

City of Arvada

Planning Commission Agenda

MAY 2, 2023
CITY COUNCIL CHAMBERS
Regular Business

Commission Members:

Michael P. Griffith, Chair
Doug Magee, Vice Chair
Tim Knapp, Secretary
Tom Aljinovich
Brandon Figliolino
Andrew Gay
Steve Hannan

Staff Members Usually Present:

Ryan Stachelski, Dir. of Community and Economic Development
Emily Grogg, Senior Assistant City Attorney
Rob Smetana, Manager of City Planning and Development
Jenny Wolfschlag, Manager of Development Engineering
Josie Suk, Systems and Administrative Manager
Heidi Van Gieson, Administrative Specialist
Dixielee Rodriguez, Administrative Specialist

Info: 720-898-7435

The meeting will include an open comment period where participants will have three minutes to provide comments to the Commission. Members of the public who wish to provide public comment on any agenda item or during general public comment should go to www.arvada.org/PLNCOMMISSION for information about how to participate. If any member of the public wishes to submit written comment regarding the item on the agenda, you may submit comments in writing via email to the Planning Department at cedboardsandcommission@arvada.org. Comments must be received no later than 5 p.m. the day before the meeting. All timely comments submitted will be presented to the Planning Commission. Please contact Josie Suk with any questions at 720-898-7627.

PLANNING COMMISSION MEETING – 6:15 PM

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ROLL CALL OF MEMBERS
4. APPROVAL OF MINUTES
 - A. April 18, 2023
5. GENERAL BUSINESS
6. REPORTS
7. PETITIONS & COMMUNICATIONS
8. PUBLIC HEARINGS
 - A. AN ORDINANCE AMENDING CERTAIN PROVISIONS WITHIN THE LAND DEVELOPMENT CODE, OF THE ARVADA CITY CODE TO ADD THE ZONING DISTRICT, COMMERCIAL, NEIGHBORHOOD

- B. A RESOLUTION BY THE PLANNING COMMISSION FOR THE CITY OF ARVADA, COLORADO TO AMEND THE 2014 ARVADA COMPREHENSIVE PLAN TO INCORPORATE THE NEW TOWN SUB-AREA PLAN
- C. A RESOLUTION BY THE PLANNING COMMISSION FOR THE CITY OF ARVADA, COLORADO TO AMEND THE 2014 ARVADA COMPREHENSIVE PLAN TO INCORPORATE THE NORTHWEST ARVADA SUB-AREA PLAN

9. OTHER ITEMS

10. ADJOURN



SUMMARY MINUTES OF PLANNING COMMISSION ACTION HELD

April 18, 2023

Planning Commission meeting minutes are not an exact transcript and represent key points and the basis of discussion.

1. **CALLED MEETING TO ORDER– By Michael P. Griffith at 6:15 P.M.**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL OF MEMBERS**

Those present: Michael P. Griffith, Tim Knapp, Tom Aljinovich, Brandon Figliolino, Doug Magee, Steve Hannan, Andrew Gay

THOSE ABSENT

None

ALSO PRESENT: Ryan Stachelski, Director of Community and Economic Development; Rob Smetana, City Planning Manager; Emily Grogg, Sr. Ass't. City Attorney; Josie Suk, Systems and Administrative Manager of Community and Economic Development; Liz Johnson, Manager of Communications and Marketing; Carol Ibanez, Sr. Planner; Shane Greenburg, Planner II; Jenny Wolfschlag, City Engineer; James "J.T." Pritts, Civil Engineer II; Dixielee Rodriguez, Recording Secretary.

4. **APPROVAL OF MINUTES**

February 7, 2023. The minutes stand approved as printed.

5. **GENERAL BUSINESS:**

None

6. **REPORTS**

None

7. **PUBLIC COMMENT**

There was no one wishing to speak. Public Comment was closed.

8. **PUBLIC HEARINGS**

DA2023-0006 ADVERTISING BILLBOARD SIGN REPLACEMENT

Mr. Griffith swore in all guests that will be speaking.

Mr. Griffith opened the public hearing.

Mr. Griffith entered into the record the staff report for DA2023-0006 dated April 18, 2023, posting of signs, affidavit of mailing, and posting log.

Mr. Greenburg stated the affidavit of mailing and posting log are in order.

Mr. Greenburg introduced the project to the Planning Commission, he stated that the applicant is requesting an alternative LED double sided sign 24' above grade. He stated that staff recommends approval of this project.

Matt Ragonese, General Manager of Outfront Media, 8748 Culebra Street, Arvada 80007- Introduced the project team and the company.

Steven Shinn, 648 Olster Denver, CO 80230 - described the digital sign project being proposed showing in the presentation where the new sign would be located. Mr. Shinn discussed that there was a measurement of ambient light based on environment lighting and highlighted the fact that there are cameras on the sign to monitor the signs 24/7.

Mr. Ragonese stated how the signs can communicate a message quickly such as an Amber Alert. Also, small businesses can promote their business in Arvada that may not be visible from the highway.

PUBLIC COMMENT

None

APPLICANT REBUTTAL

None

Mr. Griffith closed public comment.

QUESTIONS FROM THE COMMISSION

Mr. Hannan asked the staff if this will be our first digital billboard in Arvada. Has a traffic study been done? Lighting during the night as to during the day. Was a light study performed?

Mr. Greeburg states there are requirements per code that need to be met. They need to be dimmed at certain times.

Mr. Knapp asked staff if there was a light study performed on this project?

Mr. Greenburg stated that per our code there is a certain amount allowed for day and night.

Mr. Smetana stated that they did not have the same guidelines in 2020 as they were not included in code back then. New LDC includes them now.

Mr. Knapp asked staff how this code compares to Wheat Ridge?

Mr. Smetana did not know this answer.

Mr. Knapp stated how the sign in Wheat Ridge is completely blinding while he is driving in either direction. Asked staff what the height of the current sign is in comparison to the proposed 24'?

Mr. Greenburg stated that the current sign height is similar to the proposed 24' and the allowable height by the code is 30'.

Mr. Shinn stated that they will keep new proposed sign to meet 24' high

Mr. Knapp asked about the trees next to current sign and utilities

Mr. Shinn stated they will be removing current trees and will be meeting xcel setbacks

Mr. Knapp asked if it will be a static or moving image on the sign?

Mr. Shinn stated that per Colorado law it will be static but it will change every 8 seconds on a 64 second loop.

Mr Knapp asked whether or not CDOT will need to approve?

Mr. Shinn stated that yes a CDOT permit is required but can only be obtained after local approval

Mr. Knapp asked staff about whether the businesses located near the sign were talked to about the project.

Mr. Greenburg stated notification was sent out to them and they did not speak to them individually.

Mr. Figliolino asked if there were any parking spaces going to be removed?

Mr. Greenburg stated no spaces will be removed.

Mr. Shinn stated that no parking will be removed, the sign will be placed right outside of the fence line.

Mr. Magee asked staff if they knew about the state and federal laws before they approved the project?

Mr. Greenburg stated that CDOT has to approve after they have received the City Approval.

Mr. Magee asked how close are the nearest residents?

Mr. Greenburg stated that is the reason that they only approved up to 24' which meets the building so there will not be anything going over the building.

Mr. Magee asked about size of sign

Mr. Shinn describes that it will 45' long split in half at a slight "V" going east and west; it will be 48' wide by 14' high which is standard in the Denver area.

Mr. Magee asked if they would be replacing the pole?

Mr. Shinn stated that yes they will be replacing it.

Mr. Gay asked staff the reason it does not meet sign criteria is only because it is over 40% digital?

Mr. Greenburg stated that it does meet all criteria except 40% or more is digital.

Mr. Griffith asked staff if the sign decision by the Planning Commission is the final stop?

Ms. Grogg stated that yes final decision is by the Planning Commission for the Alternative Sign Program.

MOTION: Agenda Item 8.A

It was moved by Mr. Knapp that DA2023-0006 That an Alternative Sign Program for the replacement of an advertising billboard sign, approximately located in the southeast corner of 8041 I-70 Frontage Rd N., be approved. Approval subject to the conditions stated in the Staff Report, Item 1, Page 5.

This motion is based on the findings of fact and approval criteria on Page(s) 4 and 5 of the Staff Report.

Ms. Grogg made the commission aware that the motion that was made should be amended to: That an Alternative Sign Program for the replacement of an advertising billboard sign, approximately located in the southeast corner of 8041 I-70 Frontage Rd N., be recommended to the Director for approval. Approval subject to the conditions stated in the Staff Report, Item 1, Page 5.

This motion is based on the findings of fact and approval criteria on Page(s) 4 and 5 of the Staff Report.

The commission approved of the amended motion.

DISCUSSION OF MOTION

Mr. Magee stated that even though it does not meet all of the criteria as described in the staff report, after comments from staff and applicant, and the fact that it will have to go through additional approvals (CDOT) he will be supporting it.

Mr. Gay stated that he does not agree because it is in an industrial area not historical, it will not be less of an eyesore; he will be voting no.

Mr. Knapp stated that he will not be supporting this application for the same reason that Mr. Gay stated and also that it does not meet criteria.

Mr. Griffith stated that he agrees with Mr. Magee, that he does not like bright signs and is glad there are guidelines for the lights.

Those voting Yes: Griffith, Hannan, Ajinovich, Magee, Figliolino

Those voting No: Gay, Knapp

Those absent: None

The motion carried: 5-2

8.B DA2022-0093 - A Major Subdivision Preliminary Plat and Planned Unit Development (PUD) Development Plan for Candelas Filing No. 1, Amendment No. 4 ; generally located north of Candelas Parkway, east of Kilmer Way and South of W 93rd Place in the City of Arvada

Before the hearing is opened, Mr. Griffith stated that he works for one of the consultants on this project; Kimley Horn. He has no involvement in the project aside from the Staff Report he has received from the City. Mr. Griffith stated that he can be fair and unbiased in his review of this project.

Ms. Grogg stated that the City Attorney's Office has reviewed this and finds no conflict of interest that requires recusal.

Mr. Griffith opened the public hearing.

Mr. Griffith asked staff to confirm that the required documents and notices were in order.

Ms. Ibanez confirmed that the published notices, affidavit of mailing and posting log were in order.

Mr. Griffith asked if there are any additional items received that need to be made a part of the permanent record?

Ms. Ibanez stated that there are no additional items.

Mr. Griffith entered into the record the staff report for DA2022-0093 posting of signs, affidavit of mailing, posting log and emailed public comments.

Ms. Ibanez introduced the project to the Planning Commission. Ms. Ibanez stated that the applicant is requesting a Major Subdivision Preliminary Plat for 39 units for sale townhomes and 33 for rent multi-family units above the two retail buildings. The mixed-use retail buildings are located at the entrance on both sides of McIntyre Street with an urban park.

Development for this property was previously presented twice prior to this development. In 2020, City Council denied the application for 57 townhomes since no retail development was proposed. Retail spaces were added to the development on June 2022. The City Council denied the application, indicating their major concerns The City Council wanted fewer residential units, increase the size of the retail space, add additional off-street and guest parking as well as

provide additional safety improvements for pedestrians. This development plan before the Planning Commission addressed the recommendations from the City Council .

Applicant/Developer Daniel Glasso 5350 S Roselyn Street Suite 400, Greenwood Village, CO-TRI Point Home. He presented a summary regarding the various types of homes they build to include townhomes, duplexes and single-family homes ranging from 1,200 sq ft to just over 6,000 sq ft. In Arvada, they have constructed single family homes and are currently building townhomes on the west side of this project.

Marcus Pachner, 1480 Humboldt St. He provided an overview and stated that this is the last site in Candelas to be developed. The developer and team have spent a four year endeavor addressing the neighborhoods and City Council recommendations.

Bonnie Niziolek, Norris Design 1101 Bannock Street, Denver 80204 She discussed the revisions that Council recommended and presented the following: introduced the landscape on site which includes EV chargers; the number of parking spaces have been met with the addition of this site being a mixed-use, and proposed safety improvements. She also described the three story mixed use commercial on the 1st floor and residential units on the second and third floor. The addition of the single family, townhomes and commercial uses provide diversity in this area.

PUBLIC COMMENT

IN OPPOSITION

Anna Smith, 9540 Kendrick Way Arvada, stated how she drives down McIntyre every day and has concerns about parking. These townhomes do not have basements and garages will be used for storage and not cars. She is worried about safety and this applicant is not a commercial builder. She is not in favor of this project.

Teresa Kay, 15569 W 95th Pl., expressed her appreciation for all the work the teams have done. However, the number of units proposed will remove the beautiful views. She never knew retail was going to be a part of this community. Traffic is going to be bad. She appreciates the speed bumps being put in. She wants to know why the retail needs to be there? There are several retail stores in that area already. She is concerned about "what" is going to be on the site.

Erin Bott, 9364 Kilmer Way. stated her concerns. How big are the driveways? Size of driveways? Are the driveways 12' long? Not getting 2 parking spots in the space provided. She stated that on the east side of the site retail requires 20 spaces, and only has 16 spaces, the other 4 spaces are across the street.

Elizabeth Ashe, 15311 W 93rd Pl. stated that she is not fighting the build on, she just wants the right build. Stated that there is a lot of bike riding. Also, turning into McIntyre from Candelas Parkway is always backed up. She is concerned with the traffic and speed in the neighborhood.

IN FAVOR

None

APPLICANT REBUTTAL

Mr. Pachner expressed they have the same values brought up by public comments. There are over 64 spaces provided exceeding the Codes. He corrected that the total feet of the driveway spots are 19'4". The parking on the east side are shared parking spots. The development is intended for residents to walk to the retail and not use the parking. Garages are 25' wide normally they are 20' wide. He stated the HOA will enforce parking in garages. Curtis Rowe - 4582 S Ulster St. Suite 1500 Denver, CO 80237. He did the traffic study for this project and that the delay on turn to McIntyre is a level C (15 seconds). The proposed crosswalk at W 93rd and McIntyre will increase awareness of pedestrian crossing. On-street parking on McIntyre creates a different environment and slows traffic down.

Ms. Niziolek stated that the proposed plans of the existing lanes on McIntyre are wider and provide street parking.

Mr. Griffith closed public comment.

QUESTIONS FROM THE COMMISSION

Mr. Hannan asked staff about the original plan. What did we originally plan?

Ms. Ibanez stated the original plan goes back to 2005. and in 2019, townhomes with no commercial uses were proposed. The City Council denied it because there were no mixed uses. The original plans had building heights up to 50', but the Outline Development Plan (ODP) was amended reducing the height.

Mr. Hannan asked if the traffic study required a deceleration lane from Candelas to McIntyre? JT Pritts indicated that it was not warranted at this time. in the future there may be a need for it at a later time.

Mr. Hannan asked staff if we had problems with parking at Five Parks?

Mr. Pritts stated the parking at Five Parks is slightly different then this development which will have 12' lanes instead of 11' mitigating some of the possible issues.

Mr. Griffith asked if the parking from the project a year ago was in compliance? Is the current project in compliance with the code?

Ms. Ibanez indicated that they were in compliance with the previous and current plans.

Mr. Griffith asked what did the City Council want to see differently?

Ms. Ibanez explains that they wanted to see improvements for on and off street parking, reduction in townhome units, increase the retail building size, additional safety improvements of the neighborhood streets and crossings, guest parking spaces for townhomes, bike parking and trash. Ms. Ibanez stated that the developer has addressed all of those improvements.

Mr. Griffith stated his concerns with the safety of kids and people in this area.

Jenny Wolfschlag stated that Public Works has been working with Arvada Police to monitor concerns for the Candelas area. As of now, they have not seen any area that needs changes, but they are still monitoring it.

Mr. Griffith asked if they have done adequate study on the exit flow?

Ms. Wolfschlag states they do meet our criteria for exit.

Mr. Figliolino asked the applicant if the sidewalk goes all the way up to W 93rd PI?

Ms. Niziolek stated that the sidewalk does not connect all the way on the west side.

Mr. Figliolino stated that it looks like the park/community area was removed for parking.

Ms. Niziolek stated that they needed to add more parking and also have an area for landscaping.

Mr. Knapp asked about parking for tenants and employees?

Ms. Niziolek stated that the surface spaces will be for these uses and available as flexible parking spaces.

Mr. Knapp stated that we should have assigned parking for the tenants or this should be considered.

Ms. Niziolek stated that there are also spaces on McIntyre that are available.

Mr. Knapp inquired that previously they were having difficulty finding tenants for the retail. Has that changed?

Ms. Niziolek discussed that the key to getting tenants is to get the buildings built.

Mr. Pachner stated that the parking will be determined depending on what it is.

Mr. Knapp asked how many retail spots there will be?

Mr. Pachner stated that there is some flexibility of the retail spaces depending on the type and size needed.

Ms. Niziolek stated that the number of retail spaces will be based on tenants' uses. It can be one larger space or three smaller spaces. There is just over 10,000 sq. ft between the two buildings.

Mr. Magee asked staff what the allowed density is on this parcel?

Ms. Ibanez stated that the mixed-use buildings have no density requirement. The townhomes are going at 13.4 or 20 units per acre which meets the requirement for the ODP.

Mr. Magee asked if there could have been more units on the original plan?

Ms. Ibanez stated that yes, the density was much higher on the original plan. It was going to be up to 50' high.

Mr. Magee asked is there going to be an HOA?

Ms. Niziolek stated that yes this is what they are thinking when doing CC&R.

Ms. Ibanez added that other residential communities out there have HOA's.

Mr. Magee asked what the comments were from the 2nd meeting on this site, assuming they were similar to the concerns now?

Ms. Niziolek stated that the comments were very consistent for both meetings.

Mr. Magee asked if the developer is able to identify the contractor?

Mr. Pachner stated that yes we have a contractor, but cannot identify yet who they are. They are going under contract.

Mr. Aljinovich asked about the alley, stating that it is 24' wide. How big is it with the driveway?

Ms. Niziolek stated that the alley is 20' within the 30' utility easement, the 20' alley on the north side has just over a 19' drive space and the south side has just over a 6' drive space to accommodate another easement. So that gives 49' from garage to garage.

Mr. Aljinovich asked what does an emergency vehicle need?

Ms. Niziolek stated that there is an emergency vehicle study in detail in the packet.

Mr. Aljinovich asked if we solved the question of egress out of this area if there is a fire.

Ms. Wolfshlag stated that all residents have at least two points of access for egress.

Ms. Niziolek stated that there was a traffic study to accommodate higher density than what is needed.

Mr. Gay asked the developer to verify that the first plan had 57 townhomes, now we have 39 townhomes with 33 apartments that subsidize the retail.

Ms. Niziolek stated that was correct.

Mr. Gay stated that the townhomes have been turned 90 degrees no setback per city LDC.

Ms. Niziolek stated that the homes are not facing the street, that is why they are at 90 degrees to have a buffer zone.

Mr. Griffith asked about the number of units going from 75 to 72 with more concrete as before?

Ms. Niziolek there is more due to parking spaces but is mostly replacing previous number townhomes.

Greg Banks Landscape Architect 1101 Bannock St. stated that they exceed what the landscape requirement is now.

Ms. Niziolek stated the necessary landscape area is 20% and they are at 35%.

Mr. Griffith asked what is the percentage of the previous plan? We lost green space for parking spaces.

Ms. Niziolek stated that yes, there is more parking for new commercial and housing units.

Mr. Banks said that it exceeds landscape requirements.

Ms. Ibanez added that 32% was in the previous plan, only 20% was required.

Ms. Grogg stated the corrected pages for the motion are as follows: the first one is pages 8 through 9 and the second is 7 through 8. Ms. Grogg further added that this is not an opportunity to re-legislate the LDC and that if the objective standards are met, the appropriate evaluation is to look at the identified criteria in determining whether or not an application should be approved.

13. MOTION: Agenda Item 8.B

It was moved by Mr. Magee, DA2022-0093 – A Major Subdivision Preliminary Plat, for Candelas Filing No. 1 Amendment No. 4; located north of Candelas Pkwy, east of Kilmer Way, and south of W. 93rd Place be recommended to City Council for approval.

This motion is based on the finding of fact and approval criteria on Pages 8 to 9 of the Staff Report.

DISCUSSION OF MOTION

Mr. Hannan stated he has voted on this parcel four times. This time there is a very nice mix and he will be supporting it.

Mr. Knapp stated that he understands there is a financial balance but he still thinks there is an issue with parking even though you exceed what is required. He will be supporting it.

Mr. Figliolino wants to thank the applicant with their interactions with the public and to the public for speaking on this project.

Mr. Magee agrees with citizen input, helps with the design and he will be supporting this project.

Mr. Gay does support the application. The project does comply with LDC criteria and he will be supporting this.

Mr. Griffith thanked the community for coming out and the applicant and appreciates safety improvements and EV charging stations. He doesn't feel it meets criteria 4, he feels the City could have done a better job.

Those voting Yes: Griffith, Hannan, Knapp, Ajinovich, Magee, Figliolino, Gay

Those voting No:

Those absent: None

The motion carried: 7-0

14. MOTION: Agenda Item 8.C

It was moved by Mr. Magee, DA2022-0093 – A Planned Unit Development (PUD) Development Plan for Candelas Filing No. 1 Amendment No. 4; generally located north of Candelas Pkwy, east of Kilmer Way, and south of W. 93rd Place in the City of Arvada Colorado be recommended to City Council for approval.

This motion is based on the finding of fact and approval criteria on Page 7 & 8 of the Staff Report.

DISCUSSION OF MOTION

None

Those voting Yes: Griffith, Hannan, Knapp, Ajinovich, Magee, Figliolino, Gay

Those voting No:

Those absent: None

The motion carried: 7-0

15. OTHER ITEMS

Ms. Grogg states July 10th is the City Council meeting for this project at 6:15 pm.

Mr. Smetana mentioned that we have items on the agenda for the both May meetings.

Mr. Magee asked that we print the packets front and back and be sure not to mix documents.

16. ADJOURNED at 8:30P.M.

Michael P. Griffith, Chair

Tim Knapp, Secretary

Dixielee Rodriguez, Recording Secretary



**REPORT TO PLANNING
COMMISSION**

**AGENDA ITEM
8.A.**

TO: PLANNING COMMISSION

DATE: May 2, 2023

SUBJECT: AN ORDINANCE AMENDING CERTAIN PROVISIONS WITHIN THE LAND DEVELOPMENT CODE, OF THE ARVADA CITY CODE TO ADD THE ZONING DISTRICT, COMMERCIAL, NEIGHBORHOOD

Report in Brief

That an ordinance amending certain provisions within the Land Development Code, of the Arvada City Code to add the zoning district, Commercial, Neighborhood, be recommended to City Council for approval.

This motion is based on the findings of fact and approval criteria on Page(s) 3 of the Staff Report.

This motion is based on the following findings of fact for denial: (Recite approval criteria you believe the evidence fails to satisfy and your reasons).

Prepared by:
Dixielee Rodriguez, Administrative Specialist

Reviewed by:

Approved by:

Robert Smetana, Manager of City Planning and Development	4/25/2023
Josie Suk, Development Systems and Administrative Manager	4/25/2023
Emily Grogg, Senior Assistant City Attorney	4/25/2023
Ryan Stachelski, Director of Community and Economic Development	4/26/2023
Dixielee Rodriguez, Administrative Specialist	4/27/2023

Enclosure, exhibits & attachments required to support the report

City of Arvada
Community and Economic Development Department
PUBLIC HEARING STAFF REPORT

Land Development Code Amendment
Commercial, Neighborhood (CN) Zoning District
OTH2022-0015

NATURE OF REQUEST

The City of Arvada is requesting approval of an ordinance amending the Land Development Code to include the Commercial, Neighborhood (CN) Zoning District.

BACKGROUND

As part of the 2020-2025 Strategic Plan, the City Council included a Strategic Result associated with the Community and Economic Development Department that recommends the adoption of land use option that allow for pocket neighborhoods (Strategic Result 3).

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 Commercial, Neighborhood (CN), zoning district is proposed to achieve this strategic result.

Workshops were held with the Planning Commission and City Council in March and April of 2023, respectively.

PUBLIC NOTIFICATION

Division 8-2-4 of the Land Development Code requires public notification for all public hearings as follows:

Published Notice: At least 15 days prior to all public hearings, notice of the hearing must be published in a newspaper of general circulation in the City. The required notice has been published.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN

The project is consistent with the City Council Strategic Plan principles for the Community and Economic Development work system, particularly Strategic Result 3.

PROJECT ANALYSIS

Summary of Proposed Update

This amendment will modify the following (see redlined pages):

1. Revisions to Section 2-1-2-1, Zoning Districts Established, to include the CN Commercial, Neighborhood designation.
2. The addition of Section 2-1-6-1, CN: Commercial, Neighborhood, to specify the Lot and Building Standards and Cross-References.
3. Renumbering of the current sections 2-1-6-1 through 2-1-6-3 to address the inclusion of the new zoning district.
4. Revisions of Tables 3-1-2-4, 3-1-2-5, and 3-1-2-6 to include the CN zoning district to the tables and assign the uses to be permitted as Conditional or Allowed.
5. Revisions to various Subsections of Section 3-1-3-4, Hospitality, Recreation, and Entertainment Standards, to limit hours of operation for various uses with the CN zoning district.
6. Revisions to Subsection E.1 of Section 3-1-3-5, Commercial Standards, to limit hours of operation for retail uses with the CN zoning district.
7. Revisions to Section 4-4-3-4, Street Hierarchy and Connectivity, to indicate where vehicular access to CN zoned lots can be obtained.
8. Revisions to Section 4-6-5-3, Bufferyard Options, to indicate that Option E can be utilized for CN zoned properties.
9. Revisions to various tables in Chapter 6, Signs, to indicate that signage in the CN zoning district will comply with the requirements of the Olde Town/Commercial, Neighborhood (OT, CN) Sign District.

Compliance with the Comprehensive Plan

The proposed amendments to the LDC will not conflict with the intent of the 2014 Comprehensive Plan.

Consistency with the Purpose of the Code

The proposed amendment is consistent with the Purposes of the Code set out in Section 1-1-1-2, Purpose and Intent, in that the amended regulations will promote the public health, safety, convenience, comfort, prosperity, and general welfare of the City.

LAND DEVELOPMENT CODE APPROVAL CRITERIA

The Planning Commission should make a recommendation to the City Council based on its findings regarding the approval criteria shown in the table(s) below and upon testimony heard during the public hearing as it applied to the criteria.

Staff performed an analysis of the proposal, based on the approval criteria listed in Division 8-3-2 of the Land Development Code, and presents the following findings:

Division 8-3-2 Approval Criteria (05-18-20)	Finding	Rationale
A. The proposed amendment is consistent with the Arvada Comprehensive Plan, or reflects conditions that have changed since the adoption of the Comprehensive Plan.	Complies	The proposed amendment is consistent with the Arvada Comprehensive Plan because the proposed amendments will ensure that the community and developers can clearly understand and interpret the LDC.
B. The proposed amendment is consistent with the Purposes of the Code set out in Section 1-1-1-2, Purpose and Intent, of the LDC.	Complies	The proposed LDC amendments are consistent with the intent and purposes of the Code because the regulations will promote the public health, safety, convenience, comfort, prosperity, and general welfare of the City.

STAFF RECOMMENDATION

Based upon project analysis and review of the Land Development Code approval criteria, the City team recommends approval of these amendments.

Land Development Code Proposed CN Zoning District Planning Commission Public Hearing

May 2, 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 15 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
 - [Bed and Breakfast](#)
- 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, Westminister



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.

PROCESS

Workshops:

- Planning Commission – March 7, 2023
- City Council – April 10, 2023

Public Notice:

- Publication in Arvada Press.
- Information on the City's website.

Next Step:

- City Council Public Hearing – July 10, 2023

Additional Questions?

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, Neighborhood Lot and Building Standards.



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

Table 2-1-6-1A: Commercial, Neighborhood Lot and Building Standards	
<u>Standard</u>	<u>All Lot Types</u>
Site Standards	
<u>Min. Landscape Surface Area</u>	<u>15%</u>
<u>Max. Outdoor Display</u>	<u>5% of enclosed retail floor area</u>
<u>Max. Outdoor Storage</u>	<u>Not allowed</u>

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

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
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	C					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		A				-

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	
Recreation and Amusement, Indoor							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-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.

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

- A. **Sign Districts Created.** The following sign districts are created:
1. Olde Town)/**Commercial, Neighborhood (OT,CN)**
 2. Mixed-Use/Commercial/Industrial (MX,C,I)
 3. Multifamily Residential (RM)
 4. Single-Family Residential (RS)

Table 6-1-2-4: Sign Districts	
Sign District	Corresponding Zoning Districts or Areas
Olde Town)/ Commercial, Neighborhood (OT,CN)	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).

