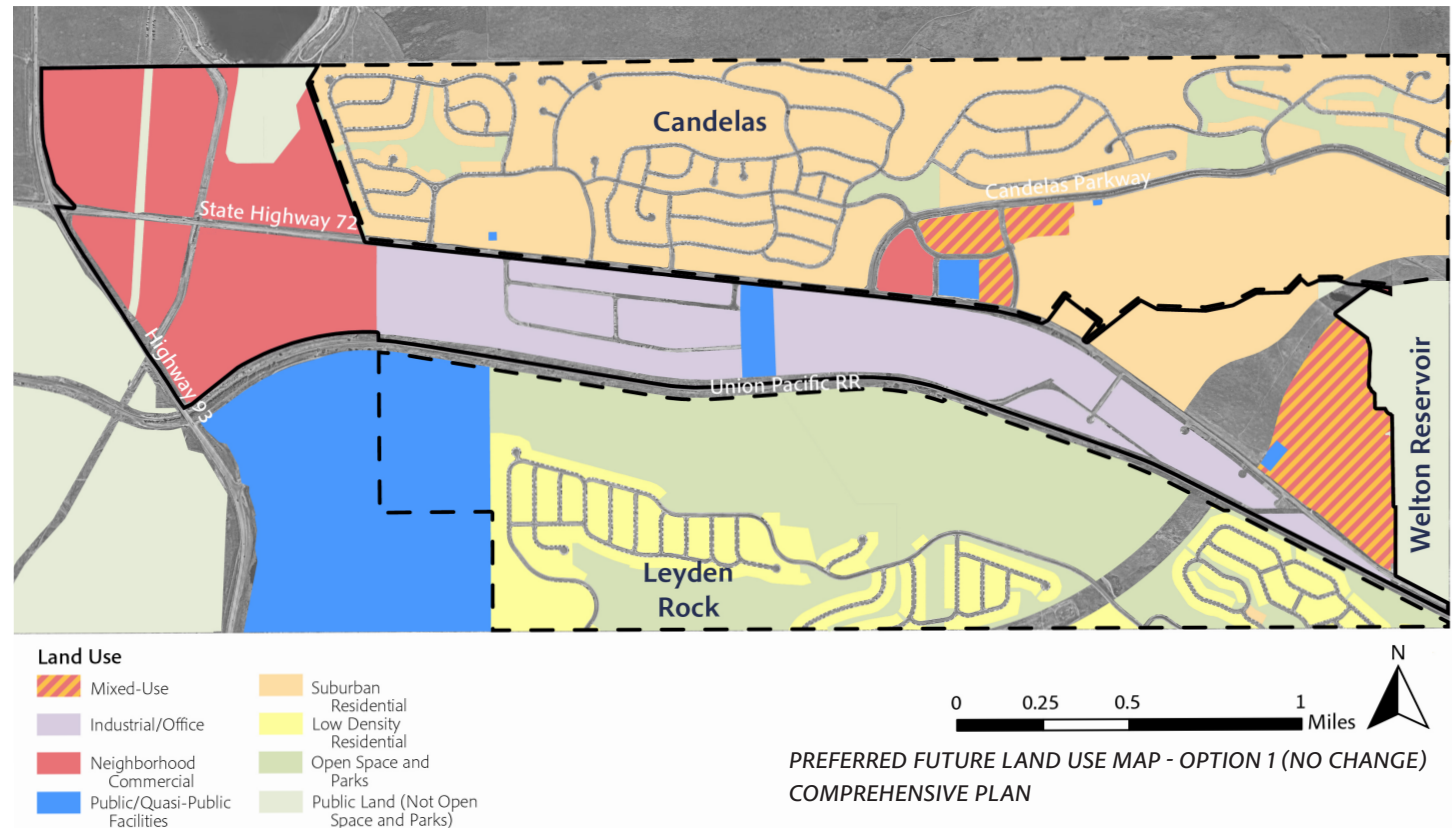
FUTURE LAND USE

PHASE 2

The existing land uses within the Phase 2 area are industrial, heavy industry, manufacturing, outdoor storage, major utilities and single family homes developed in both the City and Jefferson County.

Properties in the City are zoned General Commercial, Light Industrial and General Industrial. During the planning process, the community feedback for land use in the Phase 2 area was varied. The project plan participants responded that existing industrial zoning was not appropriate by a small margin (51%) and 49% responded maybe or yes that industrial zoning was appropriate. Whereas, Mixed Use had the highest response rate followed by Commercial and Light Industrial as the primary land uses the community would like considered for potential future development in the Phase 2 area.

The long-term effects of the coronavirus pandemic could boost industrial land uses as e-commerce continues to boom. E-commerce will be the biggest catalyst for both demand and change.



PREFERRED FUTURE LAND USE

Two future land use options for the Phase 2 area were evaluated by the community, Planning Commission and City Council in developing the recommendations of the plan.

Option 1 - No future land use change

Option 2 - Change future land use Industrial areas to Mixed Use

Option 1 was generally the preferred land use option for future development in this area.

RECOMMENDATION

- » **Support Future Land Use Option 1 with no change to industrial use areas within Phase 2 of the sub-area plan.**

CONNECTIVITY: PHASE 1

4.2

A goal of the plan is to identify and improve connectivity that serves all users with a focus on strengthening the existing network opportunities and safety.

OVERVIEW

The transportation and circulation network in and around the New Town Sub-area consists of a varied transportation system connected by regional highways, streets, sidewalks, bicycle and trail systems.

The regional transportation network and scattered underdeveloped properties along the system, creates challenges for non-vehicular connectivity within the plan area, across Indiana Street and Highway 72.

PHASE 1

The multimodal network in and around the sub-area has an extensive sidewalk and trail system for a diverse group of users. While there is an extensive multimodal network, sidewalks and multipurpose trails in the Phase 1 area (including horses), they are not continuous along Indiana Street and connecting streets. The missing sidewalk and multipurpose trail connections and gaps are primarily along frontages of properties that are vacant or underdeveloped in the City and Unincorporated Jefferson County.

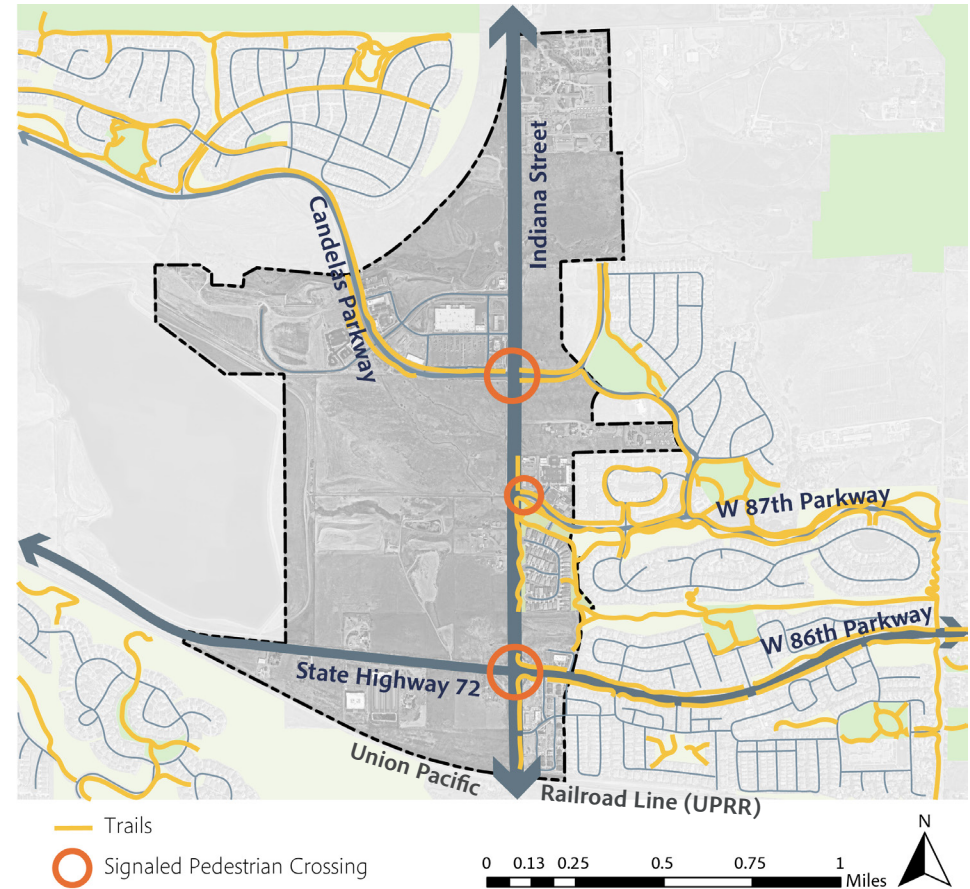
An important part of the multimodal system, as conveyed by the community during the planning process, is to have consistent connectivity to residential neighborhoods, commercial areas along Indiana Street, and to include a safe environment for all users.

A focus of the plan is to enhance the

sidewalk connections, identify potential trail connections, and improve safety.

The Indiana Street corridor and State Highway 72 serve as the primary street connectors for the Phase 1 area, surrounding communities and region. Indiana Street experiences occasional high volumes of traffic and bisects the sub-area creating a challenging barrier for multimodal pathways to cross without the use of signalized intersections. A partially constructed below grade multipurpose trail at Indiana Street and W. 87th Parkway is a planned connection across Indiana Street. The existing sidewalks and signalized intersections provide limited pedestrian and bicycle access to, from and within the Phase 1 area.

Phase 1 area includes properties located in Unincorporated Jefferson County and Highway 72 is a state highway controlled by the Colorado Department of Transportation (CDOT). Depending on location, street and multimodal improvements on Indiana Street or Highway 72 will require CDOT, Jefferson County and City infrastructure coordination. Any improvements of the Indiana Street and UPRR bridge overpass will also require Union Pacific Railroad coordination and approval. In addition, sidewalk and off-street trail improvements are determined at the time a property is developed or redeveloped.



RECOMMENDATION

- » Support street design and improvements for the UPRR bridge overpass on Indiana Street, through future funding opportunities, development and infrastructure planning.

CONNECTIVITY: PHASE 1 & PHASE 2

4.2

Potential Trails Map

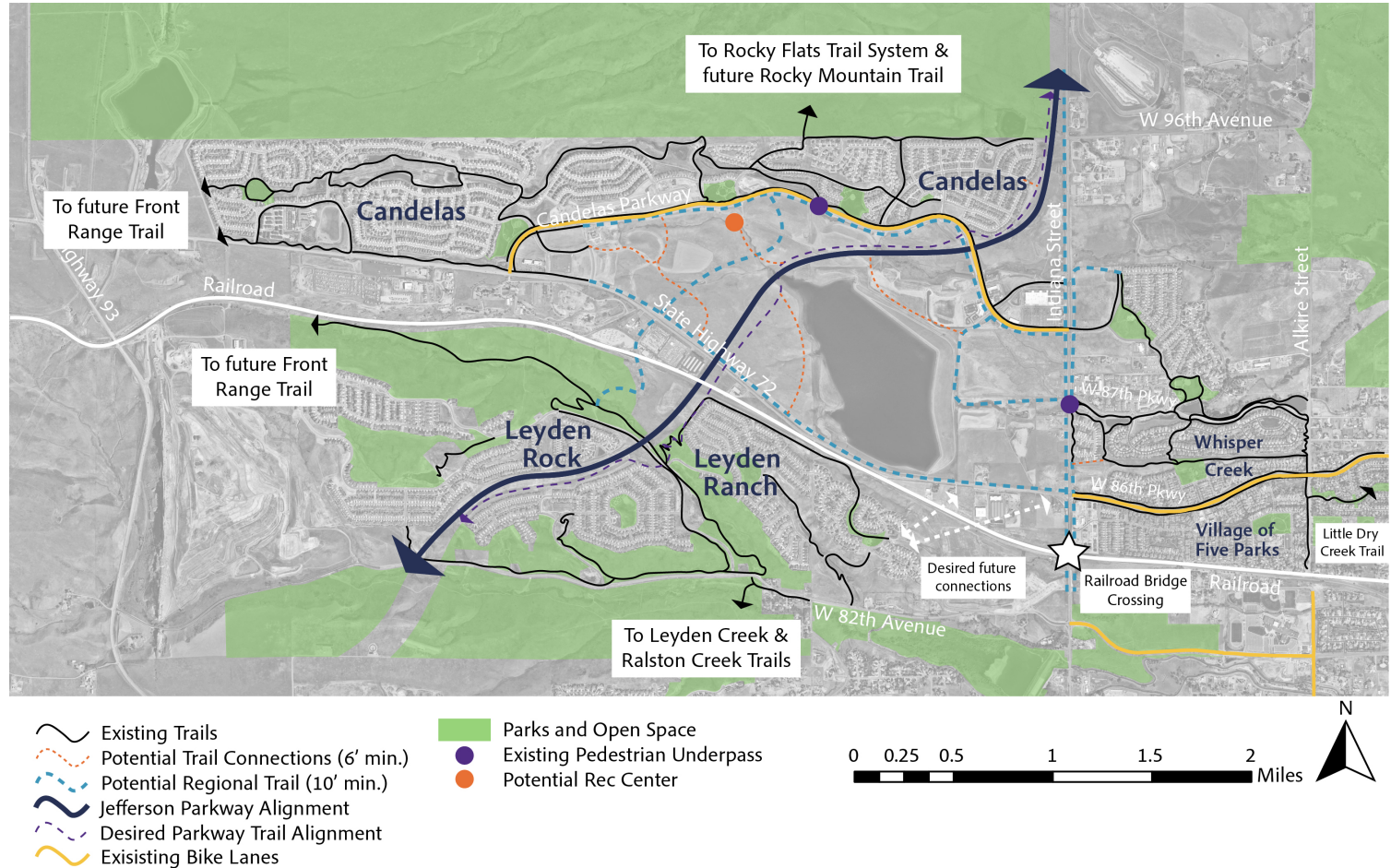
The existing trail system and identifying key locations to improve the multimodal network for the Phase 1 area was evaluated during the planning process.

A Potential Trails Map for potential trails and connections in the Phase 1 area was developed. Recognizing that the trail system serves the surrounding neighborhood and region, potential trails and connections for the area also shown on the map. Priority items for the Trails system are:

- Complete multi purpose trail connection at W. 87th Parkway and Indiana Street to the west
- Explore trail opportunities for underdeveloped areas
- Explore trail system from the Candelas community to Leyden community
- Support trail connectivity to future regional Front Range Trail

RECOMMENDATION:

- » **Street design and trail connectivity improvements for the multi-modal system implemented through future development and infrastructure planning.**



DESIGN: PHASE 1

4.3

PLACEMAKING - COMMERCIAL AND COMMUNITY PLACE

In response to initial community feedback wanting more local restaurants, shops and spaces to gather in the sub-area, a focus of the plan was to identify and find ways to create a sense of place with economic influence.

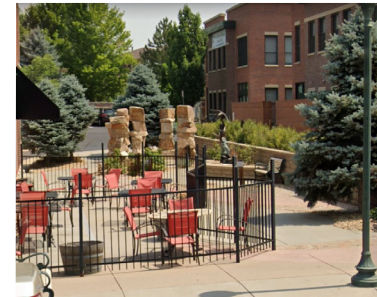
The project team used the term 'quality places' to determine placemaking opportunities in this area. Quality places are defined as active, unique locations or spaces that are visually attractive, interesting, people oriented and walkable with mixed uses. Placemaking elements such as fountains, plazas, parks, connectivity to amenities can create a community activated space that compliments and supports commercial and retail uses.

Common placemaking design elements include:

- Outdoor dining and recreational spaces
- Removed from heavy and fast traffic
- Pedestrian refuge
- Connected to a trail system - easy access for pedestrians and cyclists
- Active and unique commercial spaces with limited office
- Creation of a draw, destination, or hub space



Community "Placemaking" Word Cloud

COMMERCIAL WITH COMMUNITY PLACE EXAMPLES**Five Parks, Arvada, Colorado**

Design Elements:

- Retail first floor with mixed uses on upper stories
- Parking behind buildings
- Connected by plazas and to neighborhood trails and parks
- Public space for events and an amphitheater
- Amenities including tree lined walkways, pedestrian-only alleys, outdoor dining, lighting, public art
- Furnishing and placemaking elements add to the "eyes on the street", make the space feel safe and inviting for visitors

Bradburn, Westminster, Colorado

Design Elements:

- Development offers distinct neighborhoods including pedestrian-friendly downtown commercial center
- Designed to be a place where people can live and work while retaining traditional neighborhood characteristics
- Focused on efficient land use with schools parks, retail and neighborhood services

CoorsTek, Golden Colorado

- Proposed Mixed Use walkable district with connectivity to surrounding communities

DESIGN: PHASE 1

4.3

PHASE 1

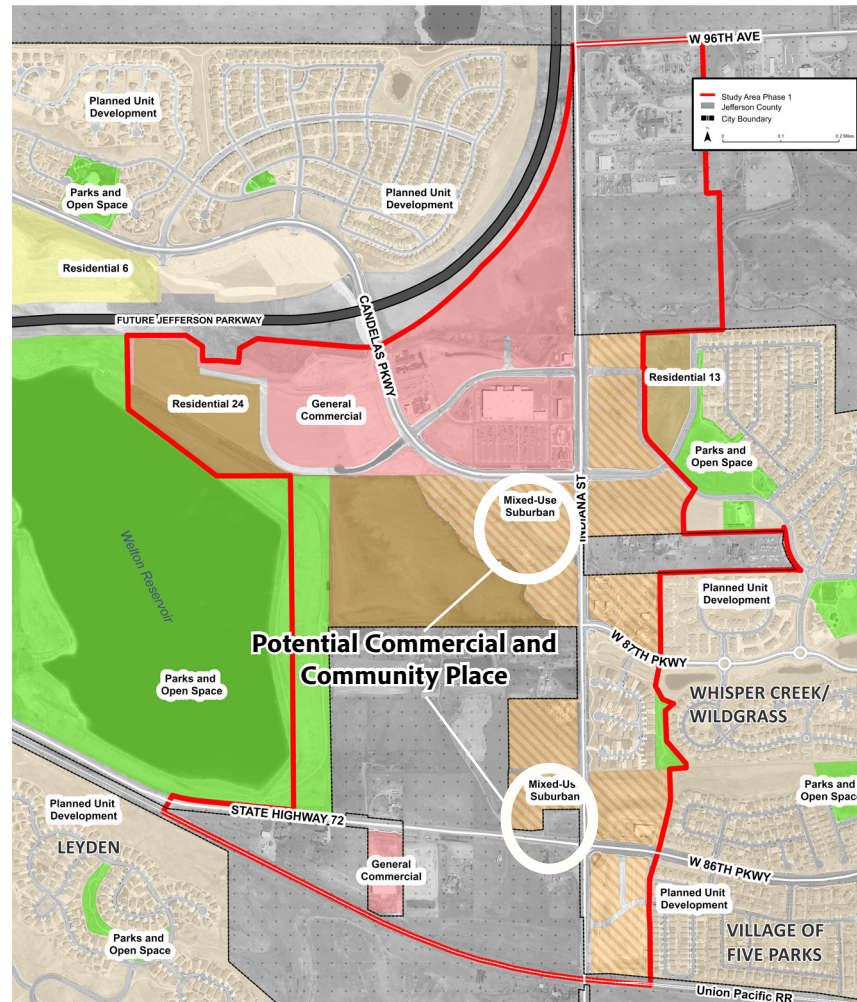
During the planning process, the community participants expressed a desire for more neighborhood focused commercial and retail uses within the Phase 1 area. A new commercial and community place could be developed in the existing General Commercial and Mixed-Use Suburban zone districts along the Indiana Street corridor.