Table 6-1-5-1A: Wall Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Applied or Painted Wall Sign				
Max. #	1 for single family, duplex or multiplex form: 1 per principal building. All other forms: 1 per establishment	Not limited	1 per building elevation	1 per building elevation
Max. Sign Area (Total Per Building Elevation)	Single family detached, duplex or multiplex form: 8 sf. max. All other forms:	1.5 sf. per 1 lf. of establishment frontage of the building elevation upon which the	1 sf. per 2 lf. of building elevation, minus the area of other wall signs on same elevation	Residential Building: 1 sf.
				Nonresidential

Table 6-1-5-1A: Wall Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	1 sf. per 1 lf. of establishment frontage of the building elevation upon which the sign is mounted, max. 32 sf.; a minimum of 30 sf., if establishment frontage is less than 30 lf.	sign is mounted.		Building: 1 sf. per 2 lf. of building elevation, minus the area of other wall signs on same elevation
Allowed Lighting	External	External	External	None
Mural Wall Sign				
Max. #	1 per building	1 per building	1 per building	Not allowed
Max. Sign Area	May be allowed on entire elevation subject to the Design Guidelines for OT	May be allowed on entire	May be allowed on entire elevation	-
Allowed Lighting	External	External	External	-
Other Standards	<ul style="list-style-type: none"> a. Murals shall not be placed on a building that is exclusively for a residential use. b. Murals shall not: <ul style="list-style-type: none"> i. Project more than 2 in. in the OT sign district and 6 in. in all other sign districts from the plane of the wall upon which it is painted or to which it is affixed and shall not extend above the top of the wall upon which it is painted or to which it is affixed; ii. Cover or interrupt major architectural features, such as doors, exits, and windows; and iii. Contain text covering more than 3% of the mural area. c. The property owner shall not be compensated for the display of the mural or the right to place the mural on a site. 			-
Bulletin Board Attached to Building Wall				
Max. #	1 per principal	1 per principal	1 per principal	Residential

Table 6-1-5-1A: Wall Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	building entrance	building entrance	building entrance	Building: Not allowed Nonresidential Building: 1 per principal building entrance
Max. Sign Area (Per Sign)	6 sf.	12 sf.	6 sf.	6 sf.
Allowed Lighting	External	External	External	None
Other Standards	Not allowed above an elevation of 8 ft. above adjacent grade	Not allowed above an elevation of 8 ft. above adjacent grade	Not allowed above an elevation of 8 ft. above adjacent grade	Residential Building: Not allowed Nonresidential Building: Not allowed above an elevation of 8 ft. above adjacent grade
Cabinet Wall Signs or Dimensional Wall Signs (Primary)				
Max. #	Dimensional wall sign only; cabinet wall signs are not allowed. Single family detached, duplex or multiplex form: 1 per principal building. All other forms: 1 per establishment	Not limited	1 per building elevation	Residential Building: Not allowed Nonresidential Building: 1 per building (dimensional wall sign only; cabinet wall signs are not allowed)
Max. Sign Area (Per Sign)	Single family detached, duplex or multiplex form: 8 sf. max. All other forms: 1 sf. per 1 lf. of establishment frontage of the building elevation upon which the	Dimensional wall signs: 1.5 sf. per 1 lf. of establishment frontage of the building elevation upon which the sign is mounted Cabinet wall signs: 1 sf. per 2 lf. of	32 sf.	Residential Building: Not allowed Nonresidential Building:

Table 6-1-5-1A: Wall Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	sign is mounted max. 32 sf.; a minimum of 30 sf. if establishment frontage is less than 30 lf.	establishment frontage of the building elevation upon which the sign is mounted, not to exceed 60 sf.		12 sf.
Allowed Lighting	External or halo	External or internal	External or internal	None
Other Standards	Not allowed on building elevations that are located within 10 feet of a property line of a single-family detached or duplex residential use	Not allowed if primary fin sign is also present on the same building elevation	Not allowed if primary fin sign is also present on the same building elevation	None
		Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	
Cabinet Wall Signs or Dimensional Wall Signs (Secondary)				
Max. #	1 per principal building entrance (dimensional wall sign only; cabinet wall signs are not allowed)	1 per principal building entrance	1 per principal building entrance	Not allowed
Max. Sign Area (Per Sign)	4 sf.	48 sf.	6 sf.	NA
Allowed Lighting	External or halo	External or internal	External or internal	None
Other Standards	Must be located above ground floor principal building entrance	Must be located above ground floor principal building entrance	Must be located above ground floor principal building entrance	NA
	No part of the sign shall be located more than 15 ft.	No part of the sign shall be located more than 15 ft.	No part of the sign shall be located more than 15 ft.	

Table 6-1-5-1A: Wall Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	above adjacent grade	above adjacent grade	above adjacent grade	
	Not allowed if secondary fin sign is also present above the same entrance	Not allowed if secondary fin sign is also present above the same entrance	Not allowed if secondary fin sign is also present above the same entrance	

Table 6-1-5-1B: Window Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (M-X,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
All Window Signs				
Max. #	Not limited	Not limited	1 per window	1 per window
Max. Sign Area	25% of the area of windows larger than 8 sf. may be covered with signs	25% of the area of windows larger than 8 sf. may be covered with signs	3 sf. per sign	6 sf. per elevation
	75% of the area of windows smaller than 8 sf. may be covered with signs	75% of the area of windows smaller than 8 sf. may be covered with signs		
	For the purposes of the standards above, the area of the window is calculated as the total area of window panes that are situated within six inches of each other	For the purposes of the standards above, the area of the window is calculated as the total area of window panes that are situated within six inches of each other		
Allowed Lighting	External or internal	External or internal	External or internal	None
Other Standards	Permanent applied window signs shall be affixed to the	Permanent applied window signs shall be affixed to the	Permanent applied window signs shall be affixed to the	NA

Table 6-1-5-1B: Window Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (M-X,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	window in a professional manner (e.g., without wrinkles, bubbles, tape, etc.)	window in a professional manner (e.g., without wrinkles, bubbles, tape, etc.)	window in a professional manner (e.g., without wrinkles, bubbles, tape, etc.)	

Table 6-1-5-1C: Projecting Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Awning Signs				
Max. #	Not limited	Not limited	Not limited	Not allowed
Max. Sign Area (Total Per Building Elevation)	50% of awning face upon which sign is attached, max 32 sf.	Not limited	50% of awning face upon which sign is attached	NA
Allowed Lighting	External	External or internal	External	NA
Min. Sign Clearance	8'	8'	8'	NA
Other Standards	Principal function of awning must be to provide shelter for a window, a door, or an outdoor seating area	Principal function of awning must be to provide shelter for a window, a door, or an outdoor seating area	Principal function of awning must be to provide shelter for a building entrance	NA
	Awning signs shall not extend over parking aisles, parking spaces, fire lanes, or loading areas	Awning signs shall not extend over parking aisles, parking spaces, fire lanes, or loading areas	Awning signs shall not extend over parking aisles, parking spaces, fire lanes, or loading areas	
	Awning signs must be applied to, or printed or painted on the awning;	Awning signs must be stitched to, applied to, or printed or painted	Awning signs must be stitched to, applied to, or printed or painted	

Table 6-1-5-1C: Projecting Signs

Table 6-1-5-1C: Projecting Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	rivets and comparable fasteners are not allowed	on the awning; rivets and comparable fasteners are not allowed	on the awning; rivets and comparable fasteners are not allowed	
Marquee Signs				
Max. #	Not allowed	1 per building	Not allowed	Not allowed
Max. Sign Area (Total Per Building Elevation)	NA	1 sf. per lf. of building elevation upon which the sign is mounted, not to exceed 150 sf.	NA	NA
Allowed Lighting	NA	External or internal	NA	NA
Min. Sign Clearance	NA	8 ft.	NA	NA
Other Standards	NA	Sign must be located over a principal building entrance	NA	NA
		Sign shall not extend over any vehicular use area		
		Sign shall not extend above the roof line		
Hanging Signs				
Max. #	1 per building entrance	1 per building entrance	1 per building entrance	Residential Building: Not allowed
				Nonresidential Building: 1 per building entrance
Max. Sign Area (Total Per Building Elevation)	6 sf.	10 sf.	8 sf.	Residential Building: NA
				Nonresidential Building: 5 sf.
Allowed Lighting	External	External or internal	External	None
Min. Sign	8 ft.	8 ft.	8 ft.	8 ft.

Table 6-1-5-1C: Projecting Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Clearance				
Other Standards	Must be installed under a canopy or awning that shelters a building entrance or patio area	Must be installed under a canopy or awning that shelters a building entrance or patio area	Must be installed under a canopy or awning that shelters a building entrance or patio area	Must be installed under a canopy or awning over a principal building entrance
Fin Signs (Primary)				
Max. #	1 per street-facing building elevation	1 per building	1 per street-facing building elevation	Residential Buildings: Not allowed Nonresidential Buildings: 1 per street-facing building elevation
Max. Sign Area (Total Per Building Elevation)	12 sf.	1 sf. per 1 lf. of street-facing building elevation, not to exceed 150 sf.	12 sf.	Residential Buildings: NA Nonresidential Buildings: 12 sf.
Allowed Lighting	External	External or internal	External	None
Min. Sign Clearance	8 ft.	8 ft., or in the alternative, may extend to ground level	8 ft.	8 ft.
Other Standards	None	Not allowed if primary cabinet wall sign is also present	Not allowed if primary cabinet wall sign is also present	None
Fin Signs (Secondary)				
Max. #	1 per principal building entrance	1 per principal building entrance	1 per principal building entrance	Residential Buildings: Not allowed Nonresidential Buildings: 1 per principal building entrance
Max. Sign Area (Total Per Building)	4 sf.	8 sf.	8 sf.	2 sf.

Table 6-1-5-1C: Projecting Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Elevation)				
Allowed Lighting	External	External or internal	External	None
Min. Sign Clearance	8 ft.	8 ft.	8 ft.	8 ft.
Other Standards	Must be located over a principal building entrance, or within 2 feet on either side of the entrance	Must be located over a principal building entrance, or within 2 feet on either side of the entrance	Must be located over a principal building entrance, or within 2 feet on either side of the entrance	Must be located over a principal building entrance, or within 2 feet on either side of the entrance
	Not allowed if hanging sign is installed in front of the building entrance	Not allowed if hanging sign or secondary cabinet wall sign is installed above the building entrance	Not allowed if hanging sign or secondary cabinet wall sign is installed above the building entrance	Not allowed if hanging sign is installed above the building entrance
	Top of sign shall not be higher than 14 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower	Top of sign shall not be higher than 14 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower	Top of sign shall not be higher than 14 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower	Top of sign shall not be higher than 9 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower

Table 6-1-5-1D: Roof Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
All Roof Signs				
Max. #	1 per building elevation	1 per building elevation	1 per building elevation	Not allowed
Max. Sign Area (total)	1 sf. per 3 lf. of building elevation, not to exceed 15 sf.	1 sf. per 3 lf. of building elevation, not to exceed 75 sf.	1 sf. per 3 lf. of building elevation, not to exceed 50 sf.	NA
Allowed	None	External or internal	External or internal	NA

Table 6-1-5-1D: Roof Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Lighting				
Other Standards	Allowed only above lower eave lines of buildings with multiple eave lines, and shall not extend above next higher eave line on same elevation. Not allowed on buildings with one eave line	Allowed only above lower eave lines of buildings with multiple eave lines, and shall not extend above next higher eave line on same elevation. Not allowed on buildings with one eave line	Allowed only above lower eave lines of buildings with multiple eave lines, and shall not extend above next higher eave line on same elevation. Not allowed on buildings with one eave line	
	Roof sign shall be designed such that: It is composed of channel letters or other three-dimensional forms; and The mounting hardware and supporting structures are concealed from view	Roof sign shall be designed such that: It is composed of channel letters or other three-dimensional forms; and The mounting hardware and supporting structures are concealed from view	Roof sign shall be designed such that: It is composed of channel letters or other three-dimensional forms; and The mounting hardware and supporting structures are concealed from view	
	Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	
	Notwithstanding anything to the contrary Article 9, any roof sign that exists on the effective date, if damaged to any extent and for any	Notwithstanding anything to the contrary in Article 8, an existing roof sign, if damaged to any extent and for any reason, may be		

Table 6-1-5-1D: Roof Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	reason, may be rebuilt, restored, or repaired to its prior condition and location within one year after the damage is discovered	rebuilt, restored, or repaired to its prior condition and location within one year after the damage is discovered		

Table 6-1-5-1E: Canopy Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
All Canopy Sign				
Max. #	Not limited	Not limited	1 per principal building entrance	Residential Building: Not allowed
				Nonresidential Building: 1 per principal building entrance
Max. Sign Area (Total Per Building Elevation)	60% of the surface area of the plane of the canopy upon which the sign is located, max 32 sf.	60% of the surface area of the plane of the canopy upon which the sign is located	40% of the surface area of the plane of the canopy upon which the sign is located	Residential Building: NA
				Nonresidential Building: 40% of the plane of the canopy upon which the sign is located
Allowed Lighting	External or halo	External or internal	External or halo	Not allowed
Min. Sign Clearance	Unless a lower clearance is allowed by an applicable building code: 8 ft. over pedestrian use areas; 14 ft. over vehicular use areas	Unless a lower clearance is allowed by an applicable building code: 8 ft. over pedestrian use areas; 14 ft. over vehicular use areas	Unless a lower clearance is allowed by an applicable building code: 8 ft. over pedestrian use areas; 14 ft. over vehicular use areas	Unless a lower clearance is allowed by an applicable building code: 8 ft. over pedestrian use areas; 14 ft. over vehicular use areas

Table 6-1-5-1E: Canopy Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	that are not intended for use by semi-trailers; and 16 ft. over vehicular use areas that are intended for use by semi-trailers	that are not intended for use by semi-trailers; and 16 ft. over vehicular use areas that are intended for use by semi-trailers	that are not intended for use by semi-trailers; and 16 ft. over vehicular use areas that are intended for use by semi-trailers	that are not intended for use by semi-trailers; and 16 ft. over vehicular use areas that are intended for use by semi-trailers
Other Standards	Canopy signs shall not be in the form of cabinet signs or banner frames	Canopy signs shall not be in the form of cabinet signs or banner frames	Canopy signs shall not be in the form of cabinet signs or banner frames	Canopy signs shall not be in the form of cabinet signs or banner frames
	Canopy signs shall be painted on, applied to, embossed upon, or affixed to the fascia of the canopy	Canopy signs shall be painted on, applied to, embossed upon, or affixed to the fascia of the canopy, or mounted on the top of the canopy	Canopy signs shall be painted on, applied to, embossed upon, or affixed to the fascia of the canopy	Canopy signs shall be painted on, applied to, embossed upon, or affixed to the fascia of the canopy
	Canopy signs shall not extend more than 4 inches from the canopy fascia	Canopy signs that are affixed to the fascia shall not extend more than 4 inches from the front of the canopy fascia	Canopy signs shall not extend more than 4 inches from the canopy fascia	Canopy signs shall not extend more than 4 inches from the canopy fascia
	Canopy signs shall not be mounted to the top of the canopy or extend above the canopy	Canopy signs that are mounted to the top of the canopy shall be designed such that:	Canopy signs shall not be mounted to the top of the canopy or extend above the canopy	Canopy signs shall not be mounted to the top of the canopy or extend above the canopy
	Canopy signs may be installed on attached canopies only	(i) they are composed of channel letters or other three-dimensional forms; and (ii) the mounting hardware and	Must be located above the principal building entrance on an attached canopy	Must be located above the principal building entrance on an attached canopy

Table 6-1-5-1E: Canopy Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
		supporting structures are concealed from view; and (iii) the sign does not extend more than 2 feet above the top of the canopy; and (iv) the sign does not extend above the nearest roof line of the principal building		

Table 6-1-5-2: Detached Permanent Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (R)
Primary Detached Signs				
Max. #	1 per property	1 per 600 lf. of property frontage or fraction thereof	See "Other Standards," below	See "Other Standards," below
Max. Sign Area	Generally: 32 sf. mixed-use form In the OT District on property that is developed with a building with a single-family detached, duplex or multiplex form: 8 sf. For all other forms: 20 sf.	Aggregate primary detached sign area shall not exceed 10 sf. plus 1 sf. per 4 lf. of property frontage, up to a maximum of 125 sf.	25 sf. per sign, plus 1 sf. per 2 lf. of additional setback from property lines, up to a maximum of 50 sf. per sign	25 sf. per sign, plus 1 sf. per 2 lf. of additional setback from property lines, up to a maximum of 50 sf. per sign
Max. Sign Height	Single-family detached, duplex or multiplex form:	Less than 200 lf. of property frontage: 6 ft.	6 ft.	6 ft.

Table 6-1-5-2: Detached Permanent Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (R)
	4 ft. For all other forms: 6 ft.	200 to 600 lf. of property frontage: 12 ft. More than 600 lf. of property frontage: 24 ft.		
Allowed Lighting	External	External or internal	External	External
Setbacks and Spacing	No encroachment upon sidewalk	4 ft. from vehicular use areas, sidewalks, trails, multi-use pathways, and property lines	2 ft. from sidewalks, trails, multi-use pathways, curbs, and vehicular use areas	2 ft. from sidewalks, trails, multi-use pathways, curbs, and vehicular use areas
	2 ft. from property lines			
	6 ft. max from building walls and vehicular use areas	12 ft. from building walls		
Other Standards	Except in the OT-RR Zoning District, cabinet signs are not allowed. Must be installed in permeable landscaped area or hardscaped pedestrian plaza that extends at least 4 ft. from the base of the sign in all directions	Must be installed in permeable landscaped area that extends at least 4 ft. from the base of the sign in all directions	Allowed at points of entry into residential subdivisions or multifamily developments on properties where signs are present on the effective date or where designated on approved final plat, approved final development plan, or approved site plan	Allowed at points of entry into residential subdivisions or multifamily developments on properties where signs are present on the effective date or where designated on approved final plat, approved final development plan, or approved site plan
Secondary Detached Signs				
Max. #	1 per vehicular ingress point	1 per vehicular ingress point	1 per vehicular ingress point	Not allowed
Max. Sign Area	4 sf.	600 lf. of property frontage or less: 4	4 sf.	NA

Table 6-1-5-2: Detached Permanent Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (R)
		sf. More than 600 lf. of property frontage: 8 sf.		
Max. Sign Height	3.5 ft.	600 lf. of property frontage or less: 3.5 ft. More than 600 lf. of property frontage: 6 ft.	3.5 ft.	NA
Allowed Lighting	External	External or internal	External	NA
Setbacks and Spacing	At least 2 ft. from property lines Not more than 4 ft. from inside of curb of vehicular ingress or egress point	At least 2 ft. from property lines Not more than 4 ft. from inside of curb of vehicular ingress or egress point	At least 2 ft. from property lines Not more than 4 ft. from inside of curb of vehicular ingress or egress point	NA

Table 6-1-6-1: Attached Banners

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
All Attached Banners				
Max. # (on each building elevation)	1	Unframed: 1 per 300 lf. of building elevation or fraction thereof, but not more than 3 banners per building Installed in banner frame: 1 per 150 lf. of building elevation or fraction thereof, but not more than 3 banners per	1	Residential Building: Not allowed Nonresidential Building: 1

Table 6-1-6-1: Attached Banners				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
		building		
Max. Sign Area (per banner)	40 sf.	40 sf.	40 sf.	Residential Building: NA
				Nonresidential Building: 40 sf.
Allowed Lighting	None	External	None	None
Other Standards	None	If more than one banner is allowed on a building elevation, banners may be clustered	None	None

Table 6-1-6-2: Detached Temporary Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Yard Signs				
Max. #	2	2 per vehicular access point	Residential Building: Not limited	Residential Building: Not limited
			Nonresidential Building: 1 per 80 ft. of property frontage or fraction thereof	Nonresidential Building: 1 per 80 ft. of property frontage or fraction thereof
Max. Sign Area (per sign)	NA	8 sf.	8 sf.	6 sf.
Max. Sign Height	4 ft.	4 ft.	4 ft.	4 ft.
Allowed Lighting	None	None	None	None
Setbacks and Spacing	2 ft. from property lines; 2 ft. from all other signs	2 ft. from property lines; 2 ft. from all other signs	2 ft. from property lines; 2 ft. from all other signs	2 ft. from property lines; 2 ft. from all other signs

Table 6-1-6-2: Detached Temporary Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Other Standards	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension, not more than 10 feet from vehicular access point	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension, not more than 10 feet from vehicular access point	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension
Site Signs				
Max. #	1 per property	1 per 600 lf. of property frontage or fraction thereof	1 per 600 lf. of property frontage or fraction thereof, provided that the area of the property is at least 2 acres; properties that are less than 2 acres shall not display site signs	1 per 600 lf. of property frontage or fraction thereof
Max. Sign Area (per sign)	16 sf.	32 sf.	32 sf.	32 sf.
Max. Sign Height	6 ft.	6 ft.	6 ft.	6 ft.
Allowed Lighting	External	External	External	External
Setbacks and Spacing	2 ft. from front property lines	2 ft. from front property lines	2 ft. from front property lines	2 ft. from front property lines
	10 ft. from all other property lines	10 ft. from all other property lines	10 ft. from all other property lines	10 ft. from all other property lines
	10 ft. from all other signs	10 ft. from all other signs	10 ft. from all other signs	10 ft. from all other signs
	12 ft. from building walls	12 ft. from building walls	12 ft. from building walls	12 ft. from building walls
Other Standards	Where allowed, site signs shall be installed in permeable	Where allowed, site signs shall be installed in permeable	Where allowed, site signs shall be installed in permeable	Where allowed, site signs shall be installed in permeable

Table 6-1-6-2: Detached Temporary Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	landscaped areas or hardscaped areas (other than vehicular use areas and sidewalks) that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area	landscaped areas that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area	landscaped areas that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area	landscaped areas that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area
Swing Signs				
Max. #	Not allowed	Not allowed	1 per property frontage	1 per property frontage
Max. Sign Area (per sign)	NA	NA	5 sf., including riders	5 sf., including riders
Max. Sign Height	NA	NA	5 ft.	5 ft.
Allowed Lighting	NA	NA	None	None
Setbacks and Spacing	NA	NA	2 ft. from all property lines	2 ft. from all property lines
Other Standards	NA	NA	Swing signs shall be installed in permeable landscaped areas that are at least 4 lf. in every horizontal dimension and at least 20 sf. in area	Swing signs shall be installed in permeable landscaped areas that are at least 4 lf. in every horizontal dimension and at least 20 sf. in area
Sidewalk Signs				
Max. #	1 per principal building entrance	1 per principal building entrance	Not allowed	Not allowed
Max. Sign Area (per sign)	8 sf.	8 sf.	NA	NA
Max. Sign Height	4 ft.	4 ft.	NA	NA
Allowed	None	None	NA	NA

Table 6-1-6-2: Detached Temporary Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Lighting				
Setbacks and Spacing	Must provide at least 5 ft. clear sidewalk for pedestrian use	Must provide at least 5 ft. clear sidewalk for pedestrian use	NA	NA
Other Standards	Must be placed on sidewalk or hard-surfaced pedestrian plaza; not allowed in vehicular use areas or permeable landscaped areas	Must be placed on sidewalk, hard-surfaced pedestrian plaza, or level landscaped area; not allowed in vehicular use areas	NA	NA
	Must not obstruct pedestrian travel path or building entrance	Must not obstruct pedestrian travel path or building entrance		
	Placement in public right-of-way or public sidewalk, multi-use path, or trail easement requires revocable license agreement	Placement in public right-of-way or public sidewalk, multi-use path, or trail easement requires revocable license agreement		
Banners				
Max. #	1 per property frontage; or 1 per 100 lf. of property frontage if secured to temporary construction fencing related to permitted construction (may be clustered)	1 per property frontage; or 1 per 100 lf. of property frontage if secured to temporary construction fencing related to permitted construction (may be clustered)	1 per property frontage; or 1 per 100 lf. of property frontage if secured to temporary construction fencing related to permitted construction (may be clustered)	Not allowed
Max. Sign Area (per sign)	48 sf.	48 sf.	48 sf.	NA
Max. Sign Height	6 ft.	6 ft.	6 ft.	NA
Allowed	None	None	None	NA

Table 6-1-6-2: Detached Temporary Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Lighting				
Setbacks and Spacing	Banner must be mounted in a freestanding banner frame that is installed within a permeable landscaped area	Banner must be mounted in a freestanding banner frame, or on retaining wall, fence, or screen wall	Banner must be mounted in a freestanding banner frame, or on retaining wall, fence, or screen wall	NA
	Mounting hardware shall be concealed from view	Mounting hardware shall be concealed from view	Mounting hardware shall be concealed from view	
	Banner shall be stretched tightly to avoid movement in windy conditions	Banner shall be stretched tightly to avoid movement in windy conditions Not allowed if any of the following are present on the property: feather flag or EMC	Banner shall be stretched tightly to avoid movement in windy conditions Not allowed if any of the following are present on the property: feather flag or EMC	
Feather Flags				
Max. #	Not allowed	1 per property	1 per property	Not allowed
Max. Sign Area (per sign)	NA	45 sf.	45 sf.	NA
Max. Sign Height	NA	15 ft.	15 ft.	NA
Allowed Lighting	NA	None	None	NA
Setbacks and Spacing	NA	Must be spaced not less than 50 ft. from any other temporary sign	Must be spaced not less than 50 ft. from any other temporary sign	NA
Other Standards	NA	Not allowed if sidewalk sign is present Must be installed in a permeable landscaped area with a radius that	Must be installed in a permeable landscaped area with a radius that extends not less than 3 ft. from the flag pole	NA

Table 6-1-6-2: Detached Temporary Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
		extends not less than 3 ft. from the flag pole		
Inflatables				
Max. #	Not allowed	1 per property	Not allowed	Not allowed
Max. Sign Area (per sign)	NA	225 sf.	NA	NA
Max. Sign Height	NA	15 ft.	NA	NA
Allowed Lighting	NA	None	NA	NA
Setbacks and Spacing	NA	All parts of the sign must be set back 10 ft. from all property lines, pedestrian use areas, and vehicular use areas	NA	NA
Other Standards	NA	Sign must be tethered to prevent movement in windy conditions	NA	NA

COUNCIL BILL NO. 23-
ORDINANCE NO.

AN ORDINANCE AMENDING CERTAIN PROVISIONS WITHIN THE LAND
DEVELOPMENT CODE, OF THE ARVADA CITY CODE TO ADD THE ZONING
DISTRICT, COMMERCIAL, NEIGHBORHOOD

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ARVADA, COLORADO:

Section 1. Chapter 2, Zoning Districts, of the Land Development Code, of the Arvada City Code is hereby amended:

Section 2-1-2-1 Zoning Districts Established is hereby amended in its entirety to read as follows:

- 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 District
 6. Industrial Districts
 - a. IL Industrial, Light District
 - b. IG Industrial, General District
 7. Planned Unit Development District
 - a. PUD Planned Unit Development District”

Section 2-1-6-1 CG: Commercial, General, is retitled and amended in its entirety to read as follows:

“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, Neighborhood Lot and Building Standards.

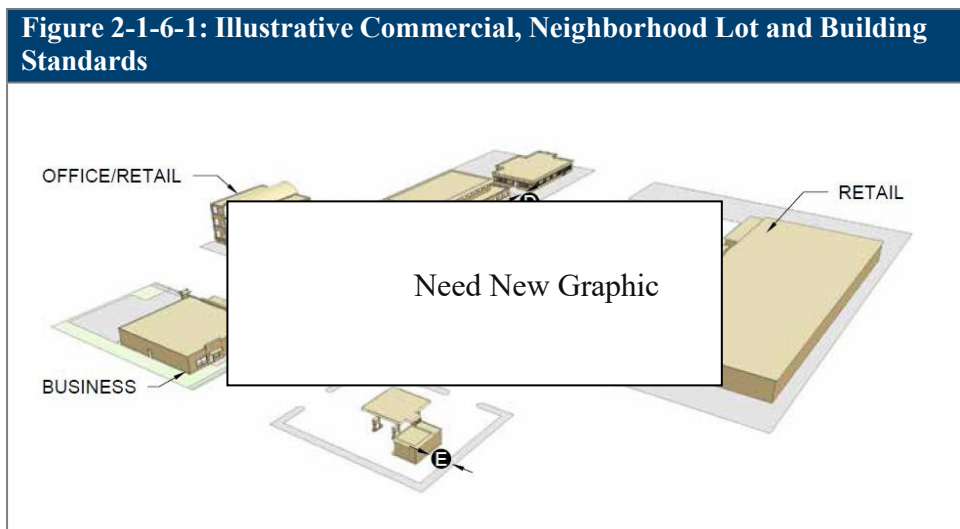


Table 2-1-6-1A: Commercial, Neighborhood Lot and Building Standards		
Standard		All Lot Types
Lot Standards		
	Min. Lot Area	10,000 sf.
	Max. Lot Area	1 acre
A	Min. Lot Width	50 ft.
	Max. Lot Coverage	55%
Setback Standards		
B	Min./Max. Front	5 ft./20 ft.
C	Min. Street Side	20 ft.
D	Min. Interior Side	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.
Site Standards		
	Min. Landscape Surface Area	15%
	Max. Outdoor Display	5% of enclosed retail floor area
	Max. Outdoor Storage	Not allowed

- D. **Cross-References.** The cross-references in Table 2-1-6-1B, Cross-References for Commercial, Neighborhood, 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
Outdoor Storage, and Outdoor Retail Display	Section 5-1-6-3, Outdoor Storage, Outdoor Retail Display, and Outdoor Dining Areas.
Signs	Chapter 6, Signs”

Section 2-1-6-1 CG: Commercial, General is renumbered to Section 2-1-6-2; no changes to the language of the Section.

Figure 2-1-6-1: Illustrative Commercial, General Lot and Building Standards is renumbered to Figure 2-1-6-2; no changes to the Figure.

Table 2-1-6-1A: Commercial, General Lot and Building Standards is renumbered to Table 2-1-6-2A; no changes to the Table.

Table 2-1-6-1B: Cross-References for Commercial, General is renumbered to Table 2-1-6-2B; no changes to the Table.

Section 2-1-6-2 IL: Industrial Light is renumbered to Section 2-1-6-3; no changes to the language of the Section.

Figure 2-1-6-2: Illustrative Industrial, Light Lot and Building Standards is renumbered to Figure 2-1-6-3; no changes to the Figure.

Table 2-1-6-2A: Industrial, Light Lot and Building Standards is renumbered to 2-1-6-3A; no changes to the Table.

Table 2-1-6-2B: Cross-References for Industrial, Light is renumbered to 2-1-6-3B; no changes to the Table.

Section 2-1-6-3 IG: Industrial, General is renumbered to Section 2-1-6-4; no changes to the language of the Section.

Figure 2-1-6-3: Illustrative Industrial, General Lot and Building Standards is renumbered to Figure 2-1-6-4; no changes to the Figure.

Table 2-1-6-3A: Industrial, General Lot and Building Standards is renumbered to Table 2-1-6-4A; no changes to the Table.

Table 2-1-6-3B: Cross-References for Industrial, General is renumbered to Table 2-1-6-4B; no changes to the Table.

The remaining portions of Chapter 2 shall remain unchanged.

Section 2. Chapter 3, Use Regulations, of the Land Development Code, of the Arvada City Code is hereby amended:

Section 3-1-2-4 Hospitality, Recreation, and Entertainment Land Use by Zoning District is hereby amended in its entirety to read as follows:

“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
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	L	C					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		A				-
Recreation and Amusement, Indoor							A	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			A				-“

Section 3-1-2-5 Commercial Land Use by Zoning District is hereby amended in its entirety to read as follows:

“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				

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
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		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-through in certain locations.”