Potential Commercial and Community Place

A survey early in the process requested the community to identify appropriate locations for a commercial and community place development. The top three locations identified by community were included in a subsequent survey.

The community participants responded with the best option for a potential commercial and community space development at the southwest corner of Indiana Street and Candelas Parkway and secondly, at the northwest corner of Indiana Street and W. 86th Parkway. The third option location generally located at the southwest corner of Candelas Parkway and W. 91st Avenue was not considered further as it is currently under construction for the Candelas Medical Office development.

In order to implement the desired commercial with community space type of development, future developments at the southwest corner of Indiana Street and Candelas Parkway and northwest area of Highway 72 and Indiana Street should be considered for this type of development.



RECOMMENDATION:

- » The overall design and elements to create a commercial development with community space(s) should be considered with new development projects at the southwest corner of Indiana Street and Candelas Parkway; northwest area of Highway 72 and Indiana Street; and within the sub-area.

A Streetscape Design with landscaping options along primary street corridors are designed to improve the pedestrian and vehicular experience.

STREETSCAPE

PHASE 1

A Streetscape Design with landscaping options along primary street corridors are designed to improve the pedestrian and vehicular experience.

The streetscape design for the Phase 1 area includes natural features (i.e. tree lawn, planting, xeriscape) with multi-purpose paths separated from the street to enhance the pedestrian experience and improve safety. The streetscape design is consistent and complements existing developments along Highway 72 and Indiana Street.

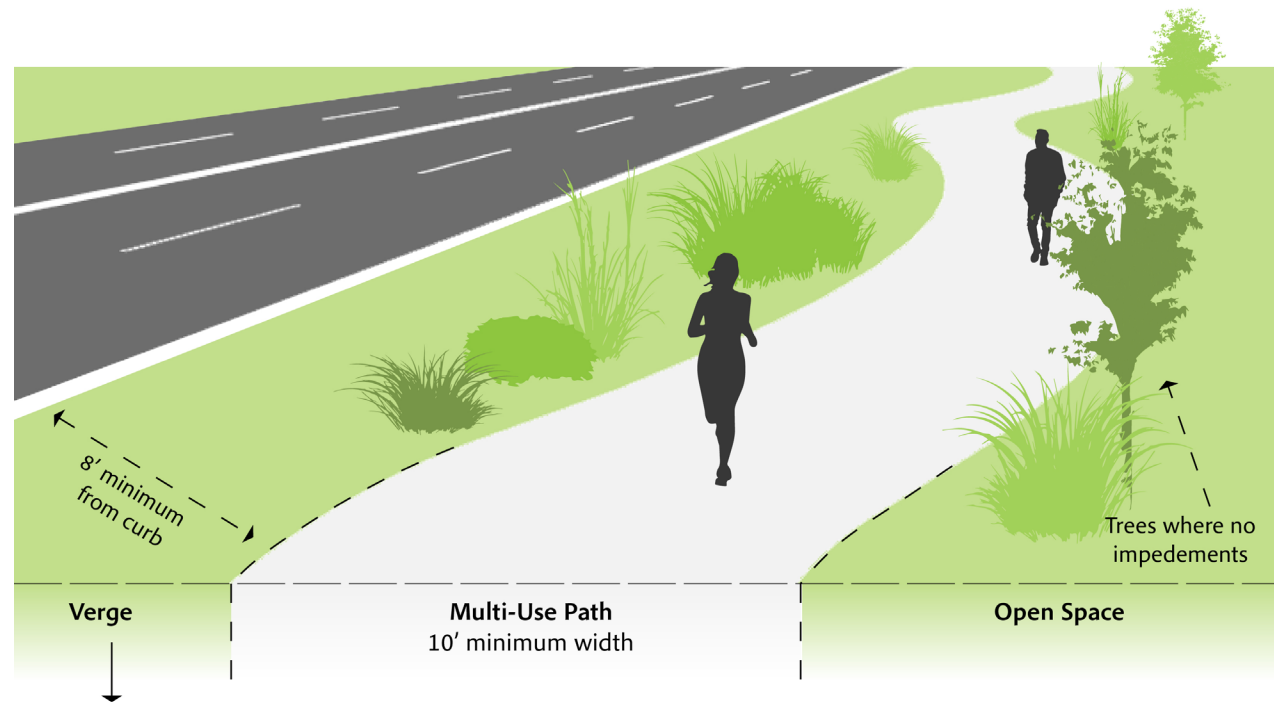
Three landscape options for the streetscape allows flexibility of verge and open space design elements appropriate for street frontage of future development.

Potential streets for this Streetscape Design and within the Phase 1 Area include:

- Highway 72
- Indiana Street

RECOMMENDATION:

- » Evaluate engineering standards to accomplish the streetscape design.



Landscaping Options

1. Preferred

- Low grow seed mix with 50% wildflower mix
- Mowed, maintained, and irrigated

2. Non-prescriptive

- Taller ornamental grasses with short grass and low grow shrubs

3. True Xeriscape

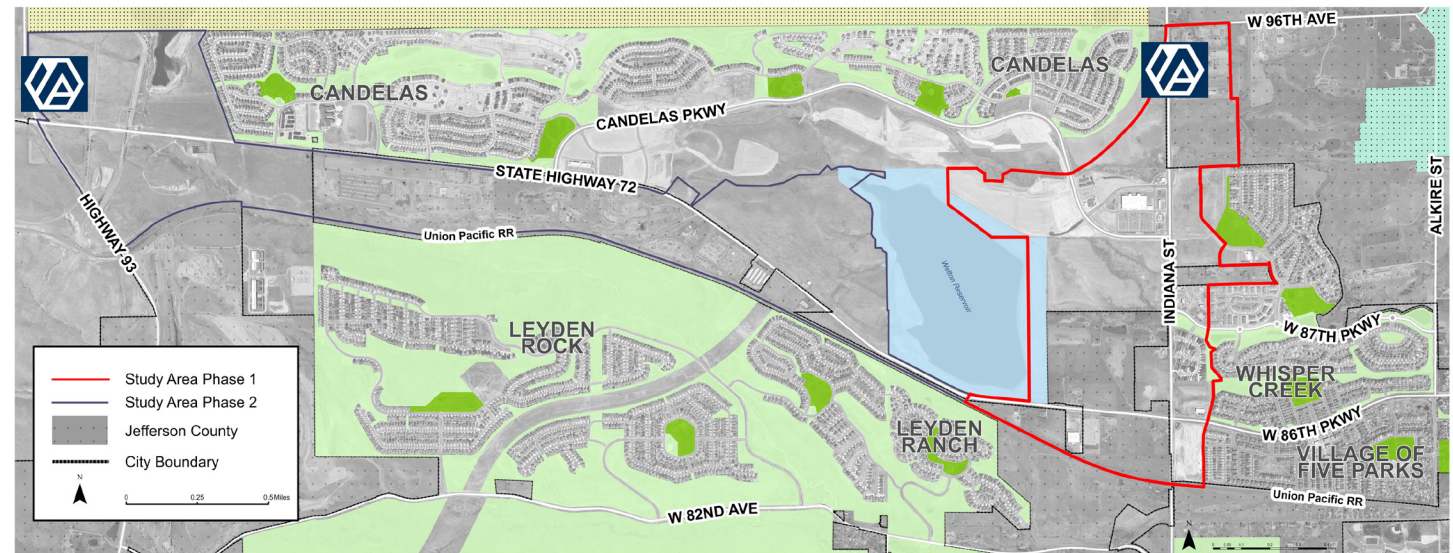
- Rock with 75% vegetative cover
- Mix of ornamental grasses and shrubs

Roadway widths vary - Streetscape design begins from street curb

DESIGN: PHASE 1 & PHASE 2

4.3

GATEWAY

**PHASE 1 and PHASE 2**

During the community engagement process, several members of the community in northwest Arvada indicated they feel disconnected from the rest of the City and would like to identify this area as part of Arvada.

Currently there is no formal signage when entering the City in this area and the sub-area team has identified several potential entry sign locations on Indiana Street and near Highway 93. The community responded in support of City entry signage at these locations.