Section 3-1-2-6 Community, Civic, Educational, Health Care, and Institutional Land Use by Zoning District is hereby amended in its entirety to read as follows:

“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,		A	A	A	A	A	A	A	A	A				A		A	A	A	A			-

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
Kindergarten, Elementary, Middle, or High																						
Private School, Vocational, Trade, College, or University							A	A	A	A	A	A	A	A	A		A	A	A	A	A	-

Section 3-1-3-4 Hospitality, Recreation, and Entertainment Standards is hereby amended in its entirety to read as follows:

- A. **“Adult Entertainment / Adult Retail Sales.** See Arvada City Code, Chapter 22, Article II, “Adult Entertainment Businesses.”
- B. **Amusement, Outdoor.**
 - 1. In the MX-S or IL zoning district:
 - a. The use shall be surrounded by the Option A bufferyard, per Division 4-6-5, Landscape Areas and Bufferyards.
 - b. If the use includes field lighting or small engines (*e.g.*, gas-powered go-karts) that are operational after 9:00 PM or before 7:00 AM, it shall be located not less than 600 feet from any RA and RN zoning district boundary.
- C. **Bed and Breakfast.**
 - 1. All bed and breakfast establishments shall be subject to the following:
 - a. The structure should have architectural significance through an historical style or unique architectural design.
 - b. The renovation and use as a bed and breakfast establishment will facilitate the renovation and/or maintenance of the structure.
 - c. The renovation and use as a bed and breakfast establishment will contribute to the, character, of the neighborhood.
 - 2. **Building Requirements.**
 - a. The architectural and historic integrity and arrangement of the existing exterior and interior of the building shall be maintained, and any modifications shall be only as necessary due to:
 - i. Building or Fire code requirements; or
 - ii. Additions or modifications needed to provide a common guest area (*e.g.*, a dining area or atrium), to enlarge an existing bedroom, or add a bathroom.
 - b. No additions are allowed that would increase the existing number of bedrooms.
 - c. The building may not be enlarged by more than 25 percent of the existing floor area, and any changes must be compatible with the architectural character of the existing building.
 - 3. **Operations.**

- a. Any meal may be provided; however, it shall be served only to guests taking lodging in the facility.
 - b. Lodging guests may stay for a maximum of 14 consecutive days in any 30-day period.
4. **Parking.**
- a. No more than two parking spaces may be located in the front setback area. Parking in excess of two spaces shall be provided behind the front setback, and must be screened from adjacent residential uses by a six-foot cedar fence or other method approved by the Director upon a determination that it provides a comparable or better screening effect and is consistent with the residential appearance of the bed and breakfast.
 - b. On-street parking may be permitted only if it is located adjacent to the property and if it is determined that its use would not be detrimental to the neighborhood.
5. **Signs.**
- a. Signs shall be compatible in material and architectural style with the principal building and shall meet the requirements of Section 6-1-2-4, Sign Districts.
- 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.”

Section 3-1-3-5 Commercial Standards is hereby amended in its entirety to read as follows:

A. “Animal Day Care / Training.

1. In the MX and CG zoning districts, the use shall be located entirely indoors.
2. In the IL zoning district, if the use is located within 300 feet of a residential zoning district, no outdoor activities related to the use shall occur between the hours of 9:00 PM and 7:00 AM.

B. Art Studio / Makerspace.

Such use shall not exceed 5,000 square feet unless located within a vertically mixed-use building.

C. Auction House.

All business activities shall be conducted within an entirely enclosed building.

D. Kennel.

1. In the RA and IL zoning districts, a kennel facility shall be subject to the following:

- a. Outdoor facilities, including outdoor runs, shall not be located within 150 feet of any adjacent residential zoning district.
 - b. If the use is located within 300 feet of residentially zoned property, no outdoor activities related to the use shall occur on the subject property between the hours of 9:00 PM and 7:00 AM.
 - c. The parts of a building where animals are boarded shall be fully enclosed and shall be sufficiently insulated so no unreasonable noise or odor can be detected off premises.
2. All kennels shall be licensed by the City of Arvada pursuant to Article VIII, "Kennel License," of Chapter 14 of the Arvada Code of Ordinances.
 3. A residence for a caretaker is allowed, subject to the requirements of Section 5-1-6-7, Custodial Unit.

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.

F. Retail Sales and Services, Type 2.

1. Convenience Lending Operations.

All convenience lending operations except national banks and those operating as of the effective date of this Code shall comply with the following locational restrictions and standards:

- a. It shall be unlawful to operate or cause to be operated a convenience lending operation within 2,500 feet of another convenience lending operation.
- b. It shall be unlawful to operate or cause to be operated a convenience lending operation within 300 feet of any residentially-zoned property.
- c. The distance between any two such operations shall be measured in a straight line, without regard to intervening structures or objects, from the closest exterior wall of the structure in which each such operation is located, and the distance between a convenience lending operation and a residentially-zoned property shall be measured in a straight line, without regard to intervening structures or objects, from the closest exterior wall of the structure in which the operation is located to the nearest property line of the residentially-zoned property, excluding public street rights of way.

2. **Used Merchandise Stores and Donation Centers (retail, used - primarily donated; retail, used - primarily non-donated; used merchandise donation center).**
 - a. Used merchandise stores that accept donated goods on the premises and used merchandise donation centers shall:
 - i. Coordinate delivery and acceptance of donations, during business hours only, either inside the store or center, or outside the store or center as long as donations are moved inside immediately after drop-off;
 - ii. Sort and store donations only inside the store or center;
 - iii. Patrol the store or center premises as the need arises to remove any donations left outside after hours; and
 - iv. Remove donations left outside of the store or center after business hours no later than 7:00 AM the next morning.
 - b. A used merchandise store shall devote more than 50% of its floor area to retail sales.
 - c. The arrangement of activities inside a used merchandise store shall be such to preserve a retail character when it is viewed from the outside. Where the building façade includes windows or doors, the areas within the building visible through these openings shall be used for retail sales only.
 - d. Used merchandise donation centers shall be limited to a maximum gross floor area of 2,500 square feet and a maximum tenant width of 25 feet.
 - e. Donation boxes, trailers, containers, or other structures intended and utilized as an exterior, stand-alone receptacle or depository for the donation of goods are prohibited.
 - i. Based upon the generally mobile, temporary, impermanent, and accessory nature thereof, and notwithstanding the provisions of Chapter 9, Nonconformities of this Code, any such box, trailer, container, or structure, or use of such box, trailer, container, or structure, legally established prior to May 12, 2011 shall be permitted to continue in place, but such use, and the lawful status of such structure and use, shall terminate upon the occurrence of any of the following:
 - a. Any change in tenancy, ownership, or management of the structure or user thereof;
 - b. Any cessation of such use, or absence of such structure from the premises, for a period of 30 days or more;
 - c. Any damage or destruction of the structure, by any means, to the extent of more than 50 percent of its structural replacement value prior to such damage or destruction;
 - d. Any enlargement or expansion of such structure or use;
 - e. Any alteration (beyond that necessary for routine maintenance and repair) or relocation of the structure on the premises, other than that which, in the sole discretion of the Director, is determined appropriate; or

- f. A failure to register the structure or use within the allotted time period, as provided in below.
3. The owner of any such box, trailer, container, or structure legally established prior to May 12, 2011, and the user thereof (if different than the owner), must have registered such structure or use with the Director prior to December 30, 2011.

G. Veterinary Office or Clinic.

1. All veterinary offices or clinics shall be subject to the following requirements:
 - a. All facilities, including all treatment rooms, cages, pens, training rooms, and exercise runs, shall be within a completely enclosed, soundproof building.
 - b. Short-term overnight boarding associated with the medical treatment and post-operative care of animals shall be allowed, provided such boarding is contained within a completely enclosed building.

H. Workshop.

1. The use shall not exceed 5,000 square feet unless located within a vertically mixed-use building.”

The remaining portions of Chapter 3 shall remain unchanged.

Section 4. Chapter 4, Environmental and Site Design, of the Land Development Code, of the Arvada City Code is hereby amended:

Section 4-4-3-4 Street Hierarchy and Connectivity is amended in its entirety to read as follows:

- A. **“Generally.** Street and block patterns shall be consistent with the City’s Transportation Plan, and should include a clear hierarchy of well-connected streets that distribute traffic over a multiple number of streets and avoid traffic congestion on major streets. Within each development, the access and circulation system should accommodate the safe, efficient, and convenient movement of vehicles, bicycles, and pedestrians through the development, and provide opportunities to link to adjacent neighborhoods and properties.
- B. **General Distribution of Streets within the Street Hierarchy.** Arterial streets, major collector streets, and minor collector streets shall be arranged generally in accordance with this Subsection (*see* Figure 4-4-3-4A, Illustrative Distribution of Arterial, Major Collector, and Minor Collector Streets, for illustrative example).
 1. **Arterial Streets.** Arterials are located at approximately one mile intervals in both east-west and north-south directions. Within each one-mile segment, arterials will align and connect across intersecting arterials to distribute traffic and provide continuity for designated bicycle routes.
 2. **Major Collector Streets.** Within each one mile segment, at least one collector street shall divide the segment east-west and another shall divide the segment north-south at approximately the half-mile points, and these major collector streets shall intersect the arterials within 110 feet of the half-mile points, resulting in areas of approximately 160 acres.

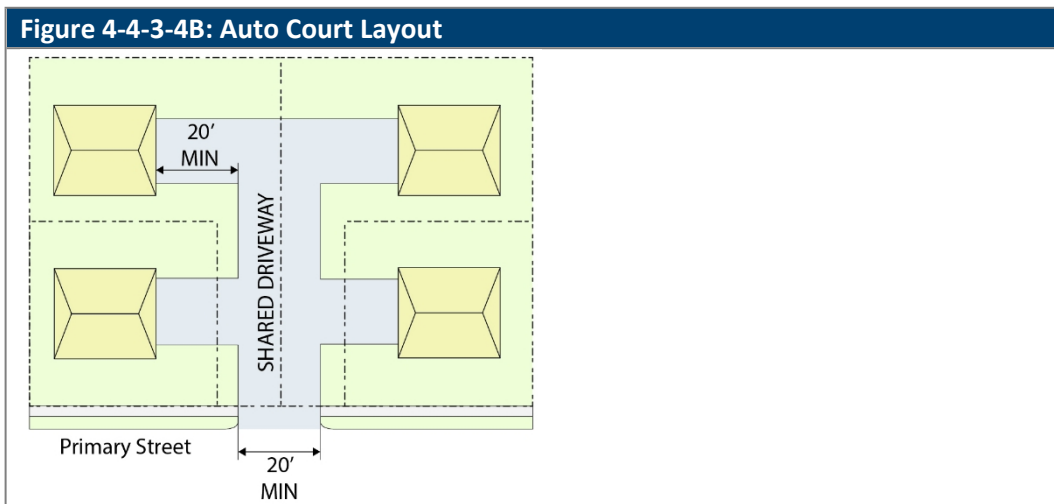
3. **Minor Collector Streets.** For residential neighborhoods, within each approximately 160 acre area defined by major collectors, at least one minor collector street giving access to its interior shall be provided on every perimeter street of the area unless prevented by an obstacle. These minor collector streets should connect with each other through such 160 acre area to define four areas of approximately 40 acres each.



- C. **Local Streets.** For each generally 40-acre area, at least one local street giving access to its interior shall be provided on every perimeter street of the area unless prevented by an obstacle. Such streets should connect across other local streets depending on the land use relationship.
- D. **Connectivity.** Where property is to be developed and streets are stubbed to the property or where arterial, collector, or local streets are designated to connect to the property, the City may require rights-of-way and construction of those streets through and into the area contained within the development application.
- 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.
- F. **Access and Driveways.** All new lots and developments shall have access streets constructed in compliance with the Transportation Standards in the City's Engineering Code of Standards and Specifications. Single-family detached and duplex unit driveways shall not take direct access from arterial streets or collector streets, unless no other alternative is available. All access points shall be constructed so that:
1. Vehicles may safely enter and exit the property;
 2. Interference with the convenient flow of traffic and conflict with pedestrians and bicycles is minimized; and
 3. Driveways shall be hard-surfaced with materials such as asphalt, concrete or other equivalent surface pursuant to the City's Engineering Code of Standards and Specifications. Recycled asphalt, gravel or other similar surfaces are not an approved surface. The surfacing requirements shall not apply to access drives on lots or tracts of three-quarters of an acre or more where the property structure is a single-family home and the access drive is more than 100 feet in length, or the access drive is for an accessory agriculture use.
- G. **Cross-Access between Adjacent Uses.** All multifamily and nonresidential development shall be designed to allow for cross-access to adjacent properties to encourage shared parking and shared access to public and private streets. This may be accomplished by one or more of the following:
1. Connecting streets and drives;
 2. Coordinating parking lot and parking structure entrances;
 3. Providing common service and delivery areas;
 4. Providing shared parking areas; and
 5. Providing share driveways and access points for adjacent lots to minimize curb cuts.
- The Director may allow alternatives to cross-access requirements if providing cross-access is deemed impractical, provided the Applicant provides adequate bicycle and pedestrian connections between adjacent development or land uses.
- H. **Auto Courts.** Up to four single-family detached dwelling units may share a single driveway access to a public street through the use of an auto court layout (*see* Figure 4-4-3-4C, Auto Courts Layout), provided that:
1. The minimum width of the surface of an auto court shall be 20 feet unless a wider width is required by the fire district with jurisdiction over the subject property.
 2. Shared driveways shall be surfaced with concrete, not asphalt.
 3. Individual driveways leading from the shared driveway to each dwelling unit shall be at least 20 feet long, as measured between the front of the garage or carport and the closest edge of the shared driveway.

4. The design of the auto court shall permit a passenger vehicle to back out of an individual driveway and turn 90 degrees using the individual drive or intersecting street.
5. The auto court design shall comply with all off-street parking requirements applicable to single-family dwellings. In addition, each auto court design shall provide one-half off-street parking space per dwelling unit, in a location other than a private driveway.
6. The Applicant must provide for private ownership and maintenance of the auto courts. Provisions for the private ownership and maintenance and repair of shared driveways shall be approved by the Director during the development approval process.



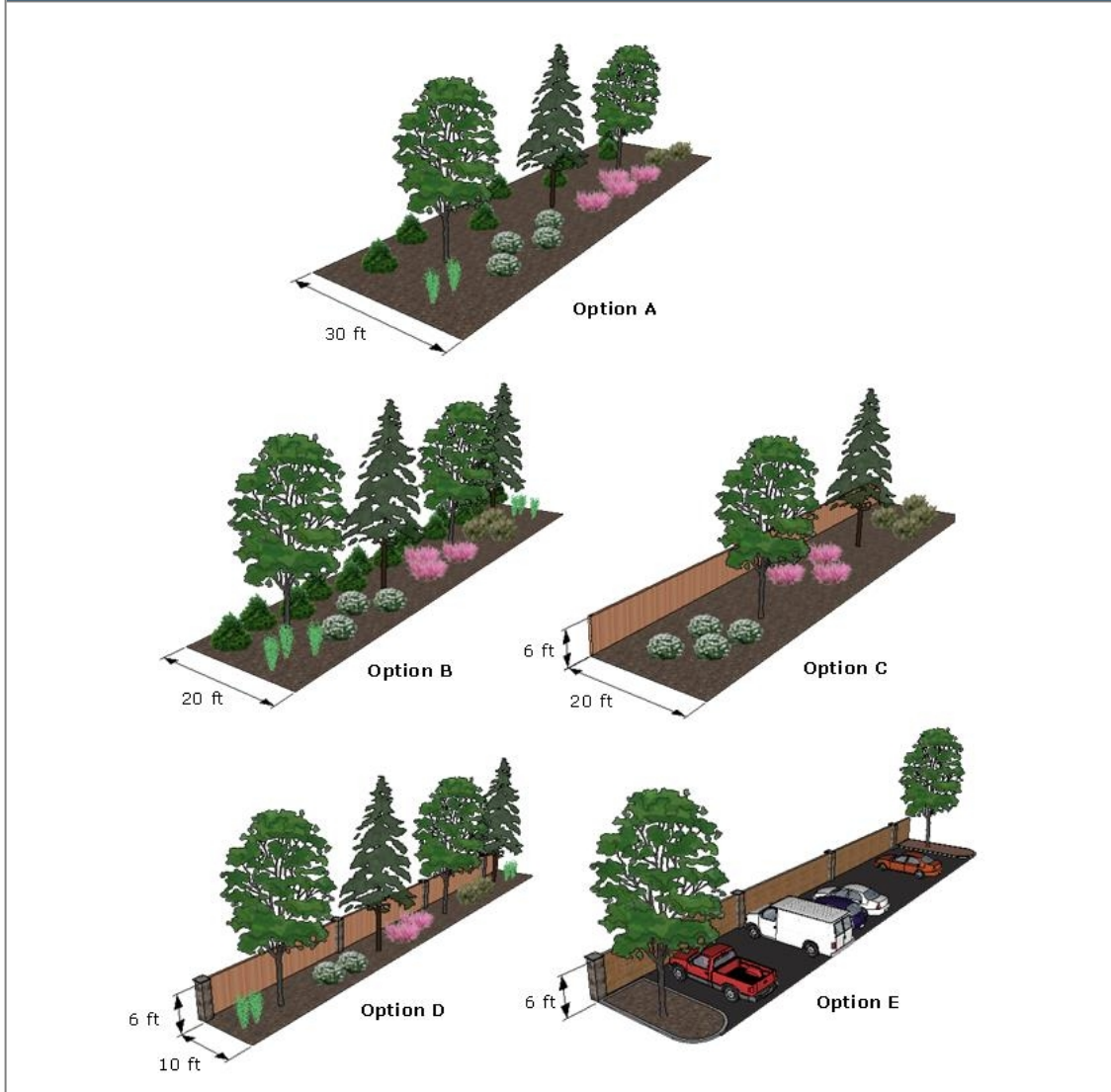
- I. **Loop Lanes.** Up to seven single-family dwelling units may share access to a public street through the use of a loop lane layout provided that:
 1. The surface of the loop lane shall be at least 20 feet wide, and shall be surfaced with concrete, not asphalt.
 2. No portion of the loop lane shall extend more than 250 feet from the public street to which the loop lane gives access.
 3. The common area surrounded by the loop lane shall be at least 60 feet wide.
 4. Individual driveways leading from the loop lane to each home shall be at least 20 feet long, as measured from the closest edge of the loop lane.
 5. Traffic on the loop lane shall be one-way only and shall be adequately signed as a one-way drive.
 6. The design of the loop lane shall permit a passenger vehicle to back out of an individual driveway and turn 90 degrees in either direction using only the individual driveway, the loop lane, or the intersecting public street.
 7. The loop lane design shall comply with all off-street parking requirements applicable to single-family dwellings. In addition, each loop lane design shall provide one-half off-street parking space per dwelling unit, in a location other than a private driveway.

8. The Applicant must provide for private ownership and maintenance of the loop lane. Provisions for the private ownership and maintenance of both the loop lane surface and the common area surrounded by the loop lane shall be approved by the Director during the development approval process.
- J. **Private Streets.** The use of private streets is discouraged. Where allowed by the Director, private streets shall comply with all standards for the design of public streets of the same function adopted by the City. The Applicant must provide for private ownership and maintenance of the private streets. Provisions for the maintenance of private streets shall be approved by the Director during the development approval process.
- K. **Alleys.**
1. The use of alleys is encouraged for development that is residential or predominantly residential in the RA, RN, R6, R13, R-24 MX-S, MX-U, MX-T, and PUD zoning districts. Where alleys are used, they shall comply with the following standards:
 - a. The minimum right-of-way width of a residential alley shall be 16 feet.
 - b. The minimum right-of-way width of a commercial or industrial alley shall be 20 feet.
 - c. All platted alleys shall be paved.
 - d. Residential alleys shall connect through the block to a publicly dedicated street on each end and must provide access to at least 50 percent of the garages on lots adjacent to the alley.
 2. The City may require alleys in the following circumstances:
 - a. Along the rear lot lines of a multifamily development if the area of lots as subdivided will permit three or more dwelling units;
 - b. Along the rear lot lines of all lots fronting on a major arterial street; and
 - c. At any other location the Director or Decision-Making Body deems necessary.
 3. The Applicant must provide for private ownership and maintenance of the alley. Provisions for the private maintenance of alleys shall be approved by the Director during the development approval process.
- L. **Cul-de-Sacs.** A cul-de-sac may not exceed 500 feet in length, measured from the center of the intersection to the center of the turnaround. Where a parcel's size or shape makes a 500-foot limitation impractical, the Director may approve a longer cul-de-sac provided that there is no reasonable alternative.
1. A "T" or "Y" design, or other acceptable design to provide a turn-around may be used if approved by the Director provided that the street does not exceed 200 feet in length.
 2. No more than 20 lots may be located on a cul-de-sac. Cul-de-sacs that serve more than 20 lots require approval of the Director and the fire district with jurisdiction over the subject property.
- M. **Utilities.** All street and alley development shall accommodate all utility easements, service, and utility cabinet locations. Utility service cabinets and ground mounted equipment should be located in the least visible and least intrusive locations possible and shall be screened with evergreen shrubs or evergreen trees.”

Section 4-6-5-3 Bufferyard Options is amended in its entirety to read as follows:

- A. “One of the following bufferyard options shall be installed along any non-street frontage or alley when required by Section 4-6-5-2, Purpose and Applicability, and landscape material shall be from the City’s approved plant list to include acceptable buffer trees and shrubs. The options are identified below:
1. **Option A.** A landscaped bufferyard with a minimum width of 30 feet shall be provided along the property line. Canopy shade trees, evergreen trees, and shrubs shall be provided as follows:
 - a. Three trees and 20 shrubs per 100 lineal feet of adjacency. A minimum 20 percent evergreen trees.
 2. **Option B.** A landscaped bufferyard with a minimum width of 20 feet shall be provided along the property line. Canopy shade trees, evergreen trees, and shrubs shall be provided as follows:
 - a. Four trees and 24 shrubs per 100 lineal feet of adjacency. A minimum 40 percent evergreen trees.
 3. **Option C.** A landscaped bufferyard with a minimum width of 20 feet shall be provided along the property line. The bufferyard shall include a six-foot tall solid fence or wall along the property line. Canopy shade trees, evergreen trees, and shrubs shall be provided as follows:
 - a. Two trees and ten shrubs per 100 linear feet of adjacency plus six-foot tall solid fence or wall along the property line. A minimum 20 percent evergreen trees.
 4. **Option D.** A landscaped bufferyard with a minimum of ten feet shall be provided along the property line. The bufferyard shall include a six-foot tall solid fence or wall along the property line. Brick or stone columns shall be incorporated into the fence or wall design and spaced at least every 30 feet. Canopy shade trees, evergreen trees, and shrubs shall be provided as follows:
 - a. Four trees and ten shrubs per 100 lineal feet of adjacency. A minimum 40 percent evergreen trees.
 5. **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.”

Figure 4-6-5-3: Bufferyard Options



The remaining portions of Chapter 4 shall remain unchanged.

Section 5. Chapter 6, Signs, of the Land Development Code, of the Arvada City Code is hereby amended:

Section 6-1-2-4 Sign Districts is amended in its entirety to read as follows:

- A. **“Generally.** In recognition that the City is a place of diverse physical character, and that different areas of the City have different functional characteristics, this Article includes standards for signs that are based on the sign district in which the signs are located.
- B. **Sign Districts Created.** The following sign districts are created:
 - 1. Olde Town/Commercial Neighborhood (OT, CN)
 - 2. Mixed-Use/Commercial/Industrial (MX,C,I)
 - 3. Multifamily Residential (RM)

4. Single-Family Residential (RS)

C. **Relationship to Zoning Districts.** Sign districts shall correspond to zoning districts as provided in Table 6-1-2-4, Sign Districts.

Table 6-1-2-4: Sign Districts	
Sign District	Corresponding Zoning Districts or Areas
Olde Town/Commercial (OT, CN)	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).

D. **Relationship to Planned Unit Development.** Planned unit developments that are approved after the effective date of this LDC shall include sign district designations as set out in Table 6-1-2-4, Sign Districts, or shall be processed with an application for a sign design program pursuant to Section 8-3-7-2, Alternative Sign Programs.

Table 6-1-5-1A: Wall Signs is amended in its entirety to read as follows:

Table 6-1-5-1A: Wall Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Applied or Painted Wall Sign				
Max. #	1 for single family, duplex or multiplex form: 1 per principal building. All other forms: 1 per establishment	Not limited	1 per building elevation	1 per building elevation
Max. Sign Area (Total Per Building)	Single family detached, duplex or multiplex form: 8 sf. max.	1.5 sf. per 1 lf. of establishment frontage of the building elevation	1 sf. per 2 lf. of building elevation, minus the area of other wall signs on	Residential Building: 1 sf.
				Nonresidential

Table 6-1-5-1A: Wall Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Elevation)	All other forms: 1 sf. per 1 lf. of establishment frontage of the building elevation upon which the sign is mounted, max. 32 sf.; a minimum of 30 sf., if establishment frontage is less than 30 lf.	upon which the sign is mounted.	same elevation	Building: 1 sf. per 2 lf. of building elevation, minus the area of other wall signs on same elevation
Allowed Lighting	External	External	External	None
Mural Wall Sign				
Max. #	1 per building	1 per building	1 per building	Not allowed
Max. Sign Area	May be allowed on entire elevation subject to the Design Guidelines for OT	May be allowed on entire	May be allowed on entire elevation	-
Allowed Lighting	External	External	External	-
Other Standards	<ul style="list-style-type: none"> a. Murals shall not be placed on a building that is exclusively for a residential use. b. Murals shall not: <ul style="list-style-type: none"> i. Project more than 2 in. in the OT sign district and 6 in. in all other sign districts from the plane of the wall upon which it is painted or to which it is affixed and shall not extend above the top of the wall upon which it is painted or to which it is affixed; ii. Cover or interrupt major architectural features, such as doors, exits, and windows; and c. The property owner shall not be compensated for the display of the mural or the right to place the mural on a site. 			-
Bulletin Board Attached to Building Wall				
Max. #	1 per principal building entrance	1 per principal building entrance	1 per principal building entrance	Residential Building:

Table 6-1-5-1A: Wall Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
				Not allowed
				Nonresidential Building: 1 per principal building entrance
Max. Sign Area (Per Sign)	6 sf.	12 sf.	6 sf.	6 sf.
Allowed Lighting	External	External	External	None
Other Standards	Not allowed above an elevation of 8 ft. above adjacent grade	Not allowed above an elevation of 8 ft. above adjacent grade	Not allowed above an elevation of 8 ft. above adjacent grade	Residential Building: Not allowed
				Nonresidential Building: Not allowed above an elevation of 8 ft. above adjacent grade
Cabinet Wall Signs or Dimensional Wall Signs (Primary)				
Max. #	Dimensional wall sign only; cabinet wall signs are not allowed. Single family detached, duplex or multiplex form: 1 per principal building. All other forms: 1 per establishment	Not limited	1 per building elevation	Residential Building: Not allowed
				Nonresidential Building: 1 per building (dimensional wall sign only; cabinet wall signs are not allowed)
Max. Sign Area (Per Sign)	Single family detached, duplex or multiplex form: 8 sf. max. All other forms: 1 sf. per 1 lf. of establishment frontage of the building elevation upon which the sign is mounted	Dimensional wall signs: 1.5 sf. per 1 lf. of establishment frontage of the building elevation upon which the sign is mounted	32 sf.	Residential Building: Not allowed
		Cabinet wall signs: 1 sf. per 2 lf. of establishment		Nonresidential Building: 12 sf.

Table 6-1-5-1A: Wall Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	max. 32 sf.; a minimum of 30 sf. if establishment frontage is less than 30 lf.	frontage of the building elevation upon which the sign is mounted, not to exceed 60 sf.		
Allowed Lighting	External or halo	External or internal	External or internal	None
Other Standards	Not allowed on building elevations that are located within 10 feet of a property line of a single-family detached or duplex residential use	Not allowed if primary fin sign is also present on the same building elevation	Not allowed if primary fin sign is also present on the same building elevation	None
		Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	
Cabinet Wall Signs or Dimensional Wall Signs (Secondary)				
Max. #	1 per principal building entrance (dimensional wall sign only; cabinet wall signs are not allowed)	1 per principal building entrance	1 per principal building entrance	Not allowed
Max. Sign Area (Per Sign)	4 sf.	48 sf.	6 sf.	NA
Allowed Lighting	External or halo	External or internal	External or internal	None
Other Standards	Must be located above ground floor principal building entrance	Must be located above ground floor principal building entrance	Must be located above ground floor principal building entrance	NA
	No part of the sign shall be located more than 15 ft. above adjacent	No part of the sign shall be located more than 15 ft. above adjacent	No part of the sign shall be located more than 15 ft. above adjacent	

Table 6-1-5-1A: Wall Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	grade	grade	grade	
	Not allowed if secondary fin sign is also present above the same entrance	Not allowed if secondary fin sign is also present above the same entrance	Not allowed if secondary fin sign is also present above the same entrance	

Table 6-1-5-1B: Window Signs is amended in its entirety to read as follows:

Table 6-1-5-1B: Window Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (M-X,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
All Window Signs				
Max. #	Not limited	Not limited	1 per window	1 per window
Max. Sign Area	25% of the area of windows larger than 8 sf. may be covered with signs	25% of the area of windows larger than 8 sf. may be covered with signs	3 sf. per sign	6 sf. per elevation
	75% of the area of windows smaller than 8 sf. may be covered with signs	75% of the area of windows smaller than 8 sf. may be covered with signs		
	For the purposes of the standards above, the area of the window is calculated as the total area of window panes that are situated within six inches of each other	For the purposes of the standards above, the area of the window is calculated as the total area of window panes that are situated within six inches of each other		
Allowed Lighting	External or internal	External or internal	External or internal	None
Other Standards	Permanent applied window signs shall	Permanent applied window signs shall	Permanent applied window signs shall	NA

Table 6-1-5-1B: Window Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (M-X,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	be affixed to the window in a professional manner (e.g., without wrinkles, bubbles, tape, etc.)	be affixed to the window in a professional manner (e.g., without wrinkles, bubbles, tape, etc.)	be affixed to the window in a professional manner (e.g., without wrinkles, bubbles, tape, etc.)	