RECOMMENDATION:

- » The preferred city entry sign locations should be considered with new development projects.

INFRASTRUCTURE

City Council has provided strategic direction to the Infrastructure work system to complete master plans for water, wastewater, and storm infrastructure by 2023. These plans provide staff with a road map to prioritize work that needs to be done in our water/wastewater systems and the master plans are being used to plan work for immediate, short-term and longer-term needs.

The ongoing analysis of infrastructure needs and master plan results will guide future redevelopment.

RECOMMENDATION:

- » Infrastructure will be evaluated at the time of new development or redevelopment.

SUSTAINABILITY

City Council has provided strategic direction to incorporate conservation, sustainability and resiliency planning in response to environmental resources and climate change. Resiliency refers to the ability of a community to respond, adapt, and recover in a sustainable way in response to the impacts of environmental and climate change.

In addition to infrastructure master plans, sustainable practices such as more green space area, multimodal connectivity, landscape planning and others have been considered in the development of this plan.

RECOMMENDATION:

- » Conservation and sustainability will be evaluated at the time of new development or redevelopment.

Chapter 5

IMPLEMENTATION

The implementation strategies of the plan were developed through stakeholder, technical expert and community feedback during the plan development process.

The implementation strategies in this chapter are intended to help realize the vision for the sub-area through action items from the plan recommendations and are intended to be specific, yet flexible in order to achieve the vision for each focus element through different methods, when funding is available, or at a time when the political and economic climate best support them.

IN THIS CHAPTER

5.1 Implementation Strategy and Matrix

IMPLEMENTATION STRATEGY & MATRIX

5.1

These implementation strategies are designed to realize the community's vision for the Northwest Arvada Sub-area through the successful completion of plan elements through implementation of recommendations included in this plan.

IMPLEMENTATION MATRIX

The action items are numbered and organized by the plan focus elements. Key stakeholders are suggested responsible parties and also identify potential champions and partnerships. The implementation time frame anticipates how long it will take to fully complete implementation of the listed action item, but does not prohibit the action item from being started or finished at an earlier time.

ITEM NO.	ACTION ITEM	FOCUS ELEMENT	PHASE AREA	KEY STAKEHOLDERS	TIME FRAME
1	Change Comprehensive Plan Future Land Use Map from Mixed Use to Public Land for unincorporated areas located on the north side of Highway 72 east of the Welton Reservoir	Land Use	One	City of Arvada, Consolidated Mutual Water District (CMWD)	Plan Adoption
2	Maintain Industrial Use areas in Phase 2 area	Land Use	Two	City of Arvada, private property owners	
3	Complete the multipurpose trail connection at W. 87th Parkway and Indiana Street to the west	Connectivity	One	City of Arvada, private property owners	Short and Mid Term: (1-5 years)
4	Explore trail opportunities for underdeveloped areas	Connectivity	One and Two	City of Arvada, Jefferson County, private property owners, Union Pacific Railroad (UPRR), Colorado Dept. of Transportation (CDOT), Jefferson Parkway	Mid Term: (3-5 years)
5	Trail system from the Candelas community to Leyden community	Connectivity	Two	City of Arvada, Jefferson County, private property owners, UPRR, CDOT, Jefferson Parkway	Mid Term: (1-5 years)
6	Trail connectivity to future regional Front Range Trail	Connectivity	Two	City of Arvada, Jefferson County, private property owners, UPRR, CDOT	Ongoing
7	Street design and trail connection improvements for multimodal system through future development and infrastructure planning	Connectivity	One and Two	City of Arvada, Jefferson County, private property owners, UPRR, CDOT, Jefferson Parkway	Ongoing
8	Support street design and improvements at the UPRR bridge overpass on Indiana Street, through future funding opportunities, development and infrastructure planning.	Connectivity	One	City of Arvada, Jefferson County, private property owners, UPRR, and CDOT	Ongoing

ITEM NO.	ACTION ITEM	FOCUS ELEMENT	PHASE AREA	KEY STAKEHOLDERS	TIME FRAME
9	Commercial with community space type of development at southwest corner of Indiana Street and Candelas Parkway	Design - Placemaking	One	City of Arvada, private property owners	Short and Mid Term: (1-5 years)
10	Commercial with community space type of development at northwest area of Highway 72 and Indiana Street	Design - Placemaking	One	City of Arvada, private property owners	Short and Mid Term: (1-5 years)
11	Consider commercial with community space type of development for future development or redevelopment within the sub-area	Design - Placemaking	One	City of Arvada, private property owners	Ongoing
12	Evaluate engineering standards for Streetscape design on Highway 72 and Indiana Street	Design - Streetscape	One and Two	City of Arvada, Jefferson County, CDOT	Short Term: (1-3 years)
13	Consider city entry sign locations at Highway 93 and W. 96th Avenue and Indiana Street with new development projects	Design - Gateway	One and Two	City of Arvada, private property owners	Ongoing
14	Evaluate infrastructure needs at time of new development or redevelopment	Infrastructure	One and Two	City of Arvada, private property owners	Ongoing
14	Evaluate conservation and sustainability methods at time of new development or redevelopment	Sustainability	One and Two	City of Arvada, private property owners	Ongoing

COMMUNITY ENGAGEMENT OVERVIEW

Community Open House #1

In accordance with safety protocols associated with the COVID-19 pandemic, the first Community Open House was held at the Whisper Creek City Park in October 2020. This meeting served as a kick'-off meeting, an opportunity for the public to learn about the sub-area plan elements, planning process and intent of the sub-area plan. Online promotional resources and social media were used to promote the open house.

Community Open House #2

Due to health and safety protocols of the COVID-19 pandemic, the second Community Open House Meeting was held virtually in March, 2021 and community members virtually attended. The virtual meeting was an opportunity to report common themes from the first open house, present existing conditions, solicit area opportunity and challenge feedback, and poll appropriate land use preferences. A follow up survey asking for area opportunity, challenge and land use preference input from the community was also provided on the City Speak Up Arvada platform. The results of this meeting and survey was provided to the technical review and steering committees and offered an additional opportunity for stakeholder input.

Community Open House #3

The third Community Open House in July 2021, served as an opportunity for the public to explore options and provide further feedback on potential commercial and community place, connectivity, potential trail network, and placemaking. A subsequent Speak Up Arvada survey with the open house questions and opportunity for comments allowed additional community feedback. The results of this meeting and survey was provided to the technical review and steering committees and offered an opportunity for stakeholder input.

Community Open House #4

A fourth in-person Community Open House to present the draft plan recommendations was held in July 2022. The results of the open house were presented at Planning Commission and City Council workshops in August 2022 and feedback was used to develop the draft final plan.

Community Open House Presentations and Comments

Visit arvada.org/new-town-sub-area-plan for Community Open House presentations and participant responses.

COMMUNITY ENGAGEMENT SUMMARY

During the community engagement process, (we heard) the public expressed the following summarized comments that are categorized by topics. The public and committee input and comments were used to guide and develop the sub-area plan.

Comments

An overview of the community comments during the development of the plan are summarized and organized into the following topics that were used to develop the plan elements and recommendations.

Land Use and Design

- Neighborhood focused retail and commercial uses like restaurants in the area
- More affordable housing options
- More open space, parks, trails and community amenities
- Mixed opinions about the scale of future residential development
- Reduce Industrial Uses in Phase 2 area
- Create a place people want to live within, want to come to and want to experience.
- Protect views

Transportation and Connectivity

- Improve traffic congestion, signalization and street infrastructure to support existing development and future growth.
- More pedestrian and bike trails
- Pedestrian and bike access and connectivity along Indiana Street
- Widen railroad bridge on Indiana Street.
- Public transportation alternatives

Miscellaneous

- Water resource management, sustainability and drought impact concerns for landscaping and development
- Reduce light pollution
- Infrastructure to support current and future development.
- Community identity as part of Arvada

COMMUNITY ENGAGEMENT SUMMARY**Survey and Meeting Presentation Overview*****Placemaking - Phase 1*****What is Placemaking?**

- Create a sense of place defined as 'quality places' that are active, unique locations, interesting, visually attractive, people-friendly, safe, and walkable with mixed uses.
- Community neighborhood amenities and gathering places
- Placemaking and quality spaces
- Need for commercial and community place
- Community identity as part of Arvada
- Community strongly supported the installation of City entry signage at near Highway 93 and Highway 72 and north city boundary at Indiana Street and W.. 96th Avenue

What placemaking means to Northwest Arvada?***City Entry Locations***

- Several members of the community in northwest Arvada have expressed that they feel disconnected from the rest of the City and it would be beneficial to identify this area as part of the City with signage.
- Two potential entry locations for signage were identified and the installation of the signage in these locations was strongly supported by the community.

Connectivity - Phase 1***Existing and Potential Trail System***

- Pedestrian and bike trails throughout this area to better connect to existing neighborhoods and future development
- Pedestrian safety concerns and need for connections along Indiana Street
- Improve nonvehicular connectivity across Indiana Street and Highway 72
- Need for nonvehicular connection from Candelas to Leyden Rock

New Town Sub-Area Plan and Northwest Arvada Sub-Area Plan

City Council Workshop
April 10, 2023



We Dream Big and Deliver

Sub-Area Planning

- "Sub-Area Plans" focus on targeted areas around the City as part of the implementation of the Comprehensive Plan and Land Development Code (LDC)
- Sub-area Planning helps to create a long term vision for future development and redevelopment in a specific geographic area.
- Includes stakeholder committees, Planning Commission and City Council workshops, as well as multiple public input opportunities

New Town and Northwest Arvada Sub-Area Plan Timeline

WE'RE HERE - Draft Plan



New Town and Northwest Arvada Sub-Area Plans - Project Overview

- Projects initiated in 2020
- Relevant City Plans - Comprehensive Plan; Arvada Transit Station Framework Plan; A Vision for New Town Arvada, ULI Report; Candelas Retail Study; Park System Master Plan; Bicycle Master Plan; and others
- Community Engagement and Stakeholder Participation
 - Technical Advisory Committee - 3 meetings
 - Stakeholder Advisory Committee - 3 meetings
 - Community Open Houses - One virtual and 3 in-person
 - Online Community Surveys - 2 Speak Up Arvada surveys
- Draft Plan Review and Comment Period - 30 days



New Town Sub-Area Plan



Create a vision and implementation plan for the New Town area to encourage, promote and support cohesive and resilient development. Create a vibrant, connected mixed-use urban community compatible with the adjacent residential neighborhoods and compliments Olde Town.

New Town Sub-Area Plan

Study Area

.40 Square Mile (258.5 Acres)

Influence Area

.77 Square Mile (492.8 Acres)

Focus Elements

Land Use

Parking

Views

Connectivity

Design

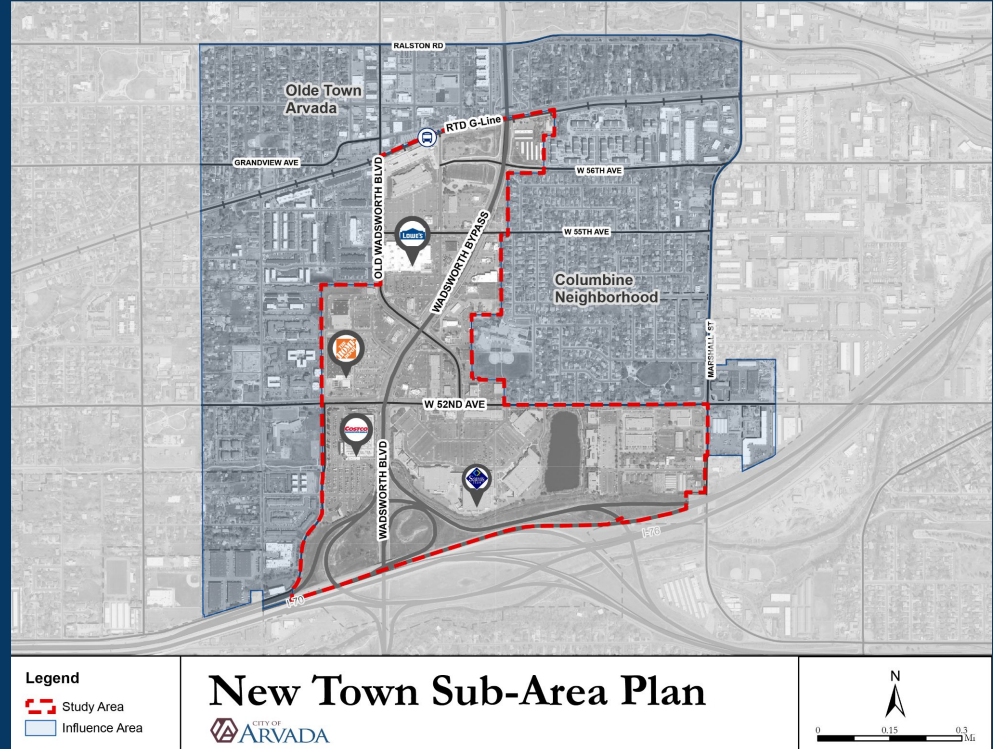
Architecture

Placemaking - Small Urban Parks

Streetscape

Infrastructure

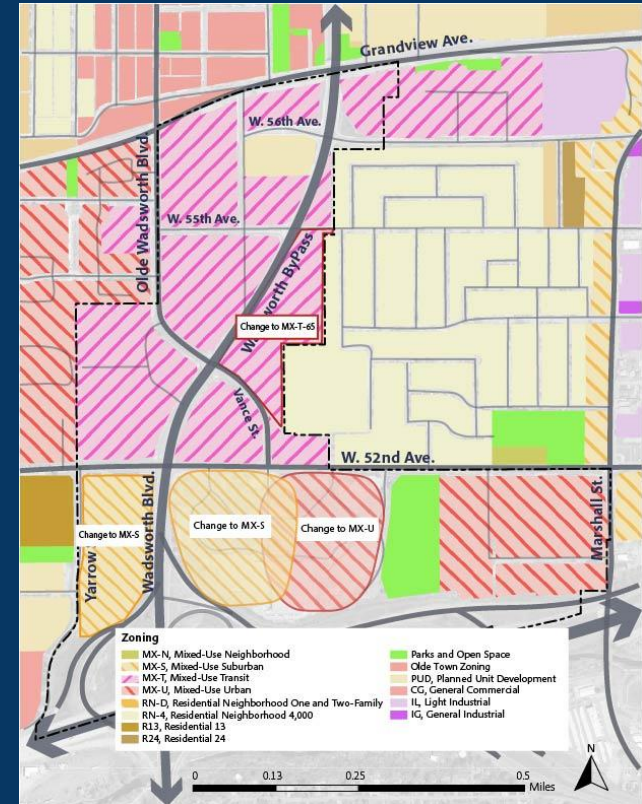
Sustainability



New Town Sub-Area Plan Preferred Land Use

- Change MX-T 80' to MX-T 65'
East side of Wadsworth Bypass between W 53rd Ave to W 55th Ave
- Change MX-T 120' to MX-S 120' and/or MX-U 120'
SE corner of Wadsworth Blvd and W. 52nd Ave
- Change MX-T 80' to MX-S 80'
SW corner of Wadsworth Blvd and W. 52nd Ave
- Encourage higher density multi-family and affordable housing residential development

Preferred Land Use (Zoning)



New Town Sub-Area Plan

Parking & Views

- Encourage reduced parking for infill development of mixed use development
- Each development evaluated for reduced parking requirements
- Increase parking efficiency through a “managed parking” strategy
- Preserve views from Olde Town Station Transit Platform/Plaza important from this location to view corridors to the south



View Corridors From Olde Town Station Platform/Plaza

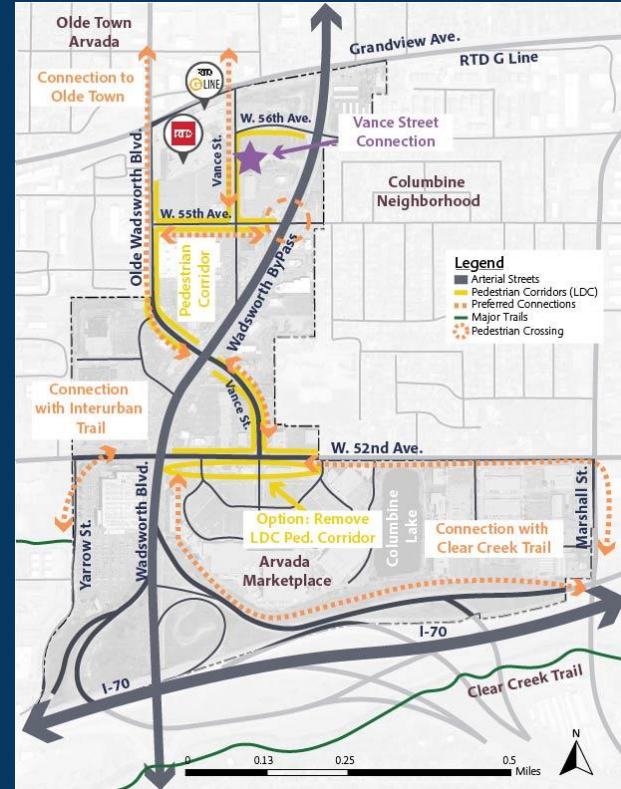


New Town Sub-Area Plan

Connectivity

- Work with the CDOT to evaluate improved pedestrian crossings along Wadsworth Bypass including the intersection of W. 55th Avenue
- Remove southside of W. 52nd Avenue from the Land Development Code (LDC) pedestrian priority street designation
- Potential street design and trail connections to be implemented through future redevelopment and infrastructure planning

Potential Pedestrian and Trail Connectivity

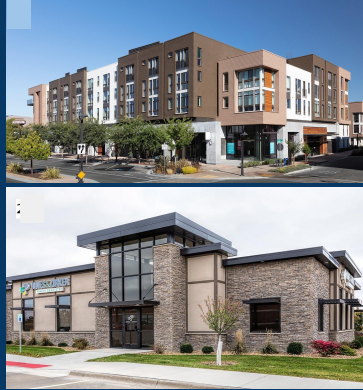


New Town Sub-Area Plan

Design - Architecture and Placemaking/Small Urban Parks

- Develop architectural guidelines to address preferred design within the sub-area
- Potential small urban park general locations considered with new development and redevelopment projects