Table 6-1-5-1C: Projecting Signs is hereby amended in its entirety to read as follows:

Table 6-1-5-1C: Projecting Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Awning Signs				
Max. #	Not limited	Not limited	Not limited	Not allowed
Max. Sign Area (Total Per Building Elevation)	50% of awning face upon which sign is attached, max 32 sf.	Not limited	50% of awning face upon which sign is attached	NA
Allowed Lighting	External	External or internal	External	NA
Min. Sign Clearance	8'	8'	8'	NA
Other Standards	Principal function of awning must be to provide shelter for a window, a door, or an outdoor seating area	Principal function of awning must be to provide shelter for a window, a door, or an outdoor seating area	Principal function of awning must be to provide shelter for a building entrance	NA
	Awning signs shall not extend over parking aisles, parking spaces, fire lanes, or loading areas	Awning signs shall not extend over parking aisles, parking spaces, fire lanes, or loading areas	Awning signs shall not extend over parking aisles, parking spaces, fire lanes, or loading areas	
	Awning signs must be applied to, or	Awning signs must be stitched to,	Awning signs must be stitched to,	

Table 6-1-5-1C: Projecting Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	printed or painted on the awning; rivets and comparable fasteners are not allowed	applied to, or printed or painted on the awning; rivets and comparable fasteners are not allowed	applied to, or printed or painted on the awning; rivets and comparable fasteners are not allowed	
Marquee Signs				
Max. #	Not allowed	1 per building	Not allowed	Not allowed
Max. Sign Area (Total Per Building Elevation)	NA	1 sf. per lf. of building elevation upon which the sign is mounted, not to exceed 150 sf.	NA	NA
Allowed Lighting	NA	External or internal	NA	NA
Min. Sign Clearance	NA	8 ft.	NA	NA
Other Standards	NA	Sign must be located over a principal building entrance	NA	NA
		Sign shall not extend over any vehicular use area		
		Sign shall not extend above the roof line		
Hanging Signs				
Max. #	1 per building entrance	1 per building entrance	1 per building entrance	Residential Building: Not allowed
				Nonresidential Building: 1 per building entrance
Max. Sign Area (Total Per Building Elevation)	6 sf.	10 sf.	8 sf.	Residential Building: NA
				Nonresidential Building: 5 sf.
Allowed	External	External or internal	External	None

Table 6-1-5-1C: Projecting Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Lighting				
Min. Sign Clearance	8 ft.	8 ft.	8 ft.	8 ft.
Other Standards	Must be installed under a canopy or awning that shelters a building entrance or patio area	Must be installed under a canopy or awning that shelters a building entrance or patio area	Must be installed under a canopy or awning that shelters a building entrance or patio area	Must be installed under a canopy or awning over a principal building entrance
Fin Signs (Primary)				
Max. #	1 per street-facing building elevation	1 per building	1 per street-facing building elevation	Residential Buildings: Not allowed
				Nonresidential Buildings: 1 per street-facing building elevation
Max. Sign Area (Total Per Building Elevation)	12 sf.	1 sf. per 1 lf. of street-facing building elevation, not to exceed 150 sf.	12 sf.	Residential Buildings: NA
				Nonresidential Buildings: 12 sf.
Allowed Lighting	External	External or internal	External	None
Min. Sign Clearance	8 ft.	8 ft., or in the alternative, may extend to ground level	8 ft.	8 ft.
Other Standards	None	Not allowed if primary cabinet wall sign is also present	Not allowed if primary cabinet wall sign is also present	None
Fin Signs (Secondary)				
Max. #	1 per principal building entrance	1 per principal building entrance	1 per principal building entrance	Residential Buildings: Not allowed
				Nonresidential Buildings: 1 per principal building entrance
Max. Sign	4 sf.	8 sf.	8 sf.	2 sf.

Table 6-1-5-1C: Projecting Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Area (Total Per Building Elevation)				
Allowed Lighting	External	External or internal	External	None
Min. Sign Clearance	8 ft.	8 ft.	8 ft.	8 ft.
Other Standards	Must be located over a principal building entrance, or within 2 feet on either side of the entrance	Must be located over a principal building entrance, or within 2 feet on either side of the entrance	Must be located over a principal building entrance, or within 2 feet on either side of the entrance	Must be located over a principal building entrance, or within 2 feet on either side of the entrance
	Not allowed if hanging sign is installed in front of the building entrance	Not allowed if hanging sign or secondary cabinet wall sign is installed above the building entrance	Not allowed if hanging sign or secondary cabinet wall sign is installed above the building entrance	Not allowed if hanging sign is installed above the building entrance
	Top of sign shall not be higher than 14 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower	Top of sign shall not be higher than 14 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower	Top of sign shall not be higher than 14 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower	Top of sign shall not be higher than 9 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower

Table 6-1-5-1D: Roof Signs is hereby amended in its entirety to read as follows:

Table 6-1-5-1D: Roof Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
All Roof Signs				
Max. #	1 per building elevation	1 per building elevation	1 per building elevation	Not allowed
Max. Sign	1 sf. per 3 lf. of	1 sf. per 3 lf. of	1 sf. per 3 lf. of	NA

Table 6-1-5-1D: Roof Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Area (total)	building elevation, not to exceed 15 sf.	building elevation, not to exceed 75 sf.	building elevation, not to exceed 50 sf.	
Allowed Lighting	None	External or internal	External or internal	NA
Other Standards	Allowed only above lower eave lines of buildings with multiple eave lines, and shall not extend above next higher eave line on same elevation. Not allowed on buildings with one eave line	Allowed only above lower eave lines of buildings with multiple eave lines, and shall not extend above next higher eave line on same elevation. Not allowed on buildings with one eave line	Allowed only above lower eave lines of buildings with multiple eave lines, and shall not extend above next higher eave line on same elevation. Not allowed on buildings with one eave line	
	Roof sign shall be designed such that: It is composed of channel letters or other three-dimensional forms; and The mounting hardware and supporting structures are concealed from view	Roof sign shall be designed such that: It is composed of channel letters or other three-dimensional forms; and The mounting hardware and supporting structures are concealed from view	Roof sign shall be designed such that: It is composed of channel letters or other three-dimensional forms; and The mounting hardware and supporting structures are concealed from view	
	Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use Notwithstanding anything to the contrary in Article	Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	

Table 6-1-5-1D: Roof Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
		8, an existing roof sign, if damaged to any extent and for any reason, may be rebuilt, restored, or repaired to its prior condition and location within one year after the damage is discovered		

Table 6-1-5-1E: Canopy Signs is hereby amended in its entirety to read as follows:

Table 6-1-5-1E: Canopy Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
All Canopy Sign				
Max. #	Not limited	Not limited	1 per principal building entrance	Residential Building: Not allowed Nonresidential Building: 1 per principal building entrance
Max. Sign Area (Total Per Building Elevation)	60% of the surface area of the plane of the canopy upon which the sign is located, max 32 sf.	60% of the surface area of the plane of the canopy upon which the sign is located	40% of the surface area of the plane of the canopy upon which the sign is located	Residential Building: NA Nonresidential Building: 40% of the plane of the canopy upon which the sign is located
Allowed Lighting	External or halo	External or internal	External or halo	Not allowed
Min. Sign Clearance	Unless a lower clearance is	Unless a lower clearance is	Unless a lower clearance is	Unless a lower clearance is

Table 6-1-5-1E: Canopy Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	allowed by an applicable building code: 8 ft. over pedestrian use areas; 14 ft. over vehicular use areas that are not intended for use by semi-trailers; and 16 ft. over vehicular use areas that are intended for use by semi-trailers	allowed by an applicable building code: 8 ft. over pedestrian use areas; 14 ft. over vehicular use areas that are not intended for use by semi-trailers; and 16 ft. over vehicular use areas that are intended for use by semi-trailers	allowed by an applicable building code: 8 ft. over pedestrian use areas; 14 ft. over vehicular use areas that are not intended for use by semi-trailers; and 16 ft. over vehicular use areas that are intended for use by semi-trailers	allowed by an applicable building code: 8 ft. over pedestrian use areas; 14 ft. over vehicular use areas that are not intended for use by semi-trailers; and 16 ft. over vehicular use areas that are intended for use by semi-trailers
Other Standards	Canopy signs shall not be in the form of cabinet signs or banner frames	Canopy signs shall not be in the form of cabinet signs or banner frames	Canopy signs shall not be in the form of cabinet signs or banner frames	Canopy signs shall not be in the form of cabinet signs or banner frames
	Canopy signs shall be painted on, applied to, embossed upon, or affixed to the fascia of the canopy	Canopy signs shall be painted on, applied to, embossed upon, or affixed to the fascia of the canopy, or mounted on the top of the canopy	Canopy signs shall be painted on, applied to, embossed upon, or affixed to the fascia of the canopy	Canopy signs shall be painted on, applied to, embossed upon, or affixed to the fascia of the canopy
	Canopy signs shall not extend more than 4 inches from the canopy fascia	Canopy signs that are affixed to the fascia shall not extend more than 4 inches from the front of the canopy fascia	Canopy signs shall not extend more than 4 inches from the canopy fascia	Canopy signs shall not extend more than 4 inches from the canopy fascia
	Canopy signs shall not be mounted to the top of the canopy or extend above the canopy	Canopy signs that are mounted to the top of the canopy shall be designed such that:	Canopy signs shall not be mounted to the top of the canopy or extend above the canopy	Canopy signs shall not be mounted to the top of the canopy or extend above the canopy
	Canopy signs may be installed on	(i) they are composed of	Must be located above the principal	Must be located above the principal

Table 6-1-5-1E: Canopy Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	attached canopies only	channel letters or other three-dimensional forms; and (ii) the mounting hardware and supporting structures are concealed from view; and (iii) the sign does not extend more than 2 feet above the top of the canopy; and (iv) the sign does not extend above the nearest roof line of the principal building	building entrance on an attached canopy	building entrance on an attached canopy

The remaining parts of Section 6-1-5-1 remain unchanged; only the specified tables have been amended.

Table 6-1-5-2: Detached Permanent Signs is hereby amended in its entirety to read as follows:

Table 6-1-5-2: Detached Permanent Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (R)
Primary Detached Signs				
Max. #	1 per property	1 per 600 lf. of property frontage or fraction thereof	See "Other Standards," below	See "Other Standards," below
Max. Sign Area	Generally: 32 sf. mixed-use form In the OT District on property that is developed with a building with a	Aggregate primary detached sign area shall not exceed 10 sf. plus 1 sf. per 4 lf. of property frontage, up to a	25 sf. per sign, plus 1 sf. per 2 lf. of additional setback from property lines, up to a maximum of 50 sf.	25 sf. per sign, plus 1 sf. per 2 lf. of additional setback from property lines, up to a maximum of 50 sf.

Table 6-1-5-2: Detached Permanent Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (R)
	single-family detached, duplex or multiplex form: 8 sf. For all other forms: 20 sf.	maximum of 125 sf.	per sign	per sign
Max. Sign Height	Single-family detached, duplex or multiplex form: 4 ft. For all other forms: 6 ft.	Less than 200 lf. of property frontage: 6 ft. 200 to 600 lf. of property frontage: 12 ft. More than 600 lf. of property frontage: 24 ft.	6 ft.	6 ft.
Allowed Lighting	External	External or internal	External	External
Setbacks and Spacing	No encroachment upon sidewalk 2 ft. from property lines 6 ft. max from building walls and vehicular use areas	4 ft. from vehicular use areas, sidewalks, trails, multi-use pathways, and property lines 12 ft. from building walls	2 ft. from sidewalks, trails, multi-use pathways, curbs, and vehicular use areas	2 ft. from sidewalks, trails, multi-use pathways, curbs, and vehicular use areas
Other Standards	Except in the OT-RR Zoning District, cabinet signs are not allowed. Must be installed in permeable landscaped area or hardscaped pedestrian plaza that extends at least 4 ft. from the base of the sign in all directions	Must be installed in permeable landscaped area that extends at least 4 ft. from the base of the sign in all directions	Allowed at points of entry into residential subdivisions or multifamily developments on properties where signs are present on the effective date or where designated on approved final plat, approved final development plan, or approved site	Allowed at points of entry into residential subdivisions or multifamily developments on properties where signs are present on the effective date or where designated on approved final plat, approved final development plan, or approved site

Table 6-1-5-2: Detached Permanent Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (R)
			plan	plan
Secondary Detached Signs				
Max. #	1 per vehicular ingress point	1 per vehicular ingress point	1 per vehicular ingress point	Not allowed
Max. Sign Area	4 sf.	600 lf. of property frontage or less: 4 sf. More than 600 lf. of property frontage: 8 sf.	4 sf.	NA
Max. Sign Height	3.5 ft.	600 lf. of property frontage or less: 3.5 ft. More than 600 lf. of property frontage: 6 ft.	3.5 ft.	NA
Allowed Lighting	External	External or internal	External	NA
Setbacks and Spacing	At least 2 ft. from property lines Not more than 4 ft. from inside of curb of vehicular ingress or egress point	At least 2 ft. from property lines Not more than 4 ft. from inside of curb of vehicular ingress or egress point	At least 2 ft. from property lines Not more than 4 ft. from inside of curb of vehicular ingress or egress point	NA

The remaining parts of Section 6-1-5-2 remain unchanged; only the specified table has been amended.

Table 6-1-6-1: Attached Banners is hereby amended in its entirety to read as follows:

Table 6-1-6-1: Attached Banners				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
All Attached Banners				
Max. # (on each building elevation)	1	Unframed: 1 per 300 lf. of building elevation or fraction thereof, but not more than 3 banners per building	1	Residential Building: Not allowed
		Installed in banner frame: 1 per 150 lf. of building elevation or fraction thereof, but not more than 3 banners per building		Nonresidential Building: 1
Max. Sign Area (per banner)	40 sf.	40 sf.	40 sf.	Residential Building: NA
				Nonresidential Building: 40 sf.
Allowed Lighting	None	External	None	None
Other Standards	None	If more than one banner is allowed on a building elevation, banners may be clustered	None	None

The remaining parts of Section 6-1-6-1 remain unchanged; only the specified table has been amended.

Table 6-1-6-2: Detached Temporary Signs is hereby amended in its entirety to read as follows:

Table 6-1-6-2: Detached Temporary Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Yard Signs				
Max. #	2	2 per vehicular access point	Residential Building: Not limited	Residential Building: Not limited
			Nonresidential Building: 1 per 80 ft. of property frontage or fraction thereof	Nonresidential Building: 1 per 80 ft. of property frontage or fraction thereof
Max. Sign Area (per sign)	NA	8 sf.	8 sf.	6 sf.
Max. Sign Height	4 ft.	4 ft.	4 ft.	4 ft.
Allowed Lighting	None	None	None	None
Setbacks and Spacing	2 ft. from property lines; 2 ft. from all other signs	2 ft. from property lines; 2 ft. from all other signs	2 ft. from property lines; 2 ft. from all other signs	2 ft. from property lines; 2 ft. from all other signs
Other Standards	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension, not more than 10 feet from vehicular access point	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension, not more than 10 feet from vehicular access point	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension
Site Signs				
Max. #	1 per property	1 per 600 lf. of property frontage or fraction thereof	1 per 600 lf. of property frontage or fraction thereof, provided that the area of the property is at least 2 acres; properties that are less than 2 acres shall not	1 per 600 lf. of property frontage or fraction thereof

Table 6-1-6-2: Detached Temporary Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
			display site signs	
Max. Sign Area (per sign)	16 sf.	32 sf.	32 sf.	32 sf.
Max. Sign Height	6 ft.	6 ft.	6 ft.	6 ft.
Allowed Lighting	External	External	External	External
Setbacks and Spacing	2 ft. from front property lines	2 ft. from front property lines	2 ft. from front property lines	2 ft. from front property lines
	10 ft. from all other property lines	10 ft. from all other property lines	10 ft. from all other property lines	10 ft. from all other property lines
	10 ft. from all other signs	10 ft. from all other signs	10 ft. from all other signs	10 ft. from all other signs
	12 ft. from building walls	12 ft. from building walls	12 ft. from building walls	12 ft. from building walls
Other Standards	Where allowed, site signs shall be installed in permeable landscaped areas or hardscaped areas (other than vehicular use areas and sidewalks) that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area	Where allowed, site signs shall be installed in permeable landscaped areas that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area	Where allowed, site signs shall be installed in permeable landscaped areas that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area	Where allowed, site signs shall be installed in permeable landscaped areas that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area
Swing Signs				
Max. #	Not allowed	Not allowed	1 per property frontage	1 per property frontage
Max. Sign Area (per sign)	NA	NA	5 sf., including riders	5 sf., including riders
Max. Sign Height	NA	NA	5 ft.	5 ft.
Allowed	NA	NA	None	None

Table 6-1-6-2: Detached Temporary Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Lighting				
Setbacks and Spacing	NA	NA	2 ft. from all property lines	2 ft. from all property lines
Other Standards	NA	NA	Swing signs shall be installed in permeable landscaped areas that are at least 4 lf. in every horizontal dimension and at least 20 sf. in area	Swing signs shall be installed in permeable landscaped areas that are at least 4 lf. in every horizontal dimension and at least 20 sf. in area
Sidewalk Signs				
Max. #	1 per principal building entrance	1 per principal building entrance	Not allowed	Not allowed
Max. Sign Area (per sign)	8 sf.	8 sf.	NA	NA
Max. Sign Height	4 ft.	4 ft.	NA	NA
Allowed Lighting	None	None	NA	NA
Setbacks and Spacing	Must provide at least 5 ft. clear sidewalk for pedestrian use	Must provide at least 5 ft. clear sidewalk for pedestrian use	NA	NA
Other Standards	Must be placed on sidewalk or hard-surfaced pedestrian plaza; not allowed in vehicular use areas or permeable landscaped areas	Must be placed on sidewalk, hard-surfaced pedestrian plaza, or level landscaped area; not allowed in vehicular use areas	NA	NA
	Must not obstruct pedestrian travel path or building entrance	Must not obstruct pedestrian travel path or building entrance		
	Placement in public right-of-way or public sidewalk,	Placement in public right-of-way or public sidewalk,		

Table 6-1-6-2: Detached Temporary Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	multi-use path, or trail easement requires revocable license agreement	multi-use path, or trail easement requires revocable license agreement		
Banners				
Max. #	1 per property frontage; or 1 per 100 lf. of property frontage if secured to temporary construction fencing related to permitted construction (may be clustered)	1 per property frontage; or 1 per 100 lf. of property frontage if secured to temporary construction fencing related to permitted construction (may be clustered)	1 per property frontage; or 1 per 100 lf. of property frontage if secured to temporary construction fencing related to permitted construction (may be clustered)	Not allowed
Max. Sign Area (per sign)	48 sf.	48 sf.	48 sf.	NA
Max. Sign Height	6 ft.	6 ft.	6 ft.	NA
Allowed Lighting	None	None	None	NA
Setbacks and Spacing	Banner must be mounted in a freestanding banner frame that is installed within a permeable landscaped area	Banner must be mounted in a freestanding banner frame, or on retaining wall, fence, or screen wall	Banner must be mounted in a freestanding banner frame, or on retaining wall, fence, or screen wall	NA
	Mounting hardware shall be concealed from view	Mounting hardware shall be concealed from view	Mounting hardware shall be concealed from view	
	Banner shall be stretched tightly to avoid movement in windy conditions	Banner shall be stretched tightly to avoid movement in windy conditions Not allowed if any of the following are present on the property: feather	Banner shall be stretched tightly to avoid movement in windy conditions Not allowed if any of the following are present on the property: feather	

Table 6-1-6-2: Detached Temporary Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
		flag or EMC	flag or EMC	
Feather Flags				
Max. #	Not allowed	1 per property	1 per property	Not allowed
Max. Sign Area (per sign)	NA	45 sf.	45 sf.	NA
Max. Sign Height	NA	15 ft.	15 ft.	NA
Allowed Lighting	NA	None	None	NA
Setbacks and Spacing	NA	Must be spaced not less than 50 ft. from any other temporary sign	Must be spaced not less than 50 ft. from any other temporary sign	NA
Other Standards	NA	Not allowed if sidewalk sign is present Must be installed in a permeable landscaped area with a radius that extends not less than 3 ft. from the flag pole	Must be installed in a permeable landscaped area with a radius that extends not less than 3 ft. from the flag pole	NA
Inflatables				
Max. #	Not allowed	1 per property	Not allowed	Not allowed
Max. Sign Area (per sign)	NA	225 sf.	NA	NA
Max. Sign Height	NA	15 ft.	NA	NA
Allowed Lighting	NA	None	NA	NA
Setbacks and Spacing	NA	All parts of the sign must be set back 10 ft. from all property lines, pedestrian use areas, and vehicular use areas	NA	NA
Other	NA	Sign must be	NA	NA

Table 6-1-6-2: Detached Temporary Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Standards		tethered to prevent movement in windy conditions		

The remaining parts of Section 6-1-6-2 remain unchanged; only the specified table has been amended.

The remaining portions of Chapter 6 shall remain unchanged.

Section 6. Should any provision of this ordinance be declared by a court to be unconstitutional or invalid, such decision shall not affect the validity of the ordinance as a whole, or any part thereof, other than the part so declared to be unconstitutional or invalid.

Section 7. This ordinance shall take effect five days after publication following final passage.

INTRODUCED, READ, AND ORDERED PUBLISHED this _____, 2023.

PASSED, ADOPTED AND APPROVED this day of , 2023.

 Marc Williams, Mayor

ATTEST:

 City Clerk

APPROVED AS TO FORM:
 Rachel A. Morris, City Attorney

BY: _____

Publication Dates: _____

REDLINE/STRIKEOVER VERSION

FOR INFORMATION ONLY -- NOT PART OF THE ORDINANCE

Underlined indicates new material
~~Strikethrough~~ indicates deleted material

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 District
- 6. Industrial Districts
 - a. IL Industrial, Light District
 - b. IG Industrial, General District
- 7. Planned Unit Development District
 - a. PUD Planned Unit Development District

2-1-6-2 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, 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	<u>Min./Max. Front</u>	<u>5 ft./20 ft.</u>
C	<u>Min. Street Side</u>	<u>20 ft.</u>
D	<u>Min. Interior Side</u>	<u>10 ft.</u>
E	<u>Min. Rear</u>	<u>10 ft.</u>
	<u>Min. Front/Street Side Parking</u>	<u>20 ft.</u>
Building Standards		
F	<u>Max. Height, Principal Building</u>	<u>28 ft.</u>
	<u>Max. Height, Accessory Building</u>	<u>18 ft.</u>
	<u>Max. Height, Mini-structure</u>	<u>12 ft.</u>
Site Standards		
	<u>Min. Landscape Surface Area</u>	<u>15%</u>
	<u>Max. Outdoor Display</u>	<u>5% of enclosed retail floor area</u>
	<u>Max. Outdoor Storage</u>	<u>Not allowed</u>

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

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

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
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	L	C					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	L	A	A	L	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		3-1-3-5

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
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-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		-

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

- A. **“Adult Entertainment / Adult Retail Sales.** *See* Arvada City Code, Chapter 22, Article II, “Adult Entertainment Businesses.”
- B. **Amusement, Outdoor.**
 - 1. In the MX-S or IL zoning district:
 - a. The use shall be surrounded by the Option A bufferyard, per Division 4-6-5, Landscape Areas and Bufferyards.
 - b. If the use includes field lighting or small engines (*e.g.*, gas-powered go-karts) that are operational after 9:00 PM or before 7:00 AM, it shall be located not less than 600 feet from any RA and RN zoning district boundary.
- C. **Bed and Breakfast.**
 - 1. All bed and breakfast establishments shall be subject to the following:
 - a. The structure should have architectural significance through an historical style or unique architectural design.
 - b. The renovation and use as a bed and breakfast establishment will facilitate the renovation and/or maintenance of the structure.
 - c. The renovation and use as a bed and breakfast establishment will contribute to the, character, of the neighborhood.
 - 2. **Building Requirements.**
 - a. The architectural and historic integrity and arrangement of the existing exterior and interior of the building shall be maintained, and any modifications shall be only as necessary due to:
 - i. Building or Fire code requirements; or
 - ii. Additions or modifications needed to provide a common guest area (*e.g.*, a dining area or atrium), to enlarge an existing bedroom, or add a bathroom.
 - b. No additions are allowed that would increase the existing number of bedrooms.
 - c. The building may not be enlarged by more than 25 percent of the existing floor area, and any changes must be compatible with the architectural character of the existing building.
 - 3. **Operations.**
 - a. Any meal may be provided; however, it shall be served only to guests taking lodging in the facility.
 - b. Lodging guests may stay for a maximum of 14 consecutive days in any 30-day period.
 - 4. **Parking.**
 - a. No more than two parking spaces may be located in the front setback area. Parking in excess of two spaces shall be provided behind the front setback, and must be screened from adjacent residential uses by a six-foot cedar fence or other method approved by the Director upon a determination that it provides a comparable or better screening effect and is consistent with the residential appearance of the bed and breakfast.
 - b. On-street parking may be permitted only if it is located adjacent to the property and if it is determined that its use would not be detrimental to the neighborhood.
 - 5. **Signs.**
 - a. Signs shall be compatible in material and architectural style with the principal building and shall meet the requirements of Section 6-1-2-4, Sign Districts.

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.

4. 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.
5. 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.
6. 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.

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

A. **“Adult Entertainment / Adult Retail Sales.** *See* Arvada City Code, Chapter 22, Article II, “Adult Entertainment Businesses.”

B. Amusement, Outdoor.

- 1. In the MX-S or IL zoning district:
 - a. The use shall be surrounded by the Option A bufferyard, per Division 4-6-5, Landscape Areas and Bufferyards.
 - b. If the use includes field lighting or small engines (*e.g.*, gas-powered go-karts) that are operational after 9:00 PM or before 7:00 AM, it shall be located not less than 600 feet from any RA and RN zoning district boundary.

C. Bed and Breakfast.

- 1. All bed and breakfast establishments shall be subject to the following:
 - a. The structure should have architectural significance through an historical style or unique architectural design.
 - b. The renovation and use as a bed and breakfast establishment will facilitate the renovation and/or maintenance of the structure.
 - c. The renovation and use as a bed and breakfast establishment will contribute to the, character, of the neighborhood.
- 2. **Building Requirements.**
 - a. The architectural and historic integrity and arrangement of the existing exterior and interior of the building shall be maintained, and any modifications shall be only as necessary due to:
 - i. Building or Fire code requirements; or
 - ii. Additions or modifications needed to provide a common guest area (*e.g.*, a dining area or atrium), to enlarge an existing bedroom, or add a bathroom.
 - b. No additions are allowed that would increase the existing number of bedrooms.
 - c. The building may not be enlarged by more than 25 percent of the existing floor area, and any changes must be compatible with the architectural character of the existing building.

3. Operations.

- a. Any meal may be provided; however, it shall be served only to guests taking lodging in the facility.
 - b. Lodging guests may stay for a maximum of 14 consecutive days in any 30-day period.
4. **Parking.**
- a. No more than two parking spaces may be located in the front setback area. Parking in excess of two spaces shall be provided behind the front setback, and must be screened from adjacent residential uses by a six-foot cedar fence or other method approved by the Director upon a determination that it provides a comparable or better screening effect and is consistent with the residential appearance of the bed and breakfast.
 - b. On-street parking may be permitted only if it is located adjacent to the property and if it is determined that its use would not be detrimental to the neighborhood.
5. **Signs.**
- a. Signs shall be compatible in material and architectural style with the principal building and shall meet the requirements of Section 6-1-2-4, Sign Districts.

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.

7. 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.
8. 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.
9. 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.”

Section 3-1-3-5 Commercial Standards is hereby amended in its entirety to read as follows:

- A. “Animal Day Care / Training.**
 - 1. In the MX and CG zoning districts, the use shall be located entirely indoors.
 - 2. In the IL zoning district, if the use is located within 300 feet of a residential zoning district, no outdoor activities related to the use shall occur between the hours of 9:00 PM and 7:00 AM.
- B. Art Studio / Makerspace.**
Such use shall not exceed 5,000 square feet unless located within a vertically mixed-use building.
- C. Auction House.**
All business activities shall be conducted within an entirely enclosed building.
- D. Kennel.**

1. In the RA and IL zoning districts, a kennel facility shall be subject to the following:
 - a. Outdoor facilities, including outdoor runs, shall not be located within 150 feet of any adjacent residential zoning district.
 - b. If the use is located within 300 feet of residentially zoned property, no outdoor activities related to the use shall occur on the subject property between the hours of 9:00 PM and 7:00 AM.
 - c. The parts of a building where animals are boarded shall be fully enclosed and shall be sufficiently insulated so no unreasonable noise or odor can be detected off premises.
2. All kennels shall be licensed by the City of Arvada pursuant to Article VIII, "Kennel License," of Chapter 14 of the Arvada Code of Ordinances.
3. A residence for a caretaker is allowed, subject to the requirements of Section 5-1-6-7, Custodial Unit.

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:
 - a.i. The use shall only operate between the hours of 7:00 AM and 10:00 PM.

F. Retail Sales and Services, Type 2.

1. Convenience Lending Operations.

All convenience lending operations except national banks and those operating as of the effective date of this Code shall comply with the following locational restrictions and standards:

- a. It shall be unlawful to operate or cause to be operated a convenience lending operation within 2,500 feet of another convenience lending operation.
- b. It shall be unlawful to operate or cause to be operated a convenience lending operation within 300 feet of any residentially-zoned property.
- c. The distance between any two such operations shall be measured in a straight line, without regard to intervening structures or objects, from the closest exterior wall of the structure in which each such operation is located, and the distance between a convenience lending operation and a residentially-zoned property shall be measured in a straight line, without regard to intervening structures or objects, from the closest exterior wall of the structure in which the operation is located to the nearest property line of the residentially-zoned property, excluding public street rights of way.

2. **Used Merchandise Stores and Donation Centers (retail, used - primarily donated; retail, used - primarily non-donated; used merchandise donation center).**
 - a. Used merchandise stores that accept donated goods on the premises and used merchandise donation centers shall:
 - i. Coordinate delivery and acceptance of donations, during business hours only, either inside the store or center, or outside the store or center as long as donations are moved inside immediately after drop-off;
 - ii. Sort and store donations only inside the store or center;
 - iii. Patrol the store or center premises as the need arises to remove any donations left outside after hours; and
 - iv. Remove donations left outside of the store or center after business hours no later than 7:00 AM the next morning.
 - b. A used merchandise store shall devote more than 50% of its floor area to retail sales.
 - c. The arrangement of activities inside a used merchandise store shall be such to preserve a retail character when it is viewed from the outside. Where the building façade includes windows or doors, the areas within the building visible through these openings shall be used for retail sales only.
 - d. Used merchandise donation centers shall be limited to a maximum gross floor area of 2,500 square feet and a maximum tenant width of 25 feet.
 - e. Donation boxes, trailers, containers, or other structures intended and utilized as an exterior, stand-alone receptacle or depository for the donation of goods are prohibited.
 - i. Based upon the generally mobile, temporary, impermanent, and accessory nature thereof, and notwithstanding the provisions of Chapter 9, Nonconformities of this Code, any such box, trailer, container, or structure, or use of such box, trailer, container, or structure, legally established prior to May 12, 2011 shall be permitted to continue in place, but such use, and the lawful status of such structure and use, shall terminate upon the occurrence of any of the following:
 - a. Any change in tenancy, ownership, or management of the structure or user thereof;
 - b. Any cessation of such use, or absence of such structure from the premises, for a period of 30 days or more;
 - c. Any damage or destruction of the structure, by any means, to the extent of more than 50 percent of its structural replacement value prior to such damage or destruction;
 - d. Any enlargement or expansion of such structure or use;
 - e. Any alteration (beyond that necessary for routine maintenance and repair) or relocation of the structure on the premises, other than that which, in the sole discretion of the Director, is determined appropriate; or

- f. A failure to register the structure or use within the allotted time period, as provided in below.
3. The owner of any such box, trailer, container, or structure legally established prior to May 12, 2011, and the user thereof (if different than the owner), must have registered such structure or use with the Director prior to December 30, 2011.