Preferred Architectural Design



Potential Small Urban Parks

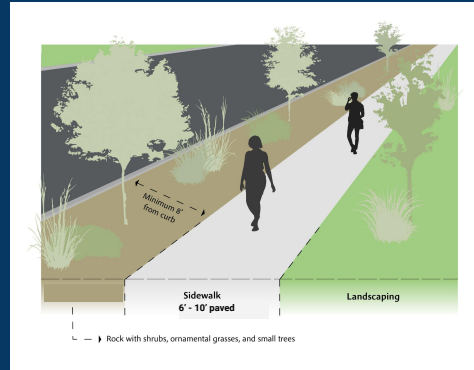


New Town Sub-Area Plan

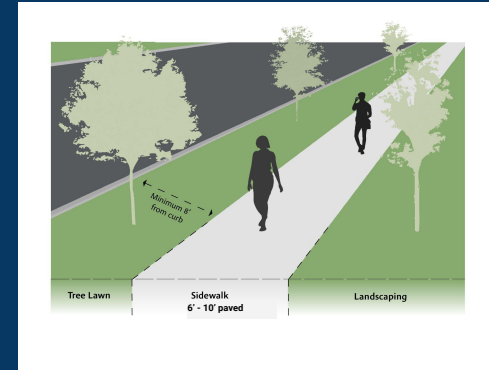
Design - Streetscape

- Evaluate engineering standards to accomplish the potential streetscape design options
- Streetscape Option A preferred design for non Pedestrian Priority Streets
- Streetscape Option B preferred design for Pedestrian Priority Streets identified in LDC

Preferred Streetscape Options
Option A



Option B

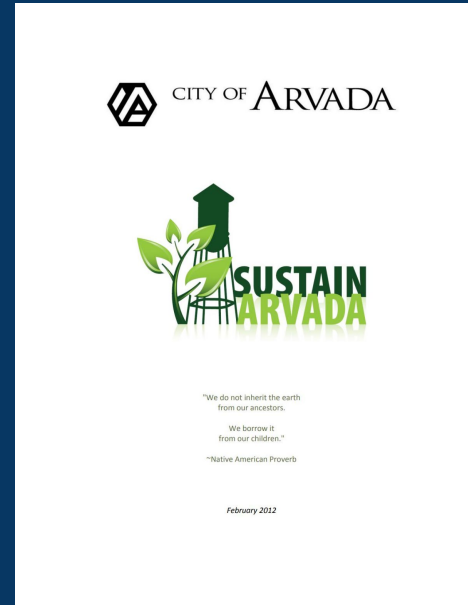


Street widths vary - Streetscape design begins at street curb

New Town Sub-Area Plan

Infrastructure and Sustainability

- Infrastructure and Sustainability evaluated at time of new development or redevelopment



New Town Sub-Area Plan

Community Draft Plan Comments - Summary

Land Use and Redevelopment

- Support promotion of diverse housing and housing options (mixed use)
- Concern with future non-cohesive development in the area lacking high-quality urban design and connectivity
- No more growth in this area and City

Parking

- Incorporate parking management strategies
- Support appropriate reduction of parking in commercial areas

Connectivity

- Support the improvement of non vehicular connectivity and safety
- Need to improve area connectivity with alleys, streets or access easements through future developments in the area
- Need more pedestrian connectivity within and to the west of the sub-area

Miscellaneous

- Noise concerns along I-70 and Wadsworth Boulevard

New Town Sub-Area Plan Implementation

Implementation Matrix

- Action Item
- Focus Element
- Key Stakeholders
- Anticipated Timeline

ITEM NO.	ACTION ITEM	FOCUS ELEMENT	KEY STAKEHOLDERS	TIME FRAME	ITEM NO.	ACTION ITEM	FOCUS ELEMENT	KEY STAKEHOLDERS	TIME FRAME
1	Change Zoning Map Zone District MX-T 120' to MX-S 120' and/or MX-U 120' for area located at southeast corner of W. 52nd Avenue and Wadsworth Boulevard known as Arvada Marketplace development	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)	9	Remove the south side of W. 52nd Avenue east of Wadsworth Parkway from the Pedestrian Priority Street Designation in the Land Development Code	Connectivity	City of Arvada	Short Term: (0-3 years)
2	Change Zoning Map Zone District MX-T 120' to MX-S 120' and/or MX-U 120' for area located at southeast corner of W. 52nd Avenue and Wadsworth Boulevard known as Arvada Marketplace development	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)	10	Consider street design and multi-modal trail connections within the sub-area plan at the time of redevelopment, new development and infrastructure planning	Connectivity	City of Arvada, private property owners, CDOT	Ongoing
3	Change Zoning Map Zone District MX-T 65' to MX-S 65' southwest corner of W. 52nd Avenue between Wadsworth Boulevard known as Costco development	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)	11	Continue work with the Colorado Department of Transportation (CDOT) to improve pedestrian crossings along Wadsworth Bypass including the intersection at W. 55th Avenue.	Connectivity	City of Arvada, CDOT	Ongoing
4	Focus study and explore Land Development Code modifications to develop methods to encourage higher density multi-family and affordable housing residential development in the sub-area	Land Use and Redevelopment	City of Arvada, private property owners	Short Term: (0-3 years)	12	Develop specific Architectural Design Guidelines or Land Development Code regulations to implement the preferred architectural design in the sub-area	Design-Architecture	City of Arvada,	Mid Term: (3 - 5 years)
5	Encourage reduced parking for infill development of mixed use type developments	Parking	City of Arvada, private property owners	Ongoing	13	Consider preferred small urban park locations with new development or redevelopment	Design-Placemaking	City of Arvada, private property owners	Ongoing
6	Evaluate reduced parking requirements at time of redevelopment or new development	Parking	City of Arvada, private property owners	Ongoing	14	Evaluate engineering standards for Streetscape design within the sub-area	Design-Streetscape	City of Arvada, private property owners, CDOT	Ongoing
7	Increase parking efficiency through a "managed parking" strategy including parking limits, paid parking, and validation systems	Parking	City of Arvada, private property owners	Ongoing	15	Consider Streetscape Design Option A for Non Pedestrian Priority Streets with new development or redevelopment	Design-Streetscape	City of Arvada, private property owners, CDOT	Ongoing
8	Preserve views from Old Town Station Transit Platform/Plaza important from this location to the south	Views	City of Arvada, private property owners	Ongoing	16	Consider Streetscape Design Option B for Pedestrian Priority Streets with new development or redevelopment	Design-Streetscape	City of Arvada, private property owners, CDOT	Ongoing
					17	Evaluate infrastructure needs at time of new development or redevelopment	Infrastructure	City of Arvada, private property owners	Ongoing
					18	Evaluate conservation and sustainability methods at time of new development or redevelopment	Sustainability	City of Arvada, private property owners	Ongoing

Northwest Arvada Sub-Area Plan



Create a vision and implementation plan to encourage, promote and support cohesive and resilient/adaptable development with the existing and developing communities in the northwest area of the City.

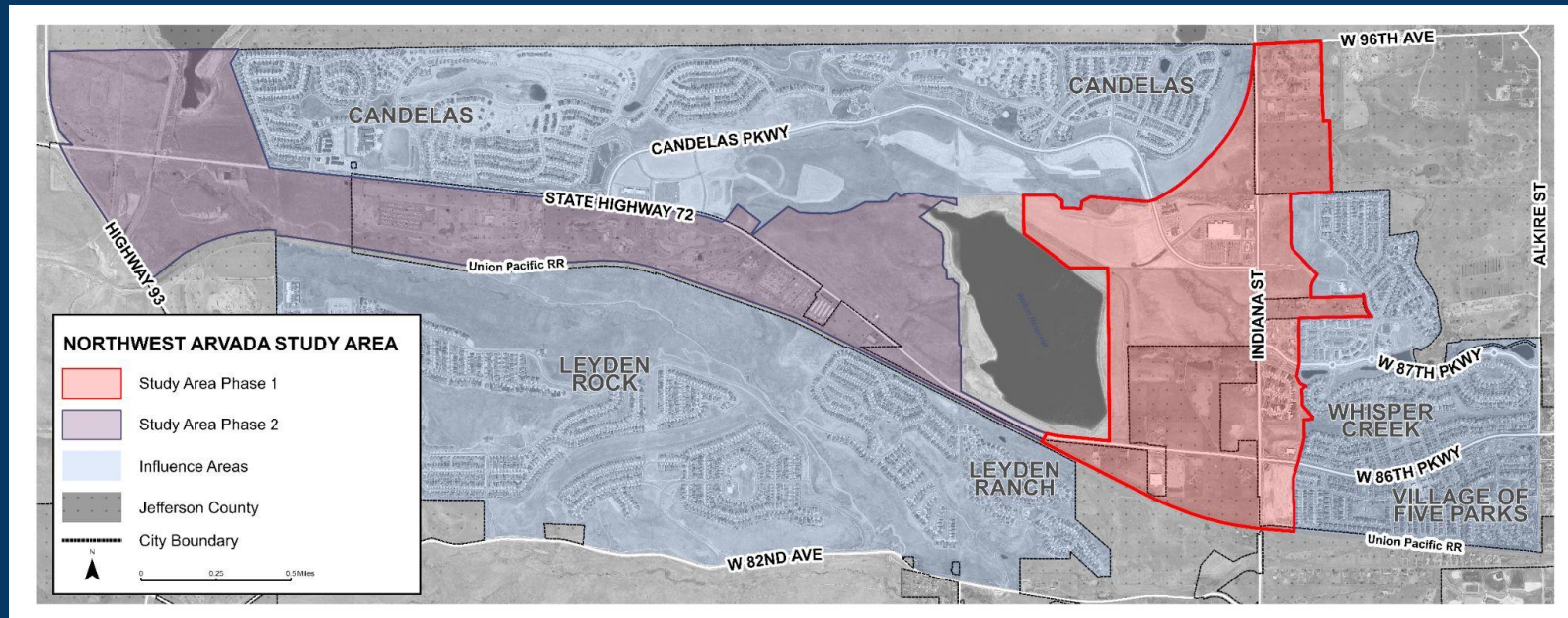
Northwest Arvada Sub-Area Plan

PHASE 2

Focused along Hwy 72 between
Welton Reservoir and Hwy 93

PHASE 1

Focused on Indiana Street between
W 96th Ave and Union Pacific RR



Northwest Arvada Sub-Area Plan

Phase 1 Area

.92 Square Mile (587 Acres)

Phase 2 Area

1.1 Square Mile (696 Acres)

Focus Elements

Land Use

Connectivity

Potential Trail System

Design

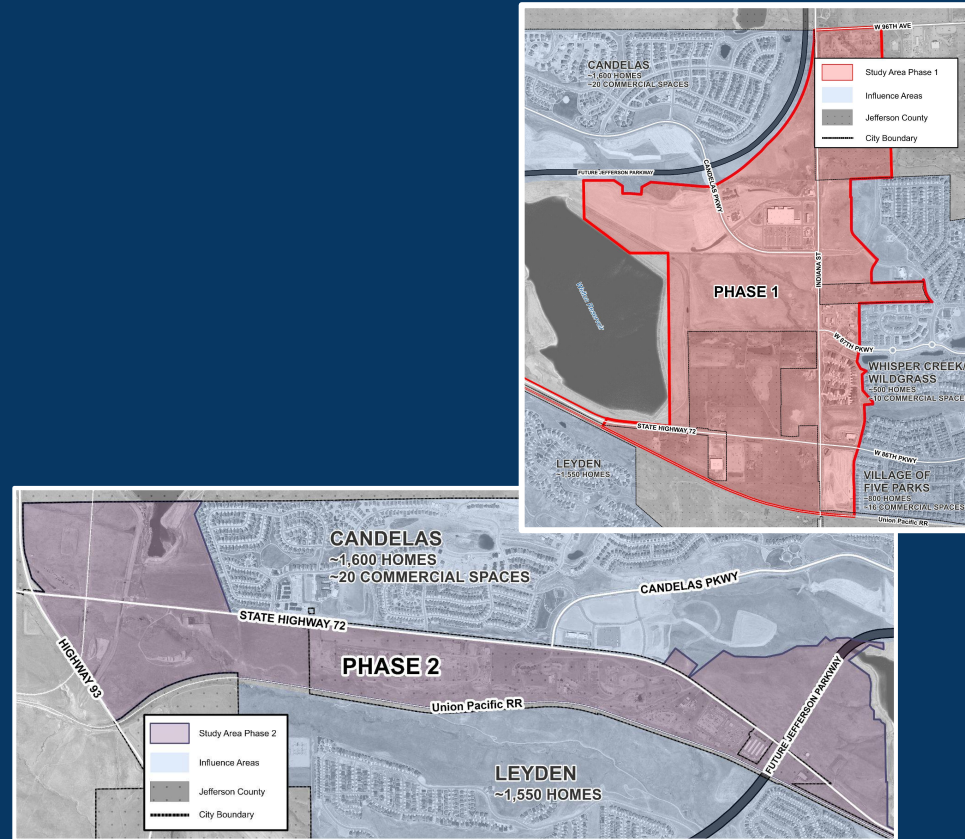
Placemaking

Streetscape

Entrance Gateway

Infrastructure

Sustainability

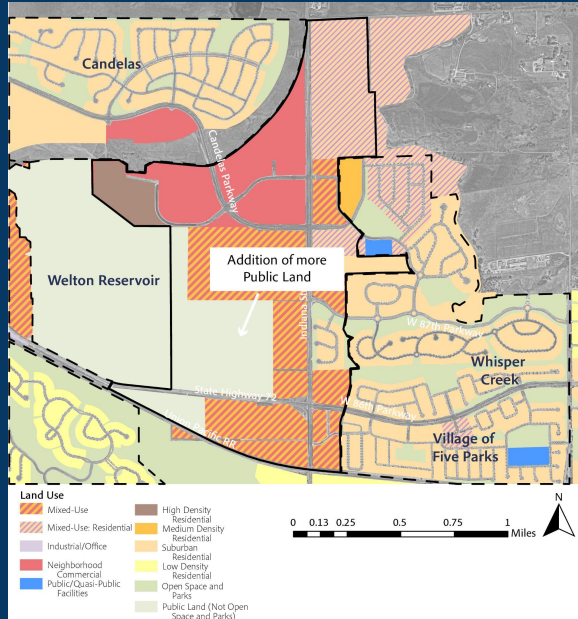


Northwest Arvada Sub-Area Plan

Phase 1 & Phase 2 - Preferred Land Use

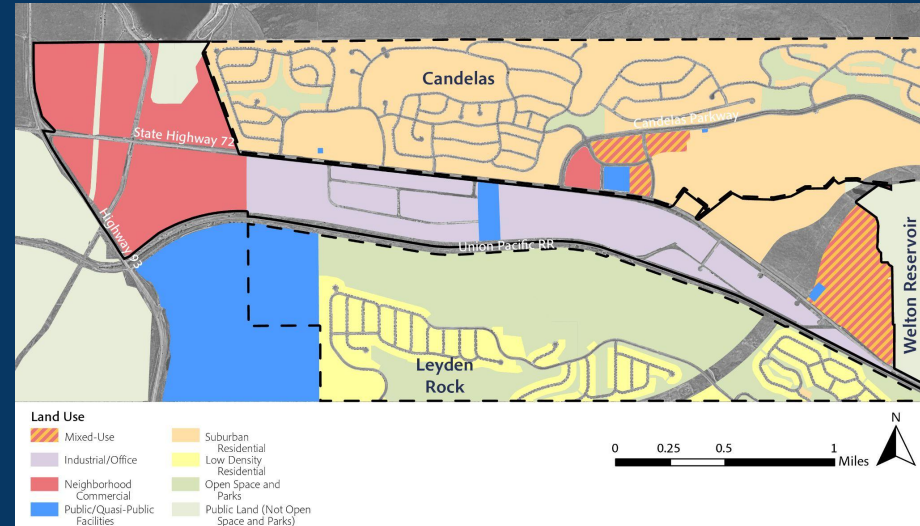
Phase 1

Preferred Future Land Use (Comprehensive Plan)



Phase 2

Preferred Future Land Use (Comprehensive Plan)



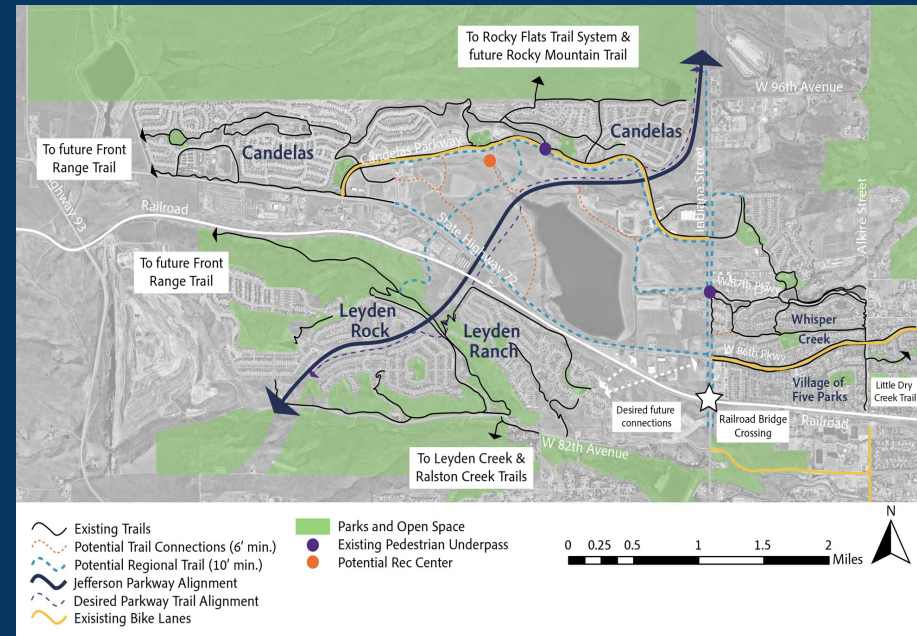
No Future Land Use Change

Change Mixed Use to Public Land on Comprehensive Plan Future Land Use Map

Northwest Arvada Sub-Area Plan

Phase 1 and Phase 2 - Connectivity: Street and Potential Trail System

- Support street design and street improvements for the Union Pacific Railroad bridge overpass and Indiana Street through future funding, development and infrastructure planning
- Support street design and trail connectivity improvements for the multi-modal system through future development and infrastructure planning