G. Veterinary Office or Clinic.

1. All veterinary offices or clinics shall be subject to the following requirements:
 - a. All facilities, including all treatment rooms, cages, pens, training rooms, and exercise runs, shall be within a completely enclosed, soundproof building.
 - b. Short-term overnight boarding associated with the medical treatment and post-operative care of animals shall be allowed, provided such boarding is contained within a completely enclosed building.

H. Workshop.

1. The use shall not exceed 5,000 square feet unless located within a vertically mixed-use building.

Section 4-4-3-4 Street Hierarchy and Connectivity is amended in its entirety to read as follows:

- A. **“Generally.** Street and block patterns shall be consistent with the City’s Transportation Plan, and should include a clear hierarchy of well-connected streets that distribute traffic over a multiple number of streets and avoid traffic congestion on major streets. Within each development, the access and circulation system should accommodate the safe, efficient, and convenient movement of vehicles, bicycles, and pedestrians through the development, and provide opportunities to link to adjacent neighborhoods and properties.
- B. **General Distribution of Streets within the Street Hierarchy.** Arterial streets, major collector streets, and minor collector streets shall be arranged generally in accordance with this Subsection (*see* Figure 4-4-3-4A, Illustrative Distribution of Arterial, Major Collector, and Minor Collector Streets, for illustrative example).
 1. **Arterial Streets.** Arterials are located at approximately one mile intervals in both east-west and north-south directions. Within each one-mile segment, arterials will align and connect across intersecting arterials to distribute traffic and provide continuity for designated bicycle routes.
 2. **Major Collector Streets.** Within each one mile segment, at least one collector street shall divide the segment east-west and another shall divide the segment north-south at approximately the half-mile points, and these major collector streets shall intersect the arterials within 110 feet of the half-mile points, resulting in areas of approximately 160 acres.
 3. **Minor Collector Streets.** For residential neighborhoods, within each approximately 160 acre area defined by major collectors, at least one minor collector street giving access to its interior shall be provided on every perimeter street of the area unless prevented by an obstacle. These minor collector streets should connect with each other through such 160 acre area to define four areas of approximately 40 acres each.

Figure 4-4-3-4A: Illustrative Distribution of Arterial, Major Collector, and Minor Collector Streets



- C. **Local Streets.** For each generally 40-acre area, at least one local street giving access to its interior shall be provided on every perimeter street of the area unless prevented by an obstacle. Such streets should connect across other local streets depending on the land use relationship.
- D. **Connectivity.** Where property is to be developed and streets are stubbed to the property or where arterial, collector, or local streets are designated to connect to the property, the City may require rights-of-way and construction of those streets through and into the area contained within the development application.
- 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.
 - 1.2. 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.
 - 2.3. All public and private streets shall comply with all applicable design and construction standards adopted by the City.
- F. **Access and Driveways.** All new lots and developments shall have access streets constructed in compliance with the Transportation Standards in the City's Engineering Code of Standards and Specifications. Single-family detached and duplex unit driveways

shall not take direct access from arterial streets or collector streets, unless no other alternative is available. All access points shall be constructed so that:

1. Vehicles may safely enter and exit the property;
2. Interference with the convenient flow of traffic and conflict with pedestrians and bicycles is minimized; and
3. Driveways shall be hard-surfaced with materials such as asphalt, concrete or other equivalent surface pursuant to the City's Engineering Code of Standards and Specifications. Recycled asphalt, gravel or other similar surfaces are not an approved surface. The surfacing requirements shall not apply to access drives on lots or tracts of three-quarters of an acre or more where the property structure is a single-family home and the access drive is more than 100 feet in length, or the access drive is for an accessory agriculture use.

G. **Cross-Access between Adjacent Uses.** All multifamily and nonresidential development shall be designed to allow for cross-access to adjacent properties to encourage shared parking and shared access to public and private streets. This may be accomplished by one or more of the following:

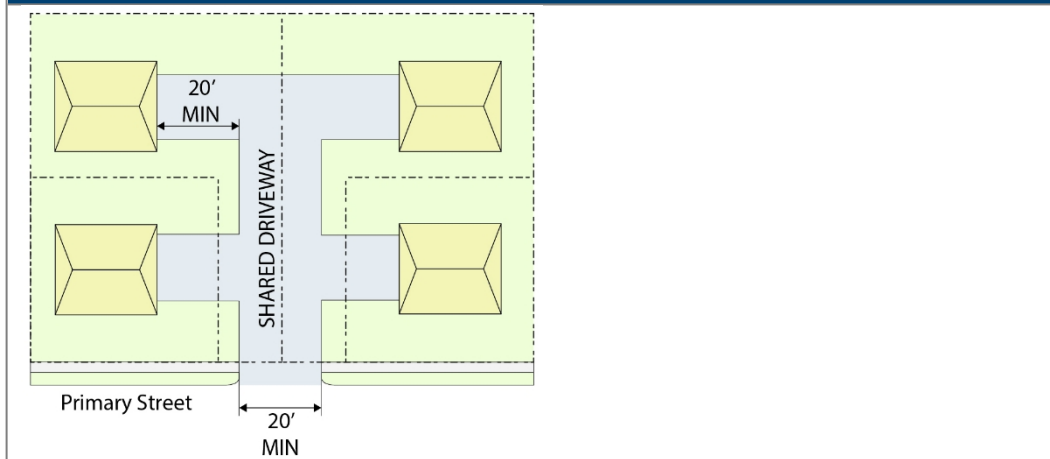
1. Connecting streets and drives;
2. Coordinating parking lot and parking structure entrances;
3. Providing common service and delivery areas;
4. Providing shared parking areas; and
5. Providing share driveways and access points for adjacent lots to minimize curb cuts.

The Director may allow alternatives to cross-access requirements if providing cross-access is deemed impractical, provided the Applicant provides adequate bicycle and pedestrian connections between adjacent development or land uses.

H. **Auto Courts.** Up to four single-family detached dwelling units may share a single driveway access to a public street through the use of an auto court layout (*see* Figure 4-4-3-4C, Auto Courts Layout), provided that:

1. The minimum width of the surface of an auto court shall be 20 feet unless a wider width is required by the fire district with jurisdiction over the subject property.
2. Shared driveways shall be surfaced with concrete, not asphalt.
3. Individual driveways leading from the shared driveway to each dwelling unit shall be at least 20 feet long, as measured between the front of the garage or carport and the closest edge of the shared driveway.
4. The design of the auto court shall permit a passenger vehicle to back out of an individual driveway and turn 90 degrees using the individual drive or intersecting street.
5. The auto court design shall comply with all off-street parking requirements applicable to single-family dwellings. In addition, each auto court design shall provide one-half off-street parking space per dwelling unit, in a location other than a private driveway.
6. The Applicant must provide for private ownership and maintenance of the auto courts. Provisions for the private ownership and maintenance and repair of shared driveways shall be approved by the Director during the development approval process.

Figure 4-4-3-4B: Auto Court Layout



- I. **Loop Lanes.** Up to seven single-family dwelling units may share access to a public street through the use of a loop lane layout provided that:
 1. The surface of the loop lane shall be at least 20 feet wide, and shall be surfaced with concrete, not asphalt.
 2. No portion of the loop lane shall extend more than 250 feet from the public street to which the loop lane gives access.
 3. The common area surrounded by the loop lane shall be at least 60 feet wide.
 4. Individual driveways leading from the loop lane to each home shall be at least 20 feet long, as measured from the closest edge of the loop lane.
 5. Traffic on the loop lane shall be one-way only and shall be adequately signed as a one-way drive.
 6. The design of the loop lane shall permit a passenger vehicle to back out of an individual driveway and turn 90 degrees in either direction using only the individual driveway, the loop lane, or the intersecting public street.
 7. The loop lane design shall comply with all off-street parking requirements applicable to single-family dwellings. In addition, each loop lane design shall provide one-half off-street parking space per dwelling unit, in a location other than a private driveway.
 8. The Applicant must provide for private ownership and maintenance of the loop lane. Provisions for the private ownership and maintenance of both the loop lane surface and the common area surrounded by the loop lane shall be approved by the Director during the development approval process.
- J. **Private Streets.** The use of private streets is discouraged. Where allowed by the Director, private streets shall comply with all standards for the design of public streets of the same function adopted by the City. The Applicant must provide for private ownership and maintenance of the private streets. Provisions for the maintenance of private streets shall be approved by the Director during the development approval process.
- K. **Alleys.**

1. The use of alleys is encouraged for development that is residential or predominantly residential in the RA, RN, R6, R13, R-24 MX-S, MX-U, MX-T, and PUD zoning districts. Where alleys are used, they shall comply with the following standards:
 - a. The minimum right-of-way width of a residential alley shall be 16 feet.
 - b. The minimum right-of-way width of a commercial or industrial alley shall be 20 feet.
 - c. All platted alleys shall be paved.
 - d. Residential alleys shall connect through the block to a publicly dedicated street on each end and must provide access to at least 50 percent of the garages on lots adjacent to the alley.
 2. The City may require alleys in the following circumstances:
 - a. Along the rear lot lines of a multifamily development if the area of lots as subdivided will permit three or more dwelling units;
 - b. Along the rear lot lines of all lots fronting on a major arterial street; and
 - c. At any other location the Director or Decision-Making Body deems necessary.
 3. The Applicant must provide for private ownership and maintenance of the alley. Provisions for the private maintenance of alleys shall be approved by the Director during the development approval process.
- L. **Cul-de-Sacs.** A cul-de-sac may not exceed 500 feet in length, measured from the center of the intersection to the center of the turnaround. Where a parcel's size or shape makes a 500-foot limitation impractical, the Director may approve a longer cul-de-sac provided that there is no reasonable alternative.
1. A "T" or "Y" design, or other acceptable design to provide a turn-around may be used if approved by the Director provided that the street does not exceed 200 feet in length.
 2. No more than 20 lots may be located on a cul-de-sac. Cul-de-sacs that serve more than 20 lots require approval of the Director and the fire district with jurisdiction over the subject property.
- M. **Utilities.** All street and alley development shall accommodate all utility easements, service, and utility cabinet locations. Utility service cabinets and ground mounted equipment should be located in the least visible and least intrusive locations possible and shall be screened with evergreen shrubs or evergreen trees.

Section 4-6-5-3 Bufferyard Options

- A. "One of the following bufferyard options shall be installed along any non-street frontage or alley when required by Section 4-6-5-2, Purpose and Applicability, and landscape material shall be from the City's approved plant list to include acceptable buffer trees and shrubs. The options are identified below:
 1. **Option A.** A landscaped bufferyard with a minimum width of 30 feet shall be provided along the property line. Canopy shade trees, evergreen trees, and shrubs shall be provided as follows:
 - a. Three trees and 20 shrubs per 100 lineal feet of adjacency. A minimum 20 percent evergreen trees.

2. **Option B.** A landscaped bufferyard with a minimum width of 20 feet shall be provided along the property line. Canopy shade trees, evergreen trees, and shrubs shall be provided as follows:
 - a. Four trees and 24 shrubs per 100 lineal feet of adjacency. A minimum 40 percent evergreen trees.
3. **Option C.** A landscaped bufferyard with a minimum width of 20 feet shall be provided along the property line. The bufferyard shall include a six-foot tall solid fence or wall along the property line. Canopy shade trees, evergreen trees, and shrubs shall be provided as follows:
 - a. Two trees and ten shrubs per 100 linear feet of adjacency plus six-foot tall solid fence or wall along the property line. A minimum 20 percent evergreen trees.
4. **Option D.** A landscaped bufferyard with a minimum of ten feet shall be provided along the property line. The bufferyard shall include a six-foot tall solid fence or wall along the property line. Brick or stone columns shall be incorporated into the fence or wall design and spaced at least every 30 feet. Canopy shade trees, evergreen trees, and shrubs shall be provided as follows:
 - a. Four trees and ten shrubs per 100 lineal feet of adjacency. A minimum 40 percent evergreen trees.
5. **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.”

Section 6-1-2-4 Sign Districts

- A. **“Generally.** In recognition that the City is a place of diverse physical character, and that different areas of the City have different functional characteristics, this Article includes standards for signs that are based on the sign district in which the signs are located.
- B. **Sign Districts Created.** The following sign districts are created:
 1. Olde Town/**Commercial Neighborhood** (OT, **CN**)
 2. Mixed-Use/Commercial/Industrial (MX,C,I)
 3. Multifamily Residential (RM)
 4. Single-Family Residential (RS)
- C. **Relationship to Zoning Districts.** Sign districts shall correspond to zoning districts as provided in Table 6-1-2-4, Sign Districts.

Table 6-1-2-4: Sign Districts	
Sign District	Corresponding Zoning Districts or Areas
Olde Town/Commercial (OT, CN)	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).

D. **Relationship to Planned Unit Development.** Planned unit developments that are approved after the effective date of this LDC shall include sign district designations as set out in Table 6-1-2-4, Sign Districts, or shall be processed with an application for a sign design program pursuant to Section 8-3-7-2, Alternative Sign Programs.

Table 6-1-5-1A: Wall Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Applied or Painted Wall Sign				
Max. #	1 for single family, duplex or multiplex form: 1 per principal building. All other forms: 1 per establishment	Not limited	1 per building elevation	1 per building elevation
Max. Sign Area (Total Per Building Elevation)	Single family detached, duplex or multiplex form: 8 sf. max. All other forms: 1 sf. per 1 lf. of establishment frontage of the building elevation upon which the sign is mounted, max. 32 sf.; a minimum of 30 sf., if establishment frontage is less than 30 lf.	1.5 sf. per 1 lf. of establishment frontage of the building elevation upon which the sign is mounted.	1 sf. per 2 lf. of building elevation, minus the area of other wall signs on same elevation	Residential Building: 1 sf. Nonresidential Building: 1 sf. per 2 lf. of building elevation, minus the area of other wall signs on same elevation
Allowed	External	External	External	None

Table 6-1-5-1A: Wall Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Lighting				
Mural Wall Sign				
Max. #	1 per building	1 per building	1 per building	Not allowed
Max. Sign Area	May be allowed on entire elevation subject to the Design Guidelines for OT	May be allowed on entire	May be allowed on entire elevation	-
Allowed Lighting	External	External	External	-
Other Standards	<ul style="list-style-type: none"> a. Murals shall not be placed on a building that is exclusively for a residential use. b. Murals shall not: <ul style="list-style-type: none"> i. Project more than 2 in. in the OT sign district and 6 in. in all other sign districts from the plane of the wall upon which it is painted or to which it is affixed and shall not extend above the top of the wall upon which it is painted or to which it is affixed; ii. Cover or interrupt major architectural features, such as doors, exits, and windows; and iii. Contain text covering more than 3% of the mural area. c. The property owner shall not be compensated for the display of the mural or the right to place the mural on a site. 			-
Bulletin Board Attached to Building Wall				
Max. #	1 per principal building entrance	1 per principal building entrance	1 per principal building entrance	Residential Building: Not allowed Nonresidential Building: 1 per principal building entrance
Max. Sign Area (Per Sign)	6 sf.	12 sf.	6 sf.	6 sf.
Allowed Lighting	External	External	External	None
Other	Not allowed above	Not allowed above	Not allowed above	Residential

Table 6-1-5-1A: Wall Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Standards	an elevation of 8 ft. above adjacent grade	an elevation of 8 ft. above adjacent grade	an elevation of 8 ft. above adjacent grade	Building: Not allowed Nonresidential Building: Not allowed above an elevation of 8 ft. above adjacent grade
Cabinet Wall Signs or Dimensional Wall Signs (Primary)				
Max. #	Dimensional wall sign only; cabinet wall signs are not allowed. Single family detached, duplex or multiplex form: 1 per principal building. All other forms: 1 per establishment	Not limited	1 per building elevation	Residential Building: Not allowed Nonresidential Building: 1 per building (dimensional wall sign only; cabinet wall signs are not allowed)
Max. Sign Area (Per Sign)	Single family detached, duplex or multiplex form: 8 sf. max. All other forms: 1 sf. per 1 lf. of establishment frontage of the building elevation upon which the sign is mounted max. 32 sf.; a minimum of 30 sf. if establishment frontage is less than 30 lf.	Dimensional wall signs: 1.5 sf. per 1 lf. of establishment frontage of the building elevation upon which the sign is mounted Cabinet wall signs: 1 sf. per 2 lf. of establishment frontage of the building elevation upon which the sign is mounted, not to exceed 60 sf.	32 sf.	Residential Building: Not allowed Nonresidential Building: 12 sf.
Allowed Lighting	External or halo	External or internal	External or internal	None
Other Standards	Not allowed on building elevations that are located	Not allowed if primary fin sign is also present on the	Not allowed if primary fin sign is also present on the	None

Table 6-1-5-1A: Wall Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	within 10 feet of a property line of a single-family detached or duplex residential use	same building elevation Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	same building elevation Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	
Cabinet Wall Signs or Dimensional Wall Signs (Secondary)				
Max. #	1 per principal building entrance (dimensional wall sign only; cabinet wall signs are not allowed)	1 per principal building entrance	1 per principal building entrance	Not allowed
Max. Sign Area (Per Sign)	4 sf.	48 sf.	6 sf.	NA
Allowed Lighting	External or halo	External or internal	External or internal	None
Other Standards	Must be located above ground floor principal building entrance	Must be located above ground floor principal building entrance	Must be located above ground floor principal building entrance	NA
	No part of the sign shall be located more than 15 ft. above adjacent grade	No part of the sign shall be located more than 15 ft. above adjacent grade	No part of the sign shall be located more than 15 ft. above adjacent grade	
	Not allowed if secondary fin sign is also present above the same entrance	Not allowed if secondary fin sign is also present above the same entrance	Not allowed if secondary fin sign is also present above the same entrance	

Table 6-1-5-1B: Window Signs	
Type of Sign /	Sign District

Standards	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use, Commercial- Industrial (M-X,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
All Window Signs				
Max. #	Not limited	Not limited	1 per window	1 per window
Max. Sign Area	25% of the area of windows larger than 8 sf. may be covered with signs	25% of the area of windows larger than 8 sf. may be covered with signs	3 sf. per sign	6 sf. per elevation
	75% of the area of windows smaller than 8 sf. may be covered with signs	75% of the area of windows smaller than 8 sf. may be covered with signs		
	For the purposes of the standards above, the area of the window is calculated as the total area of window panes that are situated within six inches of each other	For the purposes of the standards above, the area of the window is calculated as the total area of window panes that are situated within six inches of each other		
Allowed Lighting	External or internal	External or internal	External or internal	None
Other Standards	Permanent applied window signs shall be affixed to the window in a professional manner (e.g., without wrinkles, bubbles, tape, etc.)	Permanent applied window signs shall be affixed to the window in a professional manner (e.g., without wrinkles, bubbles, tape, etc.)	Permanent applied window signs shall be affixed to the window in a professional manner (e.g., without wrinkles, bubbles, tape, etc.)	NA

Table 6-1-5-1C: Projecting Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial- Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Awning Signs				
Max. #	Not limited	Not limited	Not limited	Not allowed
Max. Sign Area (Total Per Building)	50% of awning face upon which sign is attached, max 32	Not limited	50% of awning face upon which sign is attached	NA

Table 6-1-5-1C: Projecting Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Elevation)	sf.			
Allowed Lighting	External	External or internal	External	NA
Min. Sign Clearance	8'	8'	8'	NA
Other Standards	Principal function of awning must be to provide shelter for a window, a door, or an outdoor seating area	Principal function of awning must be to provide shelter for a window, a door, or an outdoor seating area	Principal function of awning must be to provide shelter for a building entrance	NA
	Awning signs shall not extend over parking aisles, parking spaces, fire lanes, or loading areas	Awning signs shall not extend over parking aisles, parking spaces, fire lanes, or loading areas	Awning signs shall not extend over parking aisles, parking spaces, fire lanes, or loading areas	
	Awning signs must be applied to, or printed or painted on the awning; rivets and comparable fasteners are not allowed	Awning signs must be stitched to, applied to, or printed or painted on the awning; rivets and comparable fasteners are not allowed	Awning signs must be stitched to, applied to, or printed or painted on the awning; rivets and comparable fasteners are not allowed	
Marquee Signs				
Max. #	Not allowed	1 per building	Not allowed	Not allowed
Max. Sign Area (Total Per Building Elevation)	NA	1 sf. per lf. of building elevation upon which the sign is mounted, not to exceed 150 sf.	NA	NA
Allowed Lighting	NA	External or internal	NA	NA
Min. Sign Clearance	NA	8 ft.	NA	NA
Other Standards	NA	Sign must be located over a	NA	NA

Table 6-1-5-1C: Projecting Signs

Table 6-1-5-1C: Projecting Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
		principal building entrance Sign shall not extend over any vehicular use area Sign shall not extend above the roof line		
Hanging Signs				
Max. #	1 per building entrance	1 per building entrance	1 per building entrance	Residential Building: Not allowed Nonresidential Building: 1 per building entrance
Max. Sign Area (Total Per Building Elevation)	6 sf.	10 sf.	8 sf.	Residential Building: NA Nonresidential Building: 5 sf.
Allowed Lighting	External	External or internal	External	None
Min. Sign Clearance	8 ft.	8 ft.	8 ft.	8 ft.
Other Standards	Must be installed under a canopy or awning that shelters a building entrance or patio area	Must be installed under a canopy or awning that shelters a building entrance or patio area	Must be installed under a canopy or awning that shelters a building entrance or patio area	Must be installed under a canopy or awning over a principal building entrance
Fin Signs (Primary)				
Max. #	1 per street-facing building elevation	1 per building	1 per street-facing building elevation	Residential Buildings: Not allowed Nonresidential Buildings: 1 per street-facing building elevation
Max. Sign Area (Total Per Building Elevation)	12 sf.	1 sf. per 1 lf. of street-facing building elevation, not to exceed 150	12 sf.	Residential Buildings: NA Nonresidential Buildings: 12 sf.

Table 6-1-5-1C: Projecting Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
		sf.		
Allowed Lighting	External	External or internal	External	None
Min. Sign Clearance	8 ft.	8 ft., or in the alternative, may extend to ground level	8 ft.	8 ft.
Other Standards	None	Not allowed if primary cabinet wall sign is also present	Not allowed if primary cabinet wall sign is also present	None
Fin Signs (Secondary)				
Max. #	1 per principal building entrance	1 per principal building entrance	1 per principal building entrance	Residential Buildings: Not allowed
				Nonresidential Buildings: 1 per principal building entrance
Max. Sign Area (Total Per Building Elevation)	4 sf.	8 sf.	8 sf.	2 sf.
Allowed Lighting	External	External or internal	External	None
Min. Sign Clearance	8 ft.	8 ft.	8 ft.	8 ft.
Other Standards	Must be located over a principal building entrance, or within 2 feet on either side of the entrance	Must be located over a principal building entrance, or within 2 feet on either side of the entrance	Must be located over a principal building entrance, or within 2 feet on either side of the entrance	Must be located over a principal building entrance, or within 2 feet on either side of the entrance
	Not allowed if hanging sign is installed in front of the building entrance	Not allowed if hanging sign or secondary cabinet wall sign is installed above the building entrance	Not allowed if hanging sign or secondary cabinet wall sign is installed above the building entrance	Not allowed if hanging sign is installed above the building entrance
	Top of sign shall not be higher than	Top of sign shall not be higher than	Top of sign shall not be higher than	Top of sign shall not be higher than

Table 6-1-5-1C: Projecting Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	14 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower	14 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower	14 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower	9 feet above ground level or the top of the building wall to which the sign is mounted, whichever is lower

Table 6-1-5-1D: Roof Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
All Roof Signs				
Max. #	1 per building elevation	1 per building elevation	1 per building elevation	Not allowed
Max. Sign Area (total)	1 sf. per 3 lf. of building elevation, not to exceed 15 sf.	1 sf. per 3 lf. of building elevation, not to exceed 75 sf.	1 sf. per 3 lf. of building elevation, not to exceed 50 sf.	NA
Allowed Lighting	None	External or internal	External or internal	NA
Other Standards	Allowed only above lower eave lines of buildings with multiple eave lines, and shall not extend above next higher eave line on same elevation. Not allowed on buildings with one eave line	Allowed only above lower eave lines of buildings with multiple eave lines, and shall not extend above next higher eave line on same elevation. Not allowed on buildings with one eave line	Allowed only above lower eave lines of buildings with multiple eave lines, and shall not extend above next higher eave line on same elevation. Not allowed on buildings with one eave line	
	Roof sign shall be designed such that: It is composed of channel letters or other three-dimensional forms;	Roof sign shall be designed such that: It is composed of channel letters or other three-dimensional forms;	Roof sign shall be designed such that: It is composed of channel letters or other three-dimensional forms;	

Table 6-1-5-1D: Roof Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
	and The mounting hardware and supporting structures are concealed from view	and The mounting hardware and supporting structures are concealed from view	and The mounting hardware and supporting structures are concealed from view	
	Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use Notwithstanding anything to the contrary in Article 8, an existing roof sign, if damaged to any extent and for any reason, may be rebuilt, restored, or repaired to its prior condition and location within one year after the damage is discovered	Not allowed on building elevations that are located within 24 feet of a property line of a single-family detached or duplex residential use	

Table 6-1-5-1E: Canopy Signs		
Type of Sign / Standards	Sign District	
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)
All Canopy Sign		
Max. #	Not limited	Not limited

Table 6-1-5-1E: Canopy Signs

Type of Sign / Standards	Sign District	
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)
Max. Sign Area (Total Per Building Elevation)	60% of the surface area of the plane of the canopy upon which the sign is located, max 32 sf.	60% of the surface area of the plane of the canopy upon which the sign is located
Allowed Lighting	External or halo	External or internal
Min. Sign Clearance	Unless a lower clearance is allowed by an applicable building code: 8 ft. over pedestrian use areas; 14 ft. over vehicular use areas that are not intended for use by semi-trailers; and 16 ft. over vehicular use areas that are intended for use by semi-trailers	Unless a lower clearance is allowed by an applicable building code: 8 ft. over pedestrian use areas; 14 ft. over vehicular use areas that are not intended for use by semi-trailers; and 16 ft. over vehicular use areas that are intended for use by semi-trailers
Other Standards	Canopy signs shall not be in the form of cabinet signs or banner frames	Canopy signs shall not be in the form of cabinet signs or banner frames
	Canopy signs shall be painted on, applied to, embossed upon, or affixed to the fascia of the canopy	Canopy signs shall be painted on, applied to, embossed upon, or affixed to the fascia of the canopy, or mounted on the top of the canopy
	Canopy signs shall not extend more than 4 inches from the canopy fascia	Canopy signs that are affixed to the fascia shall not extend more than 4 inches from the front of the canopy

Table 6-1-5-1E: Canopy Signs		
Type of Sign / Standards	Sign District	
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)
		fascia
	Canopy signs shall not be mounted to the top of the canopy or extend above the canopy	Canopy signs that are mounted to the top of the canopy shall be designed such that: (i) they are composed of channel letters or other three-dimensional forms; and (ii) the mounting hardware and supporting structures are concealed from view; and (iii) the sign does not extend more than 2 feet above the top of the canopy; and (iv) the sign does not extend above the nearest roof line of the principal building

Table 6-1-5-2: Detached Permanent Signs				
Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (R)
Primary Detached Signs				
Max. #	1 per property	1 per 600 lf. of property frontage or fraction thereof	See "Other Standards," below	See "Other Standards," below
Max. Sign	Generally: 32 sf.	Aggregate primary	25 sf. per sign, plus	25 sf. per sign, plus

Table 6-1-5-2: Detached Permanent Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (R)
Area	<p>mixed-use form</p> <p>In the OT District on property that is developed with a building with a single-family detached, duplex or multiplex form: 8 sf. For all other forms: 20 sf.</p>	<p>detached sign area shall not exceed 10 sf. plus 1 sf. per 4 lf. of property frontage, up to a maximum of 125 sf.</p>	<p>1 sf. per 2 lf. of additional setback from property lines, up to a maximum of 50 sf. per sign</p>	<p>1 sf. per 2 lf. of additional setback from property lines, up to a maximum of 50 sf. per sign</p>
Max. Sign Height	<p>Single-family detached, duplex or multiplex form: 4 ft. For all other forms: 6 ft.</p>	<p>Less than 200 lf. of property frontage: 6 ft. 200 to 600 lf. of property frontage: 12 ft. More than 600 lf. of property frontage: 24 ft.</p>	<p>6 ft.</p>	<p>6 ft.</p>
Allowed Lighting	<p>External</p>	<p>External or internal</p>	<p>External</p>	<p>External</p>
Setbacks and Spacing	<p>No encroachment upon sidewalk</p> <p>2 ft. from property lines</p> <p>6 ft. max from building walls and vehicular use areas</p>	<p>4 ft. from vehicular use areas, sidewalks, trails, multi-use pathways, and property lines</p> <p>12 ft. from building walls</p>	<p>2 ft. from sidewalks, trails, multi-use pathways, curbs, and vehicular use areas</p>	<p>2 ft. from sidewalks, trails, multi-use pathways, curbs, and vehicular use areas</p>