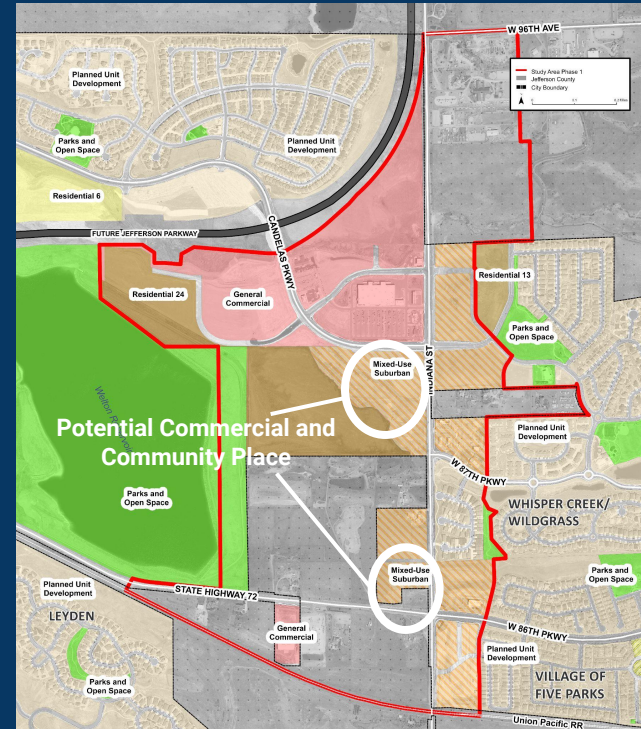
Northwest Arvada Sub-Area Plan

Phase 1 - Design: Placemaking

Potential Commercial and Community Place

Overall design and elements to create commercial with community place(s) considered with new development projects at

- o SW corner of Indiana Street and Candelas
- o NW corner of Highway 72 and Indiana Street
- o Within the sub-area

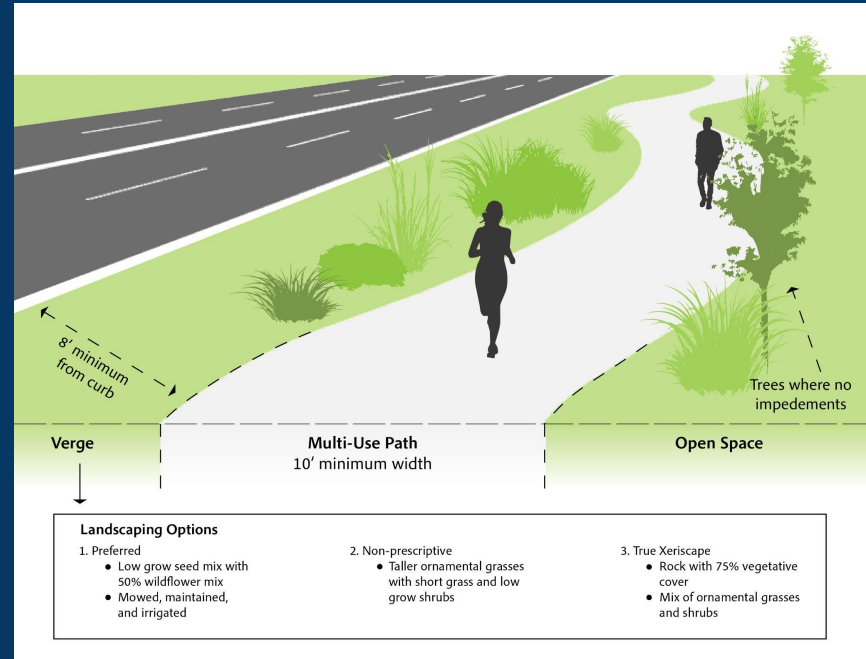


Northwest Arvada Sub-Area Plan

Phase 1 - Design: Streetscape

Evaluate engineering standards to accomplish the streetscape design at

- o Indiana Street
- o State Highway 72



Street widths vary - Streetscape design begins at street curb

Northwest Arvada Sub-Area Plan

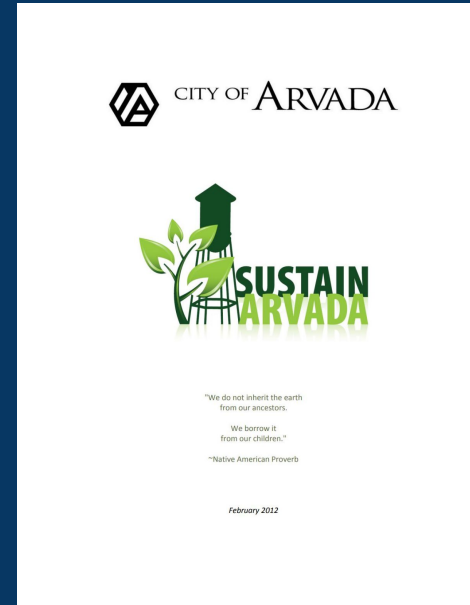
Phase 1 & Phase 2 - Design: Entrance Gateway



Preferred City entry sign locations considered with new development projects

Northwest Arvada Sub-Area Plan Infrastructure and Sustainability

Sustainability and
Infrastructure to be evaluated
at time of new development or
redevelopment



Northwest Arvada Sub-Area Plan Implementation

Implementation Matrix

- Action Item
- Focus Element
- Phase Area
- Key Stakeholders
- Anticipated Timeline

ITEM NO.	ACTION ITEM	FOCUS ELEMENT	PHASE AREA	KEY STAKEHOLDERS	TIME FRAME	ITEM NO.	ACTION ITEM	FOCUS ELEMENT	PHASE AREA	KEY STAKEHOLDERS	TIME FRAME
1	Change Comprehensive Plan Future Land Use Map from Mixed Use to Public Land for unincorporated areas located on the north side of Highway 72 east of the Welton Reservoir	Land Use	One	City of Arvada, Consolidated Mutual Water District (CMWD)	Plan Adoption	9	Commercial with community space type of development at southwest corner of Indiana Street and Candelas Parkway	Design - Placemaking	One	City of Arvada, private property owners	Short and Mid Term: (1-5 years)
2	Maintain Industrial Use areas in Phase 2 area	Land Use	Two	City of Arvada, private property owners		10	Commercial with community space type of development at northwest area of Highway 72 and Indiana Street	Design - Placemaking	One	City of Arvada, private property owners	Short and Mid Term: (1-5 years)
3	Complete the multipurpose trail connection at W. 87th Parkway and Indiana Street to the west	Connectivity	One	City of Arvada, private property owners	Short and Mid Term: (1-5 years)	11	Consider commercial with community space type of development for future development or redevelopment within the sub-area	Design - Placemaking	One	City of Arvada, private property owners	Ongoing
4	Explore trail opportunities for underdeveloped areas	Connectivity	One and Two	City of Arvada, Jefferson County, private property owners, Union Pacific Railroad (UPRR), Colorado Dept. of Transportation (CDOT), Jefferson Parkway	Mid Term: (3-5 years)	12	Evaluate engineering standards for Streetscape design on Highway 72 and Indiana Street	Design - Streetscape	One and Two	City of Arvada, Jefferson County, CDOT	Short Term: (1-3 years)
5	Trail system from the Candelas community to Leyden community	Connectivity	Two	City of Arvada, Jefferson County, private property owners, UPRR, CDOT, Jefferson Parkway	Mid Term: (1-5 years)	13	Consider city entry sign locations at Highway 93 and W. 96th Avenue and Indiana Street with new development projects	Design - Gateway	One and Two	City of Arvada, private property owners	Ongoing
6	Trail connectivity to future regional Front Range Trail	Connectivity	Two	City of Arvada, Jefferson County, private property owners, UPRR, CDOT	Ongoing	14	Evaluate infrastructure needs at time of new development or redevelopment	Infrastructure	One and Two	City of Arvada, private property owners	Ongoing
7	Street design and trail connection improvements for multimodal system through future development and infrastructure planning	Connectivity	One and Two	City of Arvada, Jefferson County, private property owners, UPRR, CDOT, Jefferson Parkway	Ongoing	14	Evaluate conservation and sustainability methods at time of new development or redevelopment	Sustainability	One and Two	City of Arvada, private property owners	Ongoing
8	Support street design and improvements at the UPRR bridge overpass on Indiana Street, through future funding opportunities, development and infrastructure planning.	Connectivity	One	City of Arvada, Jefferson County, private property owners, UPRR, and CDOT	Ongoing						

Northwest Arvada Sub-Area Plan

Community Draft Plan Comments - Summary

Land Use

- Mixed support to retain Industrial Use in Phase 2 area
- No growth in this area without supporting infrastructure

Connectivity

- Support of improving non vehicular connectivity and safety
- Need more connectivity and non vehicular safety improvements along Indiana Street, Highway 72, and from Highway 72 to Leyden Rock/Park area
- Improve connectivity along W. 82nd Avenue and to surrounding schools

Transportation

- Further address restricted street design and connectivity at Indiana Street and United Pacific Railroad Bridge Overpass
- Concern with Jefferson Parkway as a critical element of the northwest area transportation system with no anticipated date of construction and continued City support for this project

Next Steps

- Final Sub-Area Plan preparation
- Sub-Area Plan approval and adoption

Questions?



REPORT TO CITY COUNCIL

AGENDA ITEM
2.D.

TO: THE HONORABLE CITY COUNCIL

DATE: April 10, 2023

SUBJECT: Staff Updates

Report in Brief

The purpose of this workshop is for staff to provide City Council with brief updates on projects and issues that do not require a full workshop.

Prepared by:
Chris Koch, CCO Admin

Reviewed by:

Approved by:

Enclosure, exhibits & attachments required to support the report