Table 6-1-5-2: Detached Permanent Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (R)
Other Standards	Except in the OT-RR Zoning District, cabinet signs are not allowed. Must be installed in permeable landscaped area or hardscaped pedestrian plaza that extends at least 4 ft. from the base of the sign in all directions	Must be installed in permeable landscaped area that extends at least 4 ft. from the base of the sign in all directions	Allowed at points of entry into residential subdivisions or multifamily developments on properties where signs are present on the effective date or where designated on approved final plat, approved final development plan, or approved site plan	Allowed at points of entry into residential subdivisions or multifamily developments on properties where signs are present on the effective date or where designated on approved final plat, approved final development plan, or approved site plan
Secondary Detached Signs				
Max. #	1 per vehicular ingress point	1 per vehicular ingress point	1 per vehicular ingress point	Not allowed
Max. Sign Area	4 sf.	600 lf. of property frontage or less: 4 sf. More than 600 lf. of property frontage: 8 sf.	4 sf.	NA
Max. Sign Height	3.5 ft.	600 lf. of property frontage or less: 3.5 ft. More than 600 lf. of property frontage: 6 ft.	3.5 ft.	NA
Allowed Lighting	External	External or internal	External	NA
Setbacks and Spacing	At least 2 ft. from property lines	At least 2 ft. from property lines	At least 2 ft. from property lines	NA
	Not more than 4 ft. from inside of curb of vehicular ingress	Not more than 4 ft. from inside of curb of vehicular ingress	Not more than 4 ft. from inside of curb of vehicular ingress	

Table 6-1-5-2: Detached Permanent Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed- Use, Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (R)
	or egress point	or egress point	or egress point	

Table 6-1-6-1: Attached Banners

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX, C, I)	Multifamily Residential (RM)	Single-Family Residential (RS)
All Attached Banners				
Max. # (on each building elevation)	1	Unframed: 1 per 300 lf. of building elevation or fraction thereof, but not more than 3 banners per building Installed in banner frame: 1 per 150 lf. of building elevation or fraction thereof, but not more than 3 banners per building	1	Residential Building: Not allowed Nonresidential Building: 1
Max. Sign Area (per banner)	40 sf.	40 sf.	40 sf.	Residential Building: NA Nonresidential Building: 40 sf.
Allowed Lighting	None	External	None	None
Other Standards	None	If more than one banner is allowed on a building elevation, banners may be clustered	None	None

Table 6-1-6-2: Detached Temporary Signs

Type of Sign / Standards	Sign District			
	Olde Town, Commercial, Neighborhood (OT,CN)	Mixed-Use Commercial-Industrial (MX,C,I)	Multifamily Residential (RM)	Single-Family Residential (RS)
Yard Signs				
Max. #	2	2 per vehicular access point	Residential Building: Not limited	Residential Building: Not limited
			Nonresidential Building: 1 per 80 ft. of property frontage or fraction thereof	Nonresidential Building: 1 per 80 ft. of property frontage or fraction thereof
Max. Sign Area (per sign)	NA	8 sf.	8 sf.	6 sf.
Max. Sign Height	4 ft.	4 ft.	4 ft.	4 ft.
Allowed Lighting	None	None	None	None
Setbacks and Spacing	2 ft. from property lines; 2 ft. from all other signs	2 ft. from property lines; 2 ft. from all other signs	2 ft. from property lines; 2 ft. from all other signs	2 ft. from property lines; 2 ft. from all other signs
Other Standards	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension, not more than 10 feet from vehicular access point	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension, not more than 10 feet from vehicular access point	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension	Must be installed in permeable landscaped area that is at least 8 sf. in area and 2 lf. in any horizontal dimension
Site Signs				
Max. #	1 per property	1 per 600 lf. of property frontage or fraction thereof	1 per 600 lf. of property frontage or fraction thereof, provided that the area of the property is at least 2 acres; properties that are less than 2 acres shall not display site signs	1 per 600 lf. of property frontage or fraction thereof
Max. Sign Area (per	16 sf.	32 sf.	32 sf.	32 sf.

sign)				
Max. Sign Height	6 ft.	6 ft.	6 ft.	6 ft.
Allowed Lighting	External	External	External	External
Setbacks and Spacing	2 ft. from front property lines	2 ft. from front property lines	2 ft. from front property lines	2 ft. from front property lines
	10 ft. from all other property lines	10 ft. from all other property lines	10 ft. from all other property lines	10 ft. from all other property lines
	10 ft. from all other signs	10 ft. from all other signs	10 ft. from all other signs	10 ft. from all other signs
	12 ft. from building walls	12 ft. from building walls	12 ft. from building walls	12 ft. from building walls
Other Standards	Where allowed, site signs shall be installed in permeable landscaped areas or hardscaped areas (other than vehicular use areas and sidewalks) that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area	Where allowed, site signs shall be installed in permeable landscaped areas that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area	Where allowed, site signs shall be installed in permeable landscaped areas that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area	Where allowed, site signs shall be installed in permeable landscaped areas that are at least 5 lf. in every horizontal dimension and at least 40 sf. in area
Swing Signs				
Max. #	Not allowed	Not allowed	1 per property frontage	1 per property frontage
Max. Sign Area (per sign)	NA	NA	5 sf., including riders	5 sf., including riders
Max. Sign Height	NA	NA	5 ft.	5 ft.
Allowed Lighting	NA	NA	None	None
Setbacks and Spacing	NA	NA	2 ft. from all property lines	2 ft. from all property lines
Other Standards	NA	NA	Swing signs shall be installed in permeable landscaped areas that are at least 4 lf. in every	Swing signs shall be installed in permeable landscaped areas that are at least 4 lf. in every

			horizontal dimension and at least 20 sf. in area	horizontal dimension and at least 20 sf. in area
Sidewalk Signs				
Max. #	1 per principal building entrance	1 per principal building entrance	Not allowed	Not allowed
Max. Sign Area (per sign)	8 sf.	8 sf.	NA	NA
Max. Sign Height	4 ft.	4 ft.	NA	NA
Allowed Lighting	None	None	NA	NA
Setbacks and Spacing	Must provide at least 5 ft. clear sidewalk for pedestrian use	Must provide at least 5 ft. clear sidewalk for pedestrian use	NA	NA
Other Standards	Must be placed on sidewalk or hard-surfaced pedestrian plaza; not allowed in vehicular use areas or permeable landscaped areas	Must be placed on sidewalk, hard-surfaced pedestrian plaza, or level landscaped area; not allowed in vehicular use areas	NA	NA
	Must not obstruct pedestrian travel path or building entrance	Must not obstruct pedestrian travel path or building entrance		
	Placement in public right-of-way or public sidewalk, multi-use path, or trail easement requires revocable license agreement	Placement in public right-of-way or public sidewalk, multi-use path, or trail easement requires revocable license agreement		
Banners				
Max. #	1 per property frontage; or 1 per 100 lf. of property frontage if secured to temporary construction fencing related to permitted construction (may be clustered)	1 per property frontage; or 1 per 100 lf. of property frontage if secured to temporary construction fencing related to permitted construction (may be clustered)	1 per property frontage; or 1 per 100 lf. of property frontage if secured to temporary construction fencing related to permitted construction (may be clustered)	Not allowed

Max. Sign Area (per sign)	48 sf.	48 sf.	48 sf.	NA
Max. Sign Height	6 ft.	6 ft.	6 ft.	NA
Allowed Lighting	None	None	None	NA
Setbacks and Spacing	Banner must be mounted in a freestanding banner frame that is installed within a permeable landscaped area	Banner must be mounted in a freestanding banner frame, or on retaining wall, fence, or screen wall	Banner must be mounted in a freestanding banner frame, or on retaining wall, fence, or screen wall	NA
	Mounting hardware shall be concealed from view	Mounting hardware shall be concealed from view	Mounting hardware shall be concealed from view	
	Banner shall be stretched tightly to avoid movement in windy conditions	Banner shall be stretched tightly to avoid movement in windy conditions	Banner shall be stretched tightly to avoid movement in windy conditions	
		Not allowed if any of the following are present on the property: feather flag or EMC	Not allowed if any of the following are present on the property: feather flag or EMC	
Feather Flags				
Max. #	Not allowed	1 per property	1 per property	Not allowed
Max. Sign Area (per sign)	NA	45 sf.	45 sf.	NA
Max. Sign Height	NA	15 ft.	15 ft.	NA
Allowed Lighting	NA	None	None	NA
Setbacks and Spacing	NA	Must be spaced not less than 50 ft. from any other temporary sign	Must be spaced not less than 50 ft. from any other temporary sign	NA
Other Standards	NA	Not allowed if sidewalk sign is present	Must be installed in a permeable landscaped area with a radius that extends not less than 3 ft. from the flag pole	NA
		Must be installed in a permeable landscaped area with a radius that		

		extends not less than 3 ft. from the flag pole		
Inflatables				
Max. #	Not allowed	1 per property	Not allowed	Not allowed
Max. Sign Area (per sign)	NA	225 sf.	NA	NA
Max. Sign Height	NA	15 ft.	NA	NA
Allowed Lighting	NA	None	NA	NA
Setbacks and Spacing	NA	All parts of the sign must be set back 10 ft. from all property lines, pedestrian use areas, and vehicular use areas	NA	NA
Other Standards	NA	Sign must be tethered to prevent movement in windy conditions	NA	NA



REPORT TO PLANNING COMMISSION

AGENDA ITEM
8.B.

TO: PLANNING COMMISSION

DATE: May 2, 2023

SUBJECT: A RESOLUTION BY THE PLANNING COMMISSION FOR THE CITY OF ARVADA, COLORADO TO AMEND THE 2014 ARVADA COMPREHENSIVE PLAN TO INCORPORATE THE NEW TOWN SUB-AREA PLAN

Report in Brief

That a Resolution by the Planning Commission for the City of Arvada, Colorado to amend the 2014 Arvada Comprehensive Plan to incorporate the New Town Sub-area Plan, be approved and recommended to City Council for ratification.

This motion is based on the findings of fact and approval criteria on Page(s) 3 & 4 of the Staff Report.

This motion is based on the following findings of fact for denial: (Recite approval criteria you believe the evidence fails to satisfy and your reasons).

YES _____ NO _____ ABSENT _____

Prepared by:
Dixielee Rodriguez, Administrative Specialist

Reviewed by:

Approved by:

Patty McCartney, Long Range Planner	4/25/2023
Josie Suk, Development Systems and Administrative Manager	4/25/2023
Robert Smetana, Manager of City Planning and Development	4/26/2023
Emily Grogg, Senior Assistant City Attorney	4/26/2023
Ryan Stachelski, Director of Community and Economic Development	4/26/2023
Dixielee Rodriguez, Administrative Specialist	4/27/2023

Enclosure, exhibits & attachments required to support the report

RESOLUTION NO. CP2023-0001

A RESOLUTION BY THE PLANNING COMMISSION FOR THE CITY OF
ARVADA, COLORADO TO AMEND THE 2014 ARVADA
COMPREHENSIVE PLAN TO INCORPORATE THE NEW TOWN
SUB-AREA PLAN

WHEREAS, the City of Arvada adopted a Comprehensive Plan in 2014, which was subsequently amended on various occasions; and

WHEREAS, pursuant to § 8-1-2-2(C) of the Land Development Code, the Planning Commission shall be responsible for adopting land use plans; and

WHEREAS, pursuant to § 8-1-2-1(E)(4) of the Land Development Code, City Council shall ratify, as it determines appropriate, plans for the physical development of the City; and

WHEREAS, the City's Community and Economic Development Department has developed, with extensive public outreach, a sub area plan pertaining to the New Town area.

WHEREAS, pursuant to Chapter 74, Article III, Sections 74-64 and 74-65 of the Arvada City Code, the Planning Commission has held a public hearing as required by law, notice thereof being duly published, and said public hearing being held before the Planning Commission for the City of Arvada on May 2, 2023.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF ARVADA, COLORADO:

Section 1 The Comprehensive Plan is hereby amended by incorporating the New Town Sub-Area Plan and making additional revisions related thereto as referenced or depicted in Exhibit A, attached and incorporated herein.

Section 2 This Resolution shall be effective upon the ratification and approval by the City Council of the Comprehensive Plan amendment described herein.

APPROVED AND ADOPTED this _____ day of _____, 2023.

CITY OF ARVADA PLANNING COMMISSION

_____, Chairman

ATTEST:

_____, Secretary

RATIFIED AND APPROVED this _____ day of _____, 2023.

Marc Williams, Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

Rachel A. Morris, City Attorney

City of Arvada Community Development Department **PUBLIC HEARING STAFF REPORT**

New Town Sub-Area Plan Comprehensive Plan Amendment CP2023-0001

NATURE OF REQUEST

The City of Arvada is requesting approval of a Comprehensive Plan Amendment.

An amendment to the Comprehensive Plan is proposed to incorporate the New Town Sub-Area Plan (“the plan”) as part of the document. If adopted, the plan will be considered an element of the Comprehensive Plan and be the City’s guiding document for the planning and development of the New Town area.

PUBLIC INVOLVEMENT

Preparation of the plan included extensive public involvement. This process included:

1. Three Steering Committee Meetings comprising of property owners and business owners within the plan area, Planning Commission representative, Olde Town Business Improvement District, Arvada Chamber of Commerce and Colorado Department of Transportation.
2. Three Technical Advisory Committee Meetings comprising of representatives of the City of Arvada and Arvada Urban Renewal Authority.
3. Four Community Open House meetings were held virtually and in person in compliance with COVID-19 protocols. The initial Community Open House was held at the Olde Town Hub, the second was held virtually and the last two were held at the Hilton Garden Inn Arvada.
4. Two Speak Up Arvada community surveys were conducted to get public input during the process.
5. Social media, mailers, a designated website and email address provided information, accepted feedback and promoted community participation.

PUBLIC NOTIFICATION

Division 8-2-4 of the Land Development Code requires public notification for all public hearings as follows:

Published Notice: At least 15 days prior to all public hearings, notice of the hearing must be published in a newspaper of general circulation in the City. The required notice has been published and posted on the City website.

PROJECT ANALYSIS

The New Town Sub-Area Plan will further implement the goals and policies of the Comprehensive Plan and previous studies of the area that envisioned the New Town area's potential for mixed uses that support the community in the long-term.

The New Town Sub-Area Plan boundaries are generally located along Wadsworth Boulevard and Bypass from the G-Line track on the north and Interstate 70 on the south. The Arvada Marketplace south of W. 52nd Avenue and commercial, industrial area east of the Marketplace are also included in the plan area.

The Plan:

- Includes an overview of development history and existing conditions
- Includes a narrative of the plan process
- Includes the plan vision and community engagement process
- Includes Focus Elements: Land Use and Redevelopment; Parking; Views; Connectivity; Design; Infrastructure; and Sustainability
- Includes Recommendations and Implementation

The primary vision for the New Town Sub-Area Plan is:

Create 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. Create a vibrant, connected, mixed-use urban community that is compatible with the adjacent residential neighborhoods and compliments Olde Town.

To guide this vision, five plan Goals were developed:

- Create a framework for regeneration and attraction of private sector investment
- Conceptualize and shape the three-dimensional urban environment
- Define public and 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

The development and completion of this plan supports the following goals and policies of the 2014 Arvada Comprehensive Plan:

- Goal L-3: Encourage development of transit-supportive, higher-density, mixed-use, pedestrian-oriented areas.
- Goal ED-4: Redevelop and revitalize existing commercial and industrial areas.
- Goal T-2: Strengthen the linkage between land use and transportation.

- Goal T-5: Develop safe and comprehensive multi-purpose bicycle, trail, and pedestrian systems.
- and others.

PLAN METHODOLOGY

The New Town Sub-Area Plan was prepared using the following methodology:

1. The development of the plan consisted of a three phase process with extensive community engagement.
 Visualize: Initial phase to determine study area and influence boundaries, identify stakeholders, conduct initial committee meetings, identify and initiate public participation, and develop guiding plan goals and vision.
 Strategize: Second phase focused on high level recommendations to guide future development and achieve the overall vision identified in the first phase and included research of existing plan documents, continued community engagement, develop ideas and recommendations, identify and refine recommendations, and further develop the plan vision and elements.
 Realize: Third phase focused on the creation of the plan resulting from previous phases, public review and included preparation of draft plan document, public review and input of draft plan, and finalize plan for adoption process.
2. Public Engagement: Multiple Technical Advisory Committee (TAC) meetings, Steering Committee meetings, community open houses, and online community surveys.
3. Recommendations: Based on community and stakeholder engagement, developed the vision and recommendations for the sub area and included land use and redevelopment, parking, views, connectivity, design, infrastructure, and sustainability.
4. Implementation: Based on stakeholder, technical expertise and community feedback, implementation strategies were developed to achieve the vision for each focus element.

LAND DEVELOPMENT CODE APPROVAL AND CRITERIA

The Planning Commission should make a recommendation to the City Council based on its findings regarding the approval criteria shown in the table(s) below and upon testimony heard during the public hearing as it applied to the criteria.

Staff performed an analysis of the proposal, pursuant to Division 8 of the Land Development Code and the approval considerations in Chapter 5 of the Comprehensive Plan, and presents the following findings:

COMPREHENSIVE PLAN AMENDMENT CONSIDERATIONS	STAFF ASSESSMENT
1. The existing Comprehensive Plan and/or any related element thereof is in need of the proposed amendment.	The existing comprehensive plan needs an amendment to incorporate the New Town Sub-Area Plan to further implement the existing plan goals and policies outlined above.

<p>2. The proposed amendment is compatible with the surrounding area and the goals and policies of the Comprehensive Plan.</p>	<p>The amendment is compatible with the surrounding areas of commercial and residential neighborhoods. The amendment is compatible with the goals and policies of the comprehensive plan and seeks to further implement existing plan goals and policies for a specific geographic area in the City.</p>
<p>3. The proposed amendment will have no major negative impacts on transportation, services and facilities.</p>	<p>The proposed amendment will have not have a major negative impact on transportation services and facilities.</p>
<p>4. The proposed amendment will have minimal effect on service provision, including adequacy or availability of urban facilities and services, and is compatible with existing and planned service provision.</p>	<p>The proposed amendment will not have a negative effect on existing or proposed service provision.</p>
<p>5. The proposed amendment, if for an area outside of the City's current municipal boundaries, is consistent with the City's ability to annex property.</p>	<p>The proposed amendment pertains to the New Town area within the City and is not for an annexation.</p>
<p>6. Strict adherence to the existing Comprehensive Plan would result in a situation neither intended nor in keeping with other key elements and policies of the plan.</p>	<p>Strict adherence to the existing comprehensive plan without this amendment will result in not developing a more defined vision and development guidance for a specific area in the City that will further implement the goals and policies of the Comprehensive Plan.</p>
<p>7. The proposed plan amendment will promote the public welfare and will be consistent with the goals and policies of the Comprehensive Plan and the elements thereof.</p>	<p>This amendment will promote the public welfare within the New Town area and is consistent with the goals and policies of the comprehensive plan.</p>

STAFF RECOMMENDATION

Based on an analysis of the methodology, outcomes, and recommendations of the plan and a review of the 2014 Comprehensive Plan Amendment approval considerations, staff recommends approval of the Comprehensive Plan amendment.

In summary, staff believes that the New Town Sub-Area Plan will further implement the goals and policies of the Comprehensive Plan with a planning document for future planning, development and redevelopment in the New Town area of the City.

The Planning Commission may recommend denial of the request(s) if it cannot make affirmative findings of the approval criteria stated above.

Comprehensive Plan Amendment New Town Sub-Area Plan

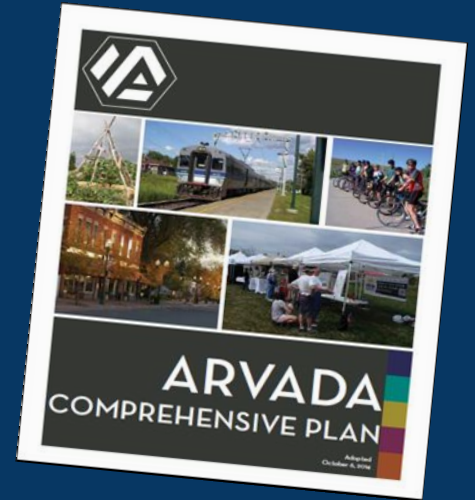
Planning Commission
May 2, 2023



We Dream Big and Deliver

Comprehensive Plan

- Comprehensive Plan adopted in October, 2014 and the Policies and Goals guide the development of the City.
- New Town Sub-Area Plan supports following goals:
 - Goal L-3: Encourage development of transit-supportive, higher-density, mixed-use, pedestrian-oriented areas.
 - Goal ED-4: Redevelop and revitalize existing commercial and industrial areas.
 - Goal T-2: Strengthen the linkage between land use and transportation.
 - Goal T-5: Develop safe and comprehensive multi-purpose bicycle, trail, and pedestrian systems.
 - and others



New Town Sub-Area Plan

Project Overview

- Project initiated in 2020
- Relevant City Plans - Comprehensive Plan; Arvada Transit Station Framework Plan; Olde Town Station Urban Renewal Plan; Parks System Master Plan; and “ A Vision for New Town Arvada”, Urban Land Institute Report
- Community Engagement and Stakeholder Participation
 - Technical Advisory Committee - 3 meetings
 - Steering Committee - 3 meetings
 - Community Open Houses - One virtual and 3 in-person
 - Online Community Surveys - 2 Speak Up Surveys
- Creates a long term vision for future development and redevelopment in the New Town area of the City.

New Town Sub-Area Plan

Study Area

Study Area

.40 Square Mile (258.5 Acres)

Influence Area

.77 Square Mile (492.8 Acres)

Focus Elements

Land Use

Parking

Views

Connectivity

Design

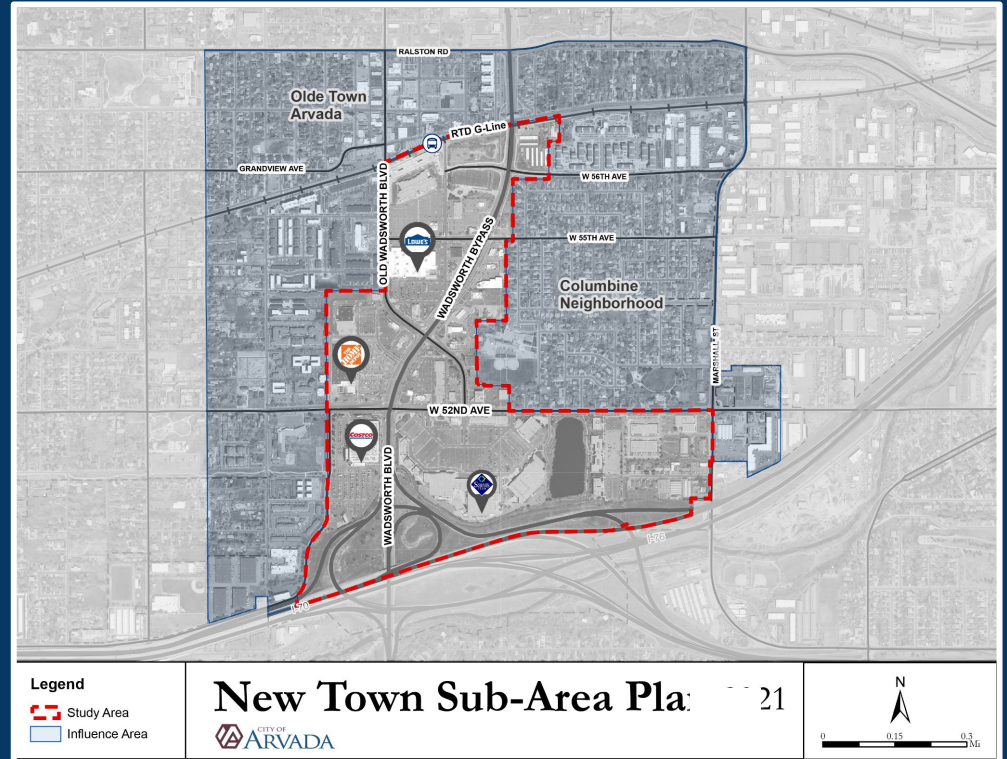
Architecture

Placemaking - Small Urban Parks

Streetscape

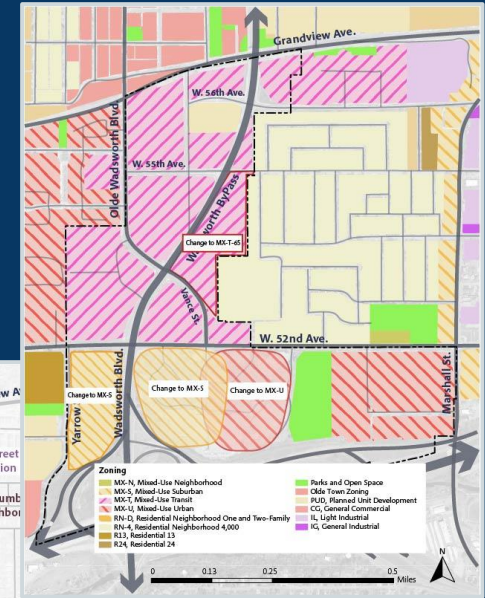
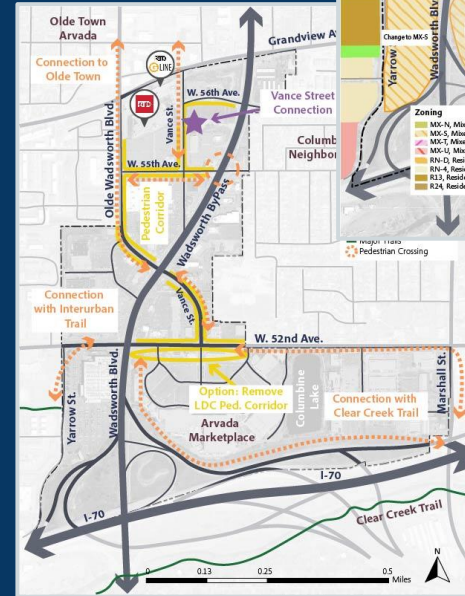
Infrastructure

Sustainability



New Town Sub-Area Plan Recommendations

- Preferred Land Use
- Parking and Viewshed Corridor
- Design : Preferred Architecture, Small Urban Parks & Streetscape Options
- Pedestrian and Trail Connectivity
- Infrastructure & Sustainability



New Town Sub-Area Plan Implementation Strategies

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 Olde 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

Staff Recommendation

Questions?

Next Steps

- City Council Public Hearing - June 5, 2023



NEW TOWN SUB-AREA PLAN

May 2023



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

STEERING COMMITTEE

Michael Griffith, Planning Commission
 JoAnn Mattson, Colorado Department of Transportation (CDOT), Region 1
 Jordan Rudel, Colorado Department of Transportation (CDOT), Region 1
 Debra Shirley, Foster Elementary, Principal
 Lori Rosendahl, Jefferson County Housing Authority
 Katy Press, KP Consulting and Associates
 Joe Hengstler, Olde Town Business Improvement District, Executive Director
 Kami Welch, Arvada Chamber of Commerce
 Gina Rende, Maly Commercial Realty, Inc.
 Kathy Davis, Maly Commercial Realty, Inc.
 Otto Maly, Maly Commercial Realty, Inc.
 Bill Mosher, Trammell Crow Company
 Tina Lashbrook, Trammell Crow Company
 Lee Ferguson, Trammell Crow Company
 Erik Hagevik, Trammell Crow Company
 Lee Pearson, Armstrong Capital Development
 Steve Wilkie, Royal Oak
 Rick Enstrom, Enstrom Candies
 Matt Burton, Chick-Fil-A
 Sarrah Presnell, Home Depot
 Charles Craven, Charlie's Fly Shop
 Dan Williams, Costco
 Laurie Hullinger, Costco
 Alex Staneski, NewMark Merrill Mountain States
 Rick Weller, Armstrong Capital Development

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- 2.3 Parking
- 2.4 Parks and Open Space, and
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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



8/28/2018 City of Arvada

Analyze 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



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

1.2 PROJECT OVERVIEW



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

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

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.



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

EXISTING LAND USE

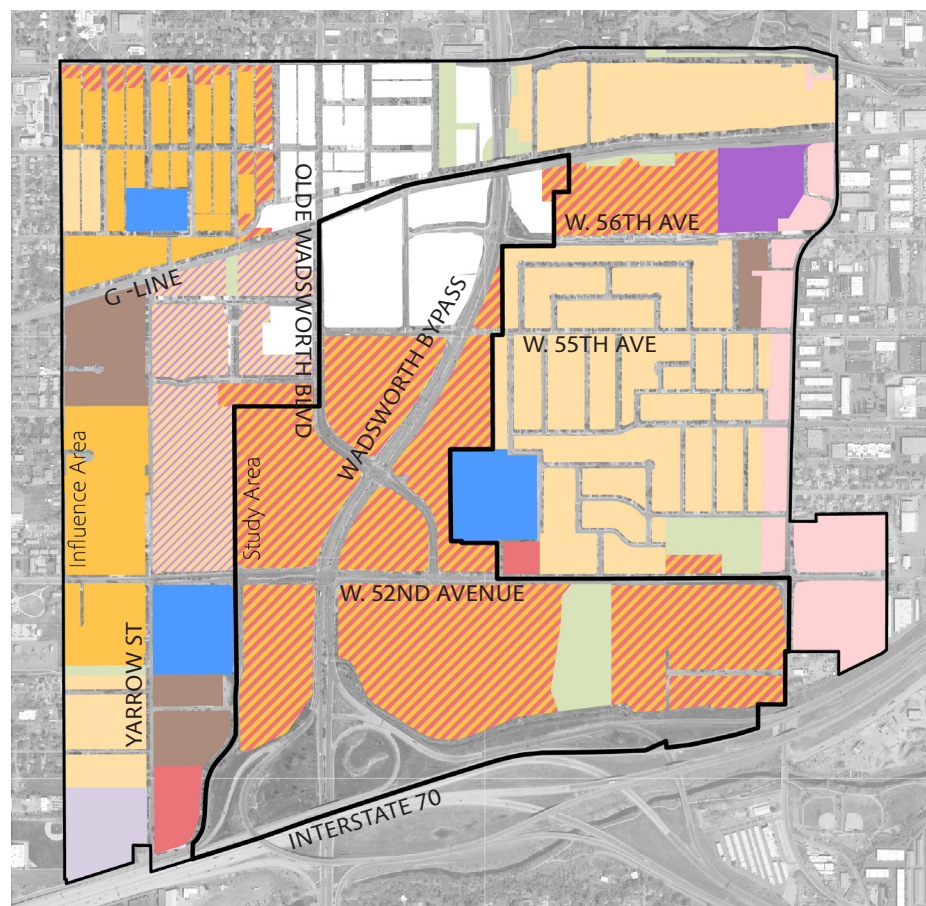
The New Town Sub-area is an essential commercial district with over 1.2 million square feet of commercial space providing 25% of the City's sales tax revenue. A large theater and major retailers include Costco, Home Depot, and Lowe's on the west side of Wadsworth Boulevard, and the Arvada Marketplace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

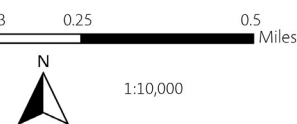
The New Town Sub-Area currently has minimal residential uses. A few single family residences and multifamily units are situated on the northeast and southeast edges of the area. This is changing with construction of a 252 unit multifamily complex in the northern portion of the study area. Residential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



New Town Sub-Area Plan
Land Use (Comprehensive Plan) Map



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.

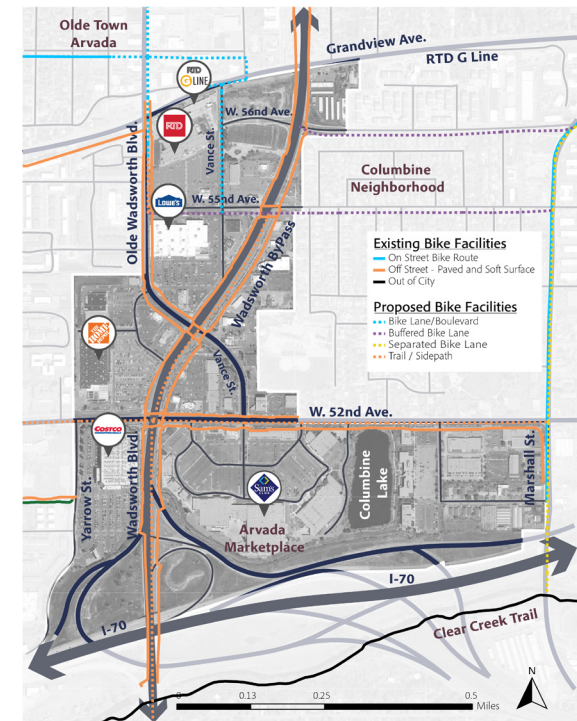
The Regional Transportation District (RTD) provides excellent multi-modal opportunities with bus and commuter rail service throughout the sub-area. The transit facility, Olde Town Transit Hub, is located between Vance Street and Olde Wadsworth Boulevard north of W 56th Avenue. The Hub includes over 600 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

2.4 PARKING

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

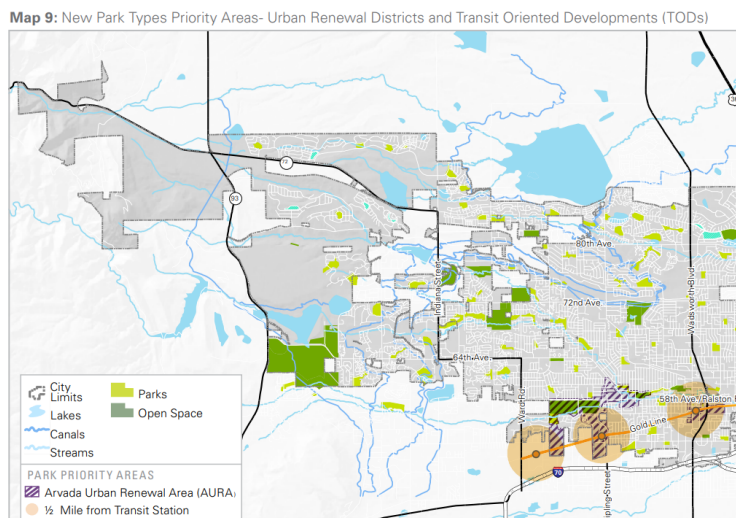
The New Town Sub Area currently does not have public community parks located within the plan area. Columbine Lake on private property and Foster Park are located to the east of the plan area, Stocke Walter and McIlvoy parks to the north and Griffith Station Park to the west.

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.



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 PROCESS

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.

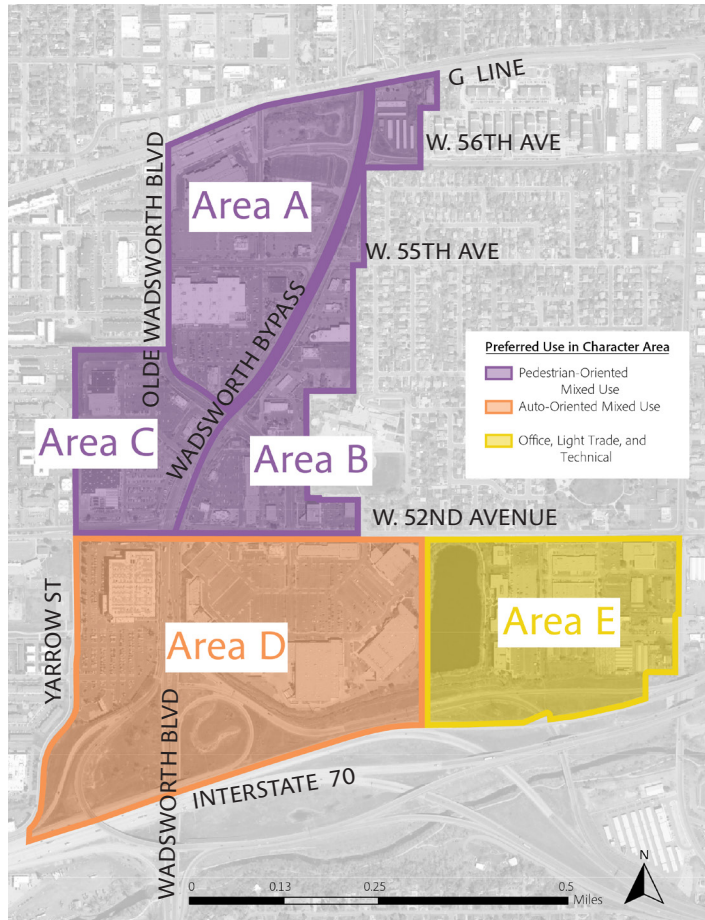
PREFERRED LAND USE AND HEIGHT

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

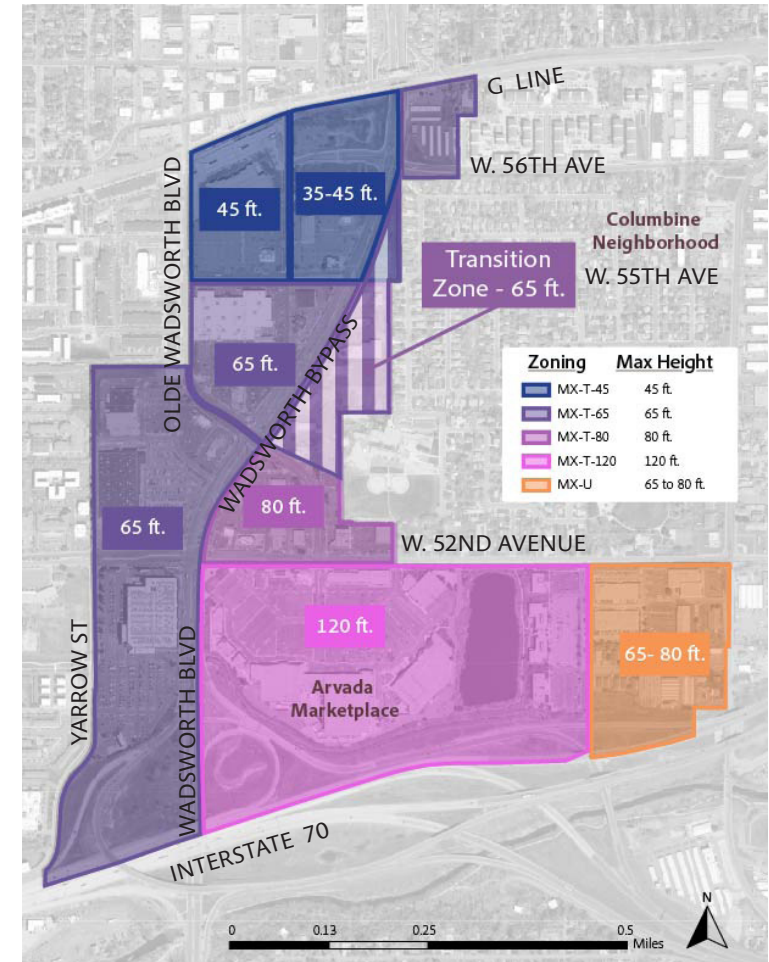
- Character Areas A, B & C is **Pedestrian Oriented Mixed Use**
- Auto Oriented Commercial Use** for Character Area D
- Character Area E is **Office, Light Trade and Technical Uses** within an enclosed building
- Residential Use was an option not identified as the most appropriate predominant land use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

Preferred Land Use - Character Area



Preferred Height Transition Zone



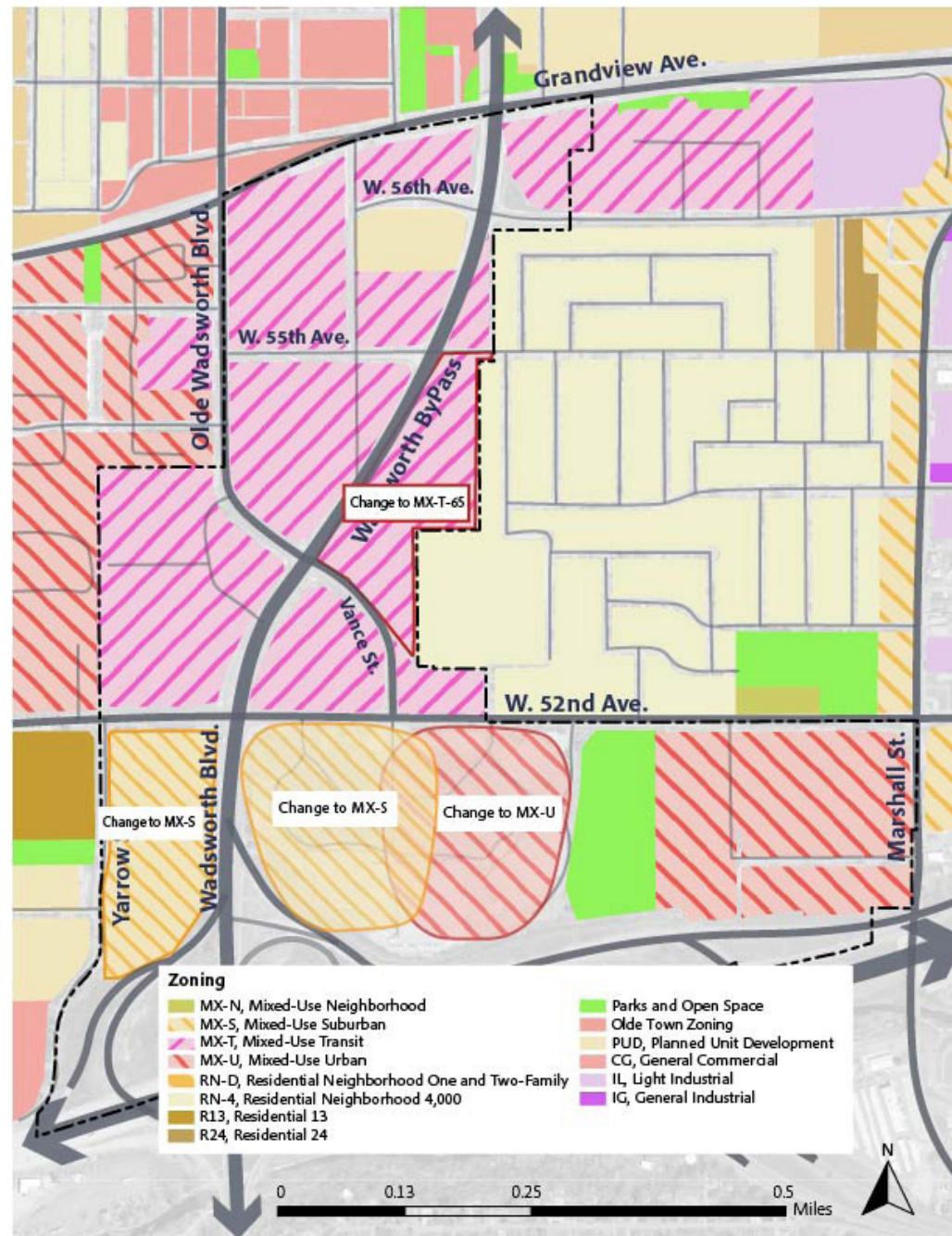
LAND USE AND REDEVELOPMENT

4.1

PREFERRED LAND USE (ZONING) MAP

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

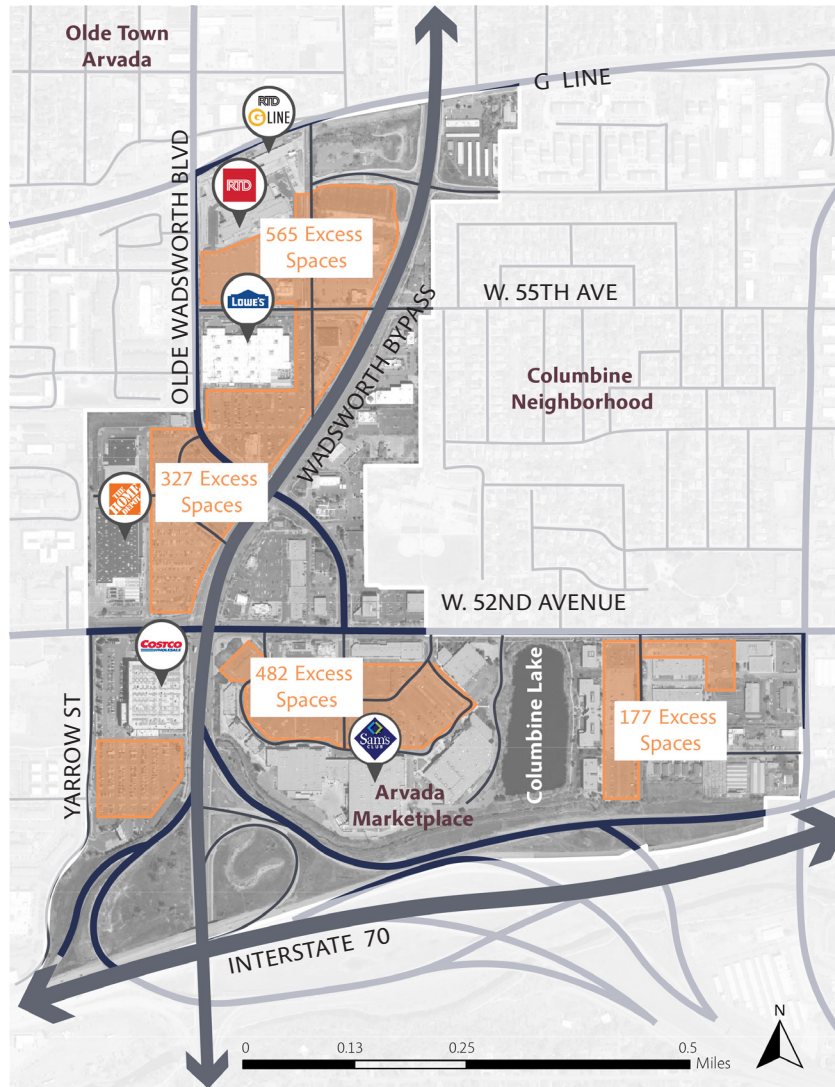
Nearly 60 percent of project participants felt that parking provided for the existing uses in the Sub-Area is excessive. This indicates that the recent reductions to the City's parking requirements are a step in the right direction.

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

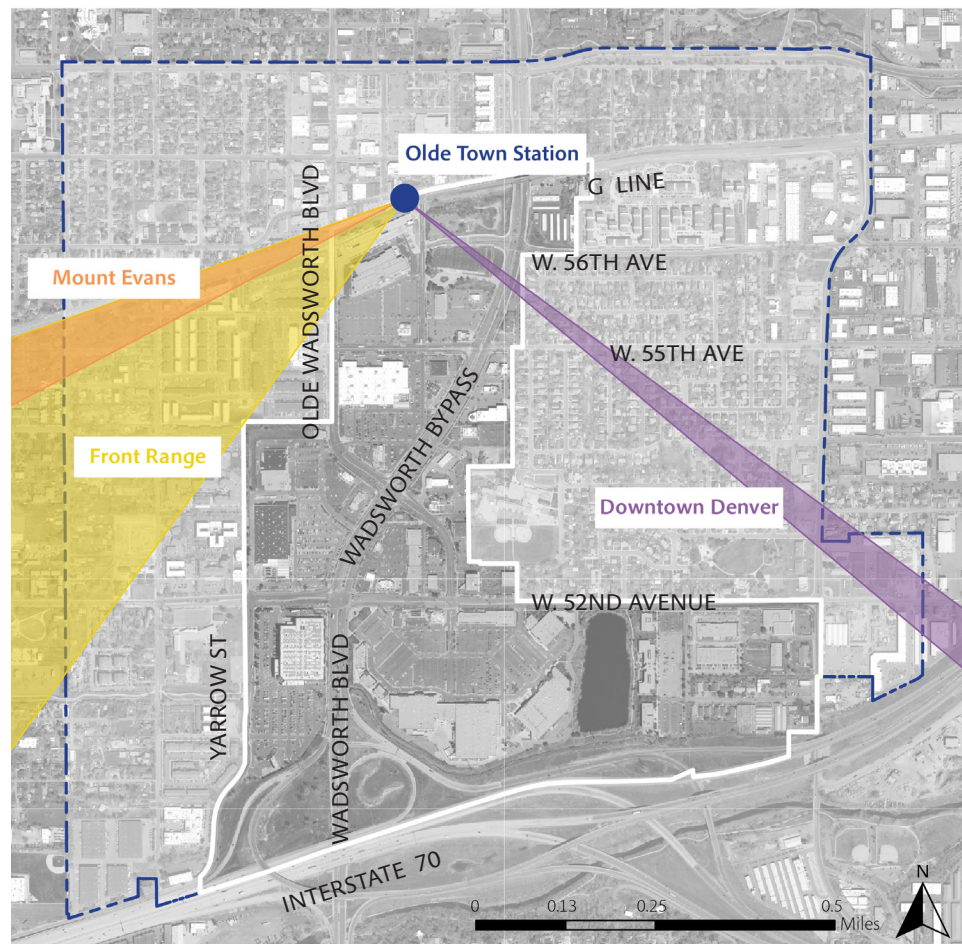
Views from Grandview Street at the south edge of Olde Town have been identified as a significant resource for the community.

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.

VIEWSHED CORRIDOR MAP

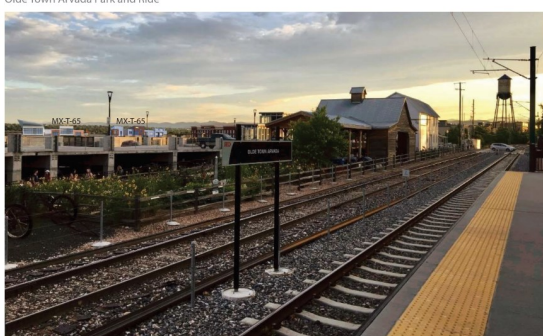


Olde Town Arvada Park and Ride



View Corridors from Olde Town Station Platform and Plaza.

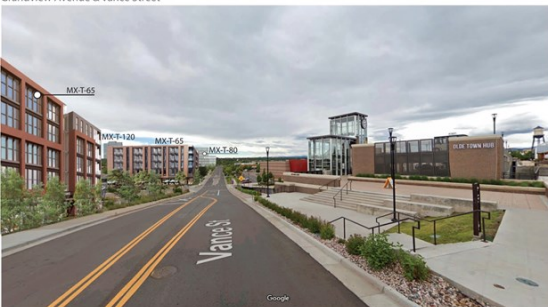
Olde Town Arvada Park and Ride



Grandview Avenue & Vance Street



Grandview Avenue & Vance Street



Views without and with simulated development views towards Downtown Denver.

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.

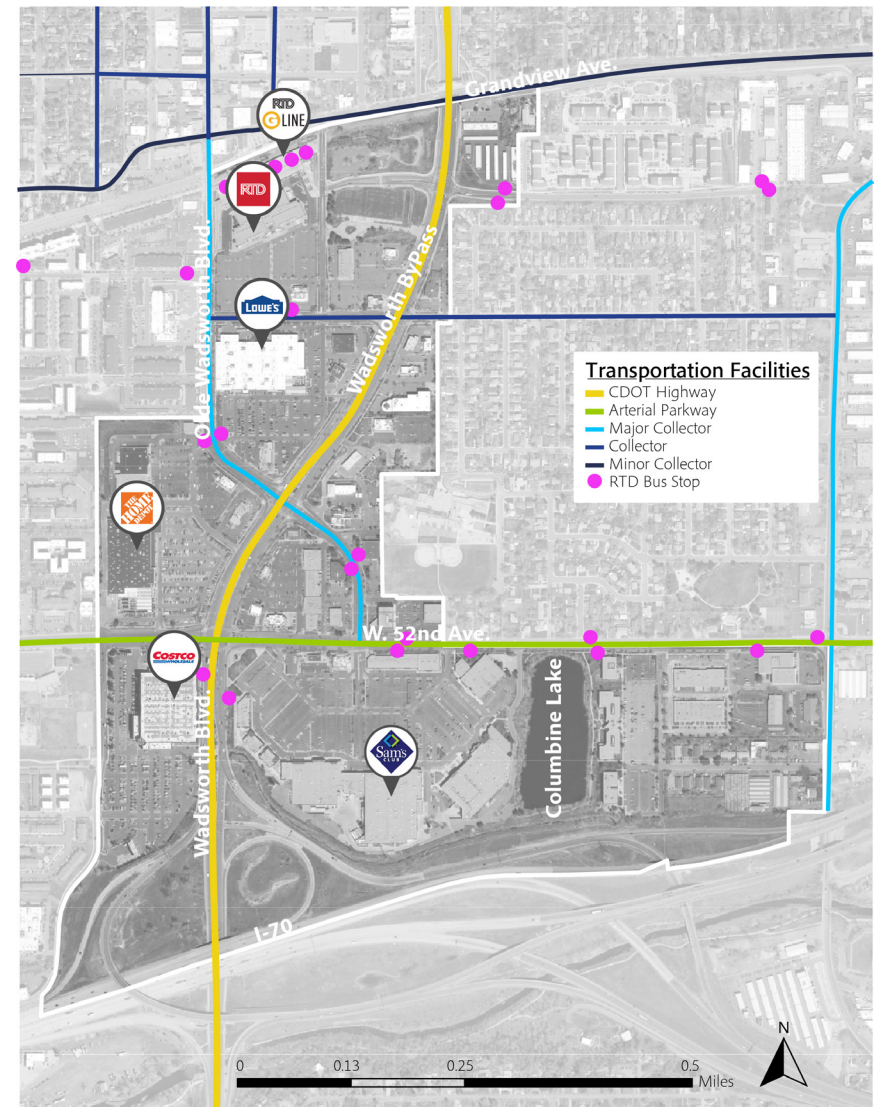
The existing sidewalks and signalized intersections provide pedestrian and bicycle access to, from and within the

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.

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.

“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

PREFERRED CONNECTIVITY AND TRAIL SYSTEM MAP



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

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.

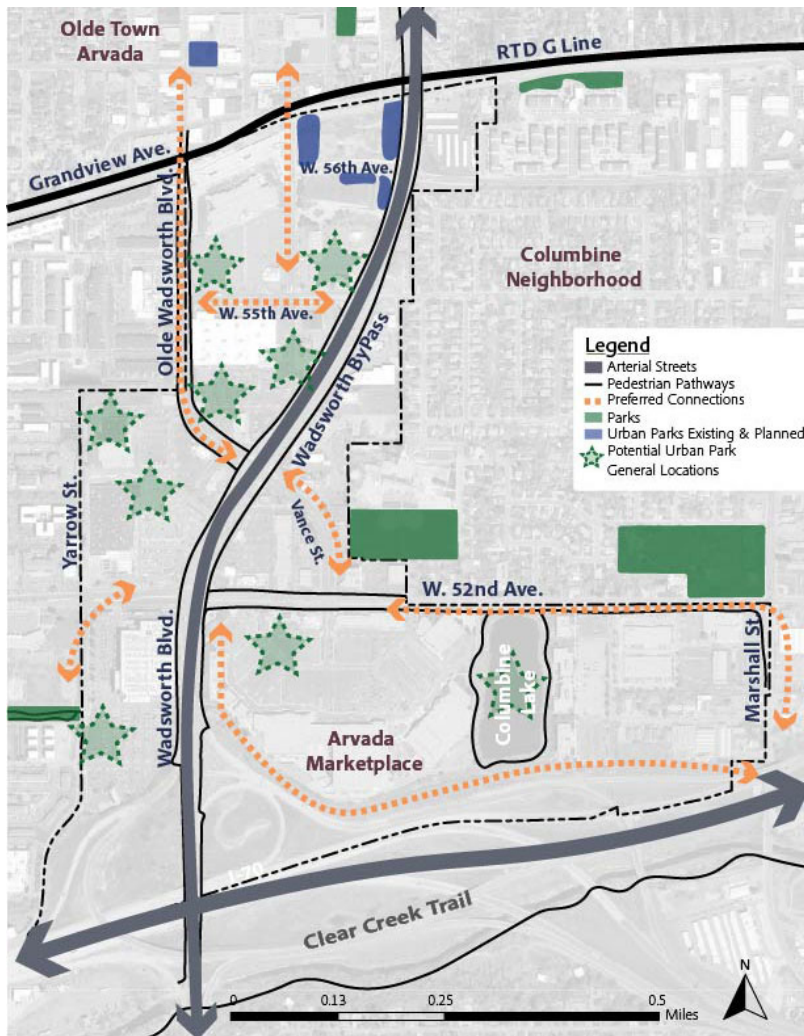
RECOMMENDATION

- » 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.

PREFERRED SMALL URBAN PARK SYSTEM MAP



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.

Canopy trees recommended.

Potential Streetscape Option B design includes:

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

Canopy trees recommended.

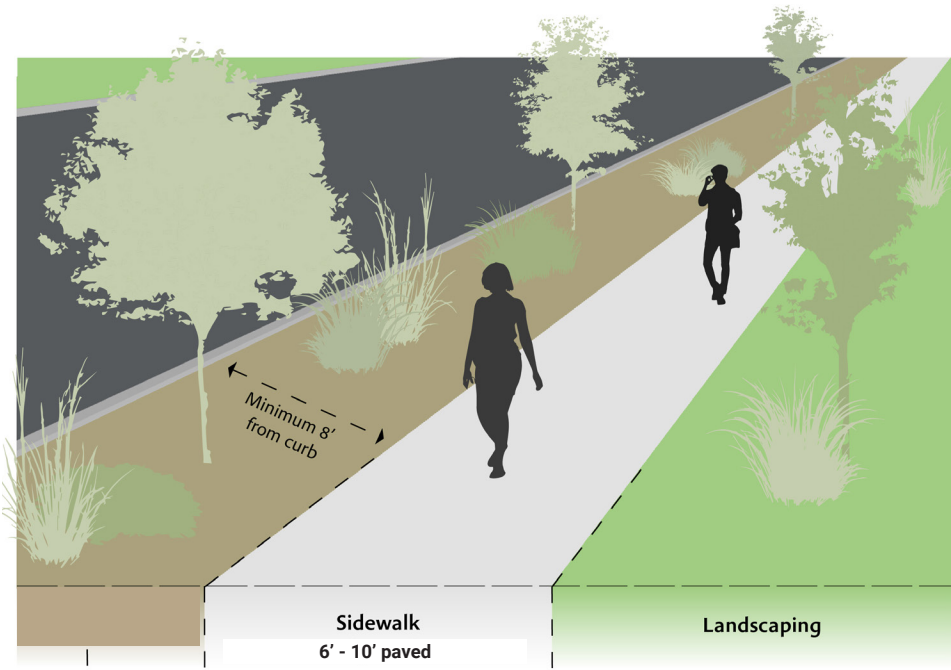
RECOMMENDATIONS

Potential streets for Streetscape Design Option B include:

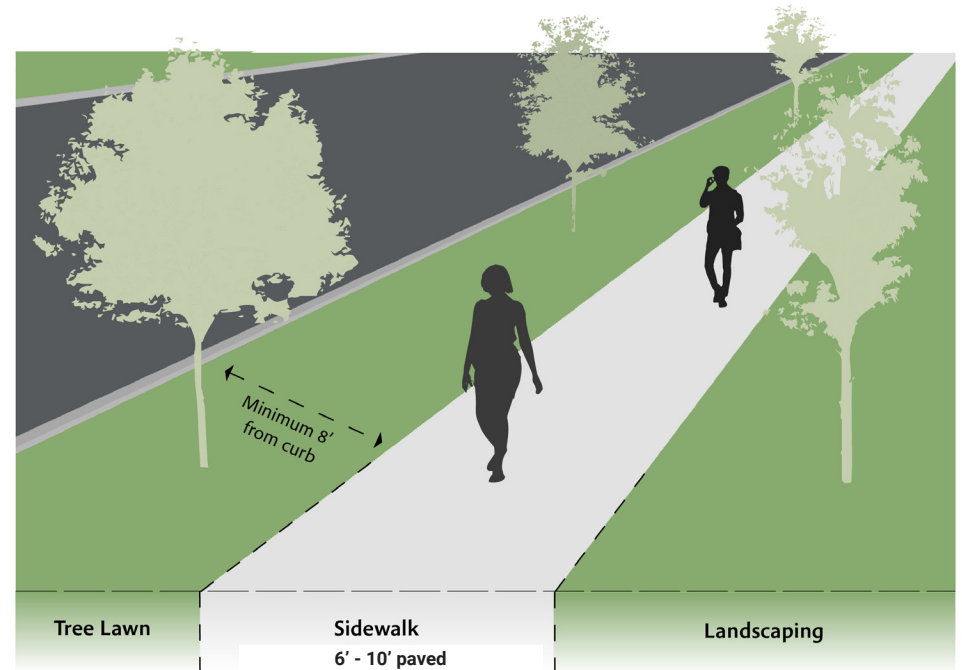
- Vance Street between RTD Commuter Gold Line and W. 55th Avenue.
- Future Vance Street as it continues further south to the Lowe's development as a potential pedestrian boulevard connection
- Pedestrian Priority Streets per Land Development Code

- » 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



— ▶ Rock with shrubs, ornamental grasses, and small trees

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



REPORT TO PLANNING COMMISSION

AGENDA ITEM
8.C.

TO: PLANNING COMMISSION

DATE: May 2, 2023

SUBJECT: A RESOLUTION BY THE PLANNING COMMISSION FOR THE CITY OF ARVADA, COLORADO TO AMEND THE 2014 ARVADA COMPREHENSIVE PLAN TO INCORPORATE THE NORTHWEST ARVADA SUB-AREA PLAN

Report in Brief

That a Resolution by the Planning Commission for the City of Arvada, Colorado to amend the 2014 Arvada Comprehensive Plan to incorporate the Northwest Sub-area Plan, be approved and recommended to City Council for ratification.

This motion is based on the findings of fact and approval criteria on Page(s) 3 & 4 of the Staff Report.

This motion is based on the following findings of fact for denial: (Recite approval criteria you believe the evidence fails to satisfy and your reasons).

Prepared by:
Dixielee Rodriguez, Administrative Specialist

Reviewed by:

Approved by:

Patty McCartney, Long Range Planner	4/25/2023
Josie Suk, Development Systems and Administrative Manager	4/25/2023
Robert Smetana, Manager of City Planning and Development	4/26/2023
Emily Grogg, Senior Assistant City Attorney	4/26/2023
Ryan Stachelski, Director of Community and Economic Development	4/27/2023
Dixielee Rodriguez, Administrative Specialist	4/27/2023

Enclosure, exhibits & attachments required to support the report

City of Arvada Community Development Department **PUBLIC HEARING STAFF REPORT**

Northwest Arvada Sub-Area Plan Comprehensive Plan Amendment CP2023-0002

NATURE OF REQUEST

The City of Arvada is requesting approval of a Comprehensive Plan Amendment.

An amendment to the Comprehensive Plan is proposed to incorporate the Northwest Arvada Sub-Area Plan (“the plan”) as part of the document. If adopted, the plan will be considered an element of the Comprehensive Plan and be the City’s guiding document for the planning and development of the Northwest area.

PUBLIC INVOLVEMENT

Preparation of the plan included extensive public involvement. This process included:

1. Three Steering Committee Meetings comprising of property owners and business owners within the plan area, Planning Commission representative, Homeowner Associations and Metro Districts.
2. Three Technical Advisory Committee Meetings comprising of representatives of the City of Arvada, Colorado Department of Transportation, and Jefferson Parkway Public Highway Authority.
3. Four Community Open House meetings were held virtually and in person in compliance with COVID-19 protocols. The initial Community Open House was held at Whisper Creek Park, the second was held virtually, the Whisper Creek Community Station and lastly at Village of Five Parks Depot.
4. Two Speak Up Arvada community surveys were conducted to get public input during the process.
5. Social media, a designated website and email address provided information, accepted feedback and promoted community participation.

PUBLIC NOTIFICATION

Division 8-2-4 of the Land Development Code requires public notification for all public hearings as follows:

Published Notice: At least 15 days prior to all public hearings, notice of the hearing must be published in a newspaper of general circulation in the City. The required notice has been published and posted on the City website.

PROJECT ANALYSIS

The Northwest Arvada Sub-Area Plan will further implement the goals and policies of the Comprehensive Plan and previous studies of the area to encourage and support sustainable community development.

The Northwest Arvada Sub-Area Plan focuses on two areas generally located along State Highway 72 in the area east of State Highway 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 plan consists of two areas defined as Phase 1 and Phase 2 located within the City and Unincorporated Jefferson County. The Phase 1 area focuses on land use, design and transportation. The Phase 2 area focuses on land use and connectivity.

The Plan:

- Includes an overview of local development history and existing conditions
- Includes a narrative of the plan process
- Includes the plan vision and community engagement process
- Includes Focus Elements: Land Use; Connectivity; Design; Infrastructure; and Sustainability
- Includes Recommendations and Implementation

The primary vision for the Northwest Arvada Sub-Area Plan is:

Create a 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.

To guide this vision, five plan Goals were developed:

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

The development and completion of this plan supports the following goals and policies of the 2014 Arvada Comprehensive Plan:

- Goal ED-3: Plan for well-located, high-quality commercial developments
- Goal ED-4: Redevelop and revitalize existing commercial and industrial areas.

- Goal CC-2: Establish and maintain Arvada’s distinct qualities and small-town identity.
 - Policy CC-2.3: City Gateways
- Goal T-5: Develop safe and comprehensive multi-purpose bicycle, trail, and pedestrian systems.
- and others

PLAN METHODOLOGY

The Northwest Arvada Sub-Area Plan was prepared using the following methodology:

1. The development of the plan consisted of a three phase process with extensive community engagement.
 - Visualize: Initial phase to determine study area and influence boundaries, identify stakeholders, conduct initial committee meetings, identify and initiate public participation, and develop guiding plan goals and vision.
 - Strategize: Second phase focused on high level recommendations to guide future development and achieve the overall vision identified in the first phase and included research of existing plan documents, continued community engagement, develop ideas and recommendations, identify and refine recommendations, and further develop the plan vision and elements.
 - Realize: Third phase focused on the creation of the plan resulting from previous phases, public review and included preparation of draft plan document, public review and input of draft plan, and finalize plan for adoption process.
2. Public Engagement: Multiple Technical Advisory Committee (TAC) meetings, Steering Committee meetings, community open houses, and online community surveys.
3. Recommendations: Based on community and stakeholder engagement, developed the vision and recommendations for the sub-area and included land use, connectivity, design, infrastructure, and sustainability.
4. Implementation: Based on stakeholder, technical expertise and community feedback, implementation strategies were developed to achieve the vision for each focus element.

LAND DEVELOPMENT CODE APPROVAL AND CRITERIA

The Planning Commission should make a recommendation to the City Council based on its findings regarding the approval criteria shown in the table(s) below and upon testimony heard during the public hearing as it applied to the criteria.

Staff performed an analysis of the proposal, pursuant to Division 8 of the Land Development Code and the approval considerations in Chapter 5 of the Comprehensive Plan, and presents the following findings:

COMPREHENSIVE PLAN AMENDMENT CONSIDERATIONS	STAFF ASSESSMENT
1. The existing Comprehensive Plan and/or any related element thereof is in need of	The existing comprehensive plan needs an amendment to incorporate the Northwest

the proposed amendment.	Arvada Sub-Area Plan to further implement the existing plan goals and policies outlined above.
2. The proposed amendment is compatible with the surrounding area and the goals and policies of the Comprehensive Plan.	The amendment is compatible with the surrounding areas of commercial and residential neighborhoods. The amendment is compatible with the goals and policies of the comprehensive plan and seeks to further implement existing plan goals and policies for a specific geographic area in the City.
3. The proposed amendment will have no major negative impacts on transportation, services and facilities.	The proposed amendment will have not have a major negative impact on transportation services and facilities.
4. The proposed amendment will have minimal effect on service provision, including adequacy or availability of urban facilities and services, and is compatible with existing and planned service provision.	The proposed amendment will not have a negative effect on existing or proposed service provision.
5. The proposed amendment, if for an area outside of the City's current municipal boundaries, is consistent with the City's ability to annex property.	The proposed amendment pertains to the northwest area of the City and is not for an annexation.
6. Strict adherence to the existing Comprehensive Plan would result in a situation neither intended nor in keeping with other key elements and policies of the plan.	Strict adherence to the existing comprehensive plan without this amendment will result in not developing a more defined vision and development guidance for a specific area in the City that will further implement the goals and policies of the Comprehensive Plan.
7. The proposed plan amendment will promote the public welfare and will be consistent with the goals and policies of the Comprehensive Plan and the elements thereof.	This amendment will promote the public welfare within the Northwest Arvada area and is consistent with the goals and policies of the comprehensive plan.

STAFF RECOMMENDATION

Based on an analysis of the methodology, outcomes, and recommendations of the plan and a review of the 2014 Comprehensive Plan Amendment approval considerations, staff recommends approval of the Comprehensive Plan amendment.

In summary, staff believes that the Northwest Arvada Sub-Area Plan will further implement the goals and policies of the Comprehensive Plan with a planning document for future planning, development and redevelopment in the northwest area of the City.

The Planning Commission may recommend denial of the request(s) if it cannot make affirmative findings of the approval criteria stated above.

RESOLUTION NO. CP2023-0002

A RESOLUTION BY THE PLANNING COMMISSION FOR THE CITY OF
ARVADA, COLORADO TO AMEND THE 2014 ARVADA
COMPREHENSIVE PLAN TO INCORPORATE THE
NORTHWEST ARVADA SUB-AREA PLAN

WHEREAS, the City of Arvada adopted a Comprehensive Plan in 2014, which was subsequently amended on various occasions; and

WHEREAS, pursuant to § 8-1-2-2(C) of the Land Development Code, the Planning Commission shall be responsible for adopting land use plans; and

WHEREAS, pursuant to § 8-1-2-1(E)(4) of the Land Development Code, City Council shall ratify, as it determines appropriate, plans for the physical development of the City; and

WHEREAS, the City's Community and Economic Development Department has developed, with extensive public outreach, a sub area plan pertaining to the Northwest Arvada area.

WHEREAS, pursuant to Chapter 74, Article III, Sections 74-64 and 74-65 of the Arvada City Code, the Planning Commission has held a public hearing as required by law, notice thereof being duly published, and said public hearing being held before the Planning Commission for the City of Arvada on May 2, 2023.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF ARVADA, COLORADO:

Section 1 The Comprehensive Plan is hereby amended by incorporating the Northwest Arvada Sub-Area Plan and making additional revisions related thereto as referenced or depicted in Exhibit A, attached and incorporated herein.

Section 2 This Resolution shall be effective upon the ratification and approval by the City Council of the Comprehensive Plan amendment described herein.

APPROVED AND ADOPTED this _____ day of _____, 2023.

CITY OF ARVADA PLANNING COMMISSION

_____, Chairman

ATTEST:

_____, Secretary

RATIFIED AND APPROVED this _____ day of _____, 2023.

Marc Williams, Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

Rachel A. Morris, City Attorney

Comprehensive Plan Amendment Northwest Arvada Sub-Area Plan

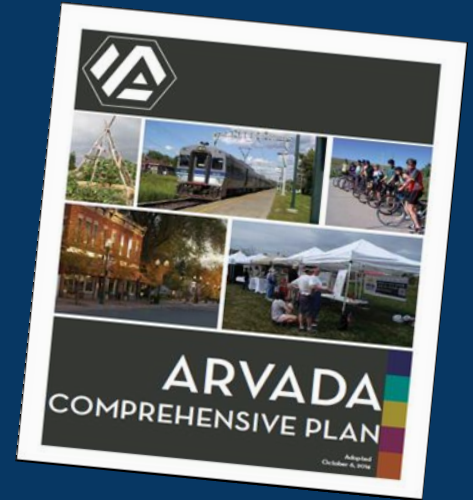
Planning Commission
May 2, 2023



We Dream Big and Deliver

Comprehensive Plan

- Comprehensive Plan adopted in October, 2014 and the Policies and Goals guide the development of the City.
- Northwest Arvada Sub-Area Plan supports following goals:
 - Goal ED-3: Plan for well-located, high-quality commercial developments
 - Goal ED-4: Redevelop and revitalize existing commercial and industrial areas.
 - Goal CC-2: Establish and maintain Arvada's distinct qualities and small-town identity.
 - Policy CC-2.3: City Gateways
 - Goal T-5: Develop safe and comprehensive multi-purpose bicycle, trail, and pedestrian systems.
 - and others



Northwest Arvada Sub-Area Plan

Project Overview

- Project initiated in 2020
- Relevant City Plans - Comprehensive Plan; Parks System Master Plan; Bicycle Master Plan; and Candelas Retail Study
- Community Engagement and Stakeholder Participation
 - Technical Advisory Committee - 3 meetings
 - Steering Committee - 3 meetings
 - Community Open Houses - One virtual and 3 in-person
 - Online Community Surveys - 2 Speak Up Surveys
- Creates a long term vision for future development and redevelopment to encourage and support sustainable community development in the northwest area of the City

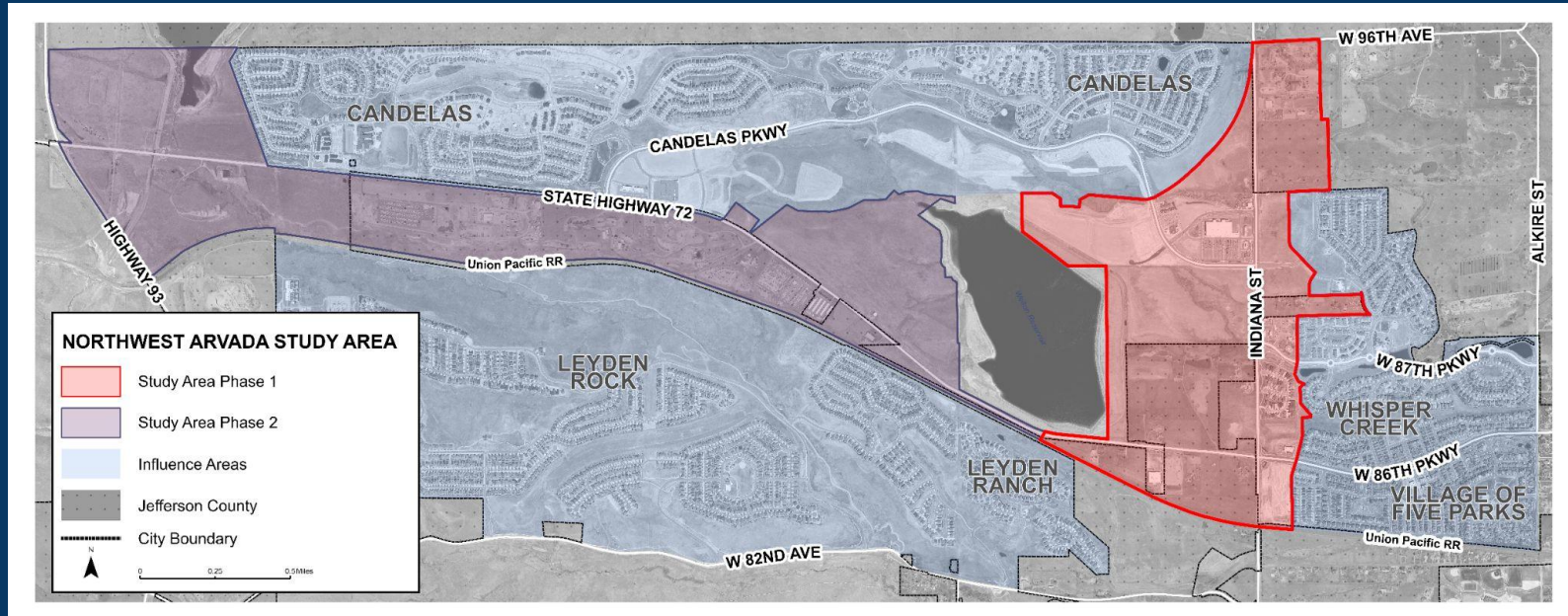
Northwest Arvada Sub-Area Plan

PHASE 2

Hwy 72 between
Welton Reservoir and Hwy 93

PHASE 1

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

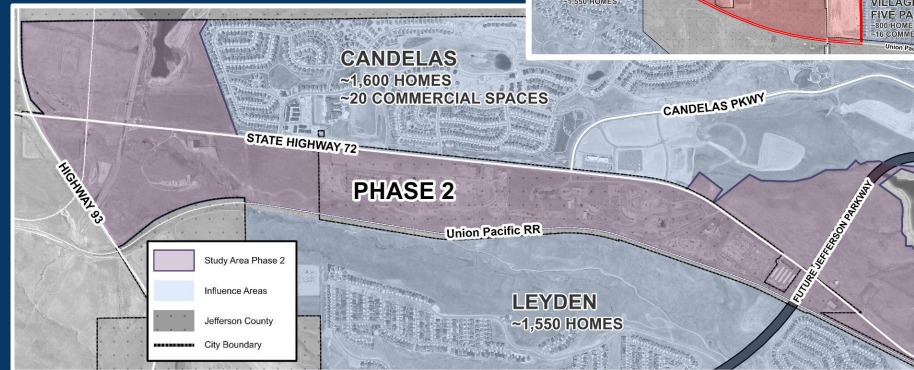
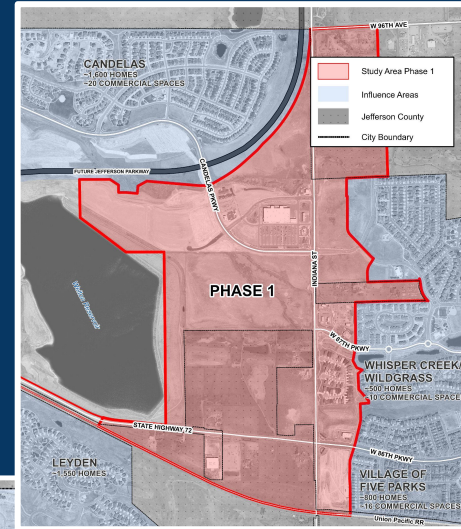
Placemaking

Streetscape

Entrance Gateway

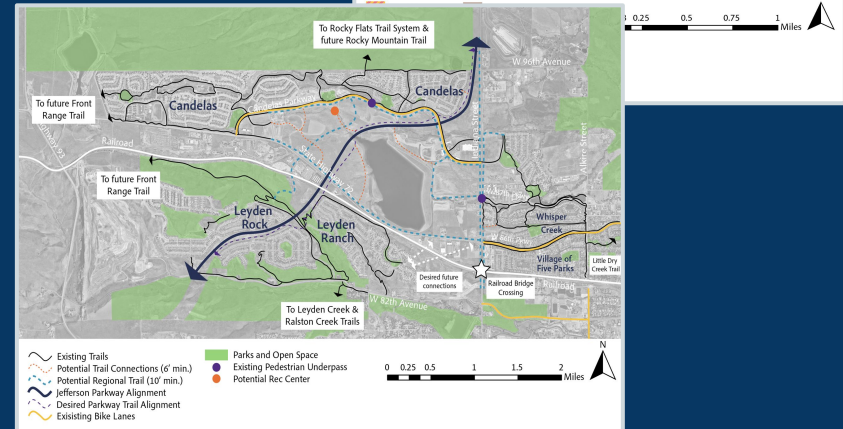
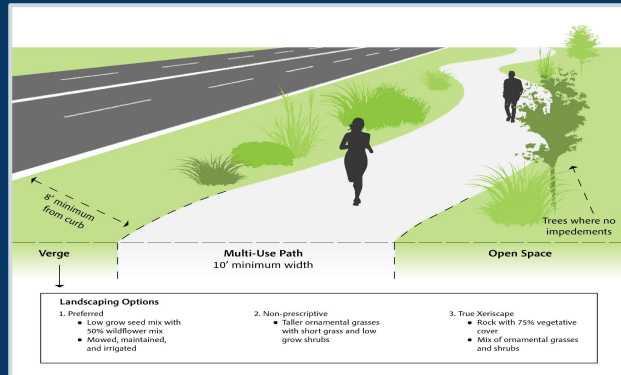
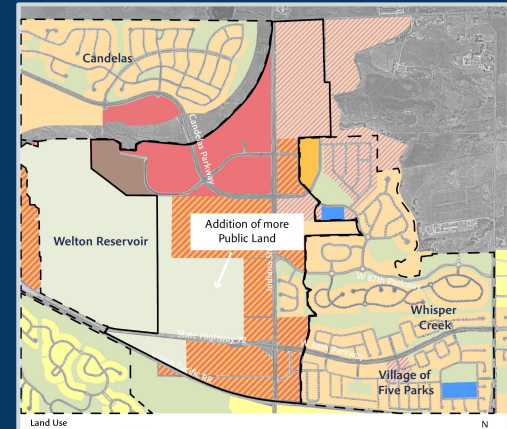
Infrastructure

Sustainability



Northwest Arvada Sub-Area Plan Recommendations

- Preferred Future Land Use
- Connectivity: Indiana St/UPPR Bridge and Potential Trail System
- Potential Commercial & Community Place
- Design: Streetscape and Gateway Entrances
- Infrastructure & Sustainability



Northwest Arvada Sub-Area Plan Implementation Strategies

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						

Staff Recommendation

Questions?

Next Steps

- City Council Public Hearing - June 5, 2023



NORTHWEST ARVADA

SUB-AREA PLAN

MAY 2023



2023 NORTHWEST ARVADA SUB-AREA PLAN

Acknowledgements

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 Patty McCartney, Senior Planner
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 Ryan Stachelski, Community and Economic Development (CED) Director
 Allison Trembly, CED Communications Manager

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 Steve Nading, Candelas Point LLC
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 Charlie McKay, Church Ranch Companies
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 Joe Dunn, Cresco Properties
 Bill Fortune, Fortune Enterprises
 Kevin Thomas, Fortune Enterprises
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 Linda Lacy
 Paul Duncan, Pie Consulting and Engineering
 Ben Myers, Tebo Development
 Glenn Ribble, The Ribble Group
 Ken Tom, Union Pacific Railroad

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 Traci McDonald, Candelas Metro District, Cimmaron
 Rachel Fifer, Candelas Metro District, Vauxmont
 Christina Barkley, Leyden Rock Homeowner Association
 Tim McAndrew, Village of Five Parks Master Homeowners Association
 Aaron Monaco, Village of Five Parks Master Homeowners Association

TECHNICAL ADVISORY COMMITTEE

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 Steven Parker, Arvada Fire Department
 Lance Henkel, Arvada Parks Golf and Hospitality Services Department
 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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- 1.4 Plan Process

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- 2.2 Market/Retail Study Analysis
- 2.3 Transportation and Circulation
- 2.4 Parks and Open Space
 - Infrastructure
 - Sustainability

3 VISION

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

4 FOCUS ELEMENT

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

5 IMPLEMENTATION

- 5.1 Implementation Strategy and Matrix

APPENDIX: Community Engagement

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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 2 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 2. 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 of 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

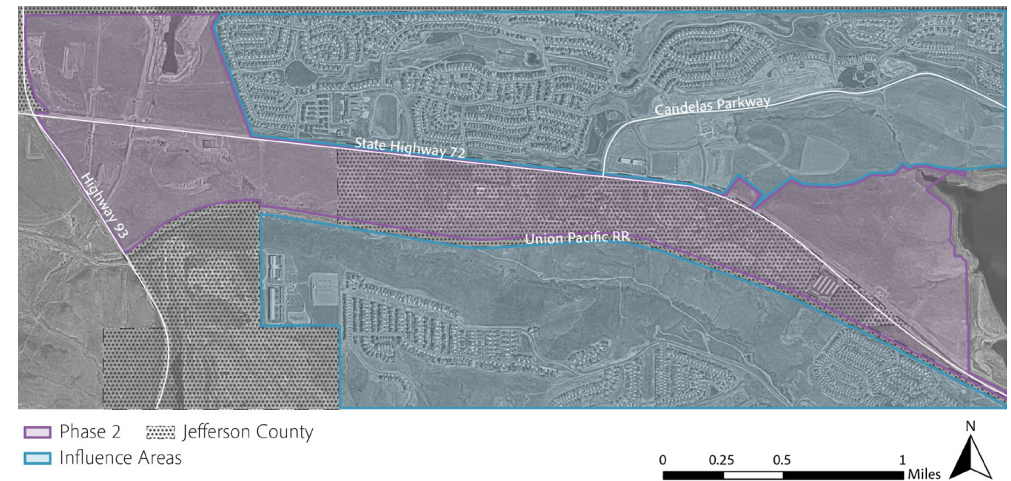
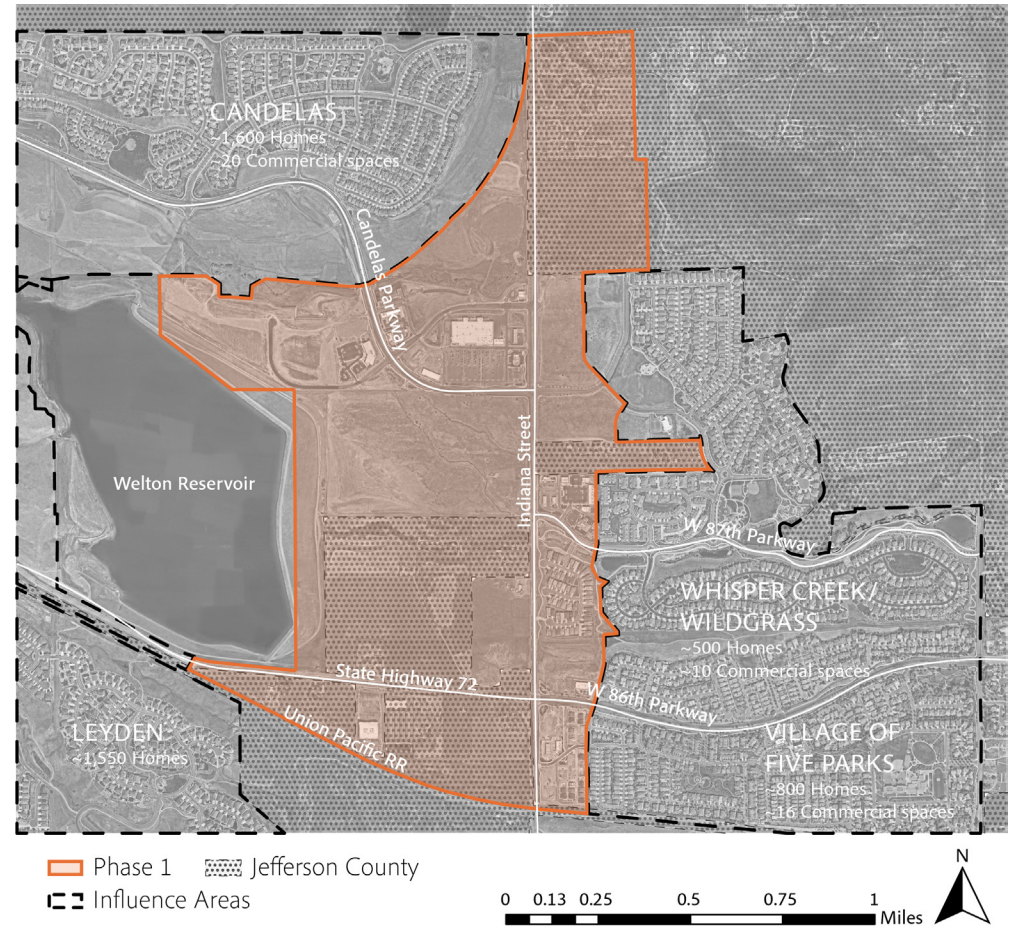
- 696 Acres
- Housing Units - about 10 homes
- 2020 Population - about 27 persons
- Commercial and industrial developments

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

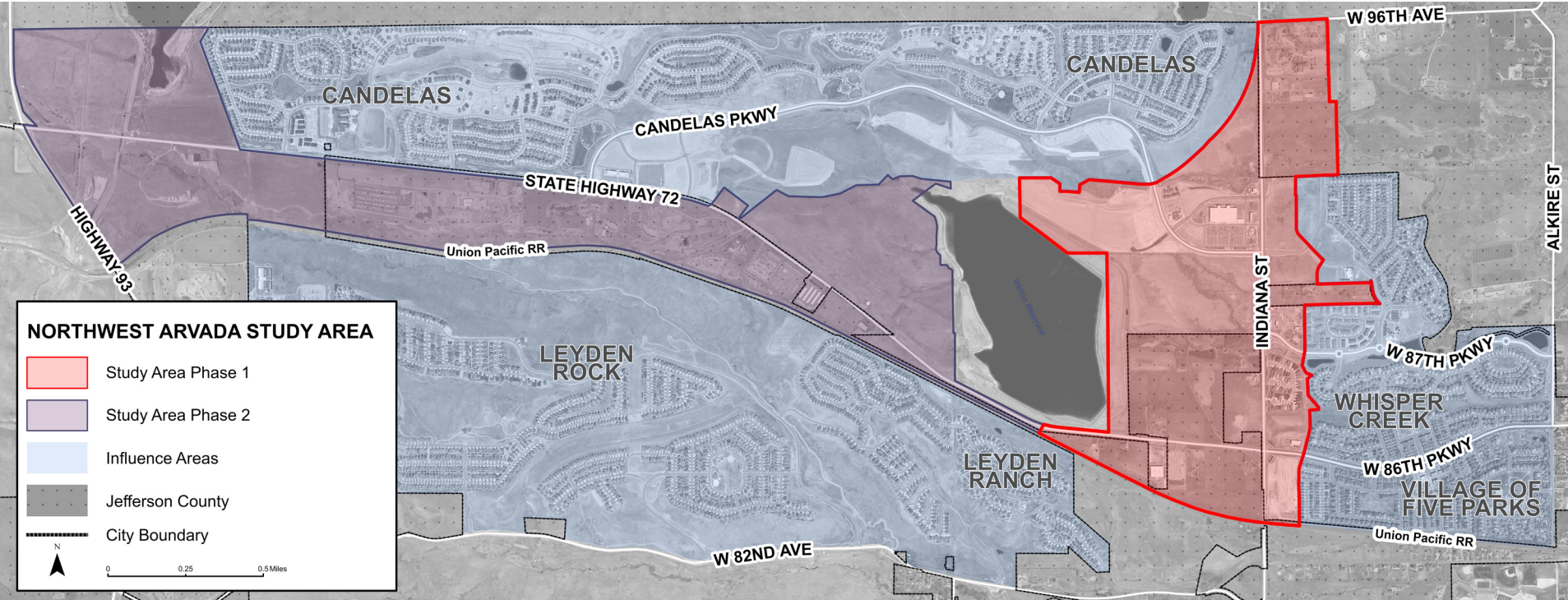
DEMOGRAPHIC TRENDS

- 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

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
- 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

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

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

LAND USE AND DEVELOPMENT PATTERNS 2.1

The existing and potential land use patterns are influenced by the Arvada Comprehensive Plan and regulated by the Land Development Code (LDC) zoning standards such as setbacks, lot coverage, open space and parks, building design, and maximum building heights.

LAND USE AND DEVELOPMENT PATTERNS

Phase 1 Area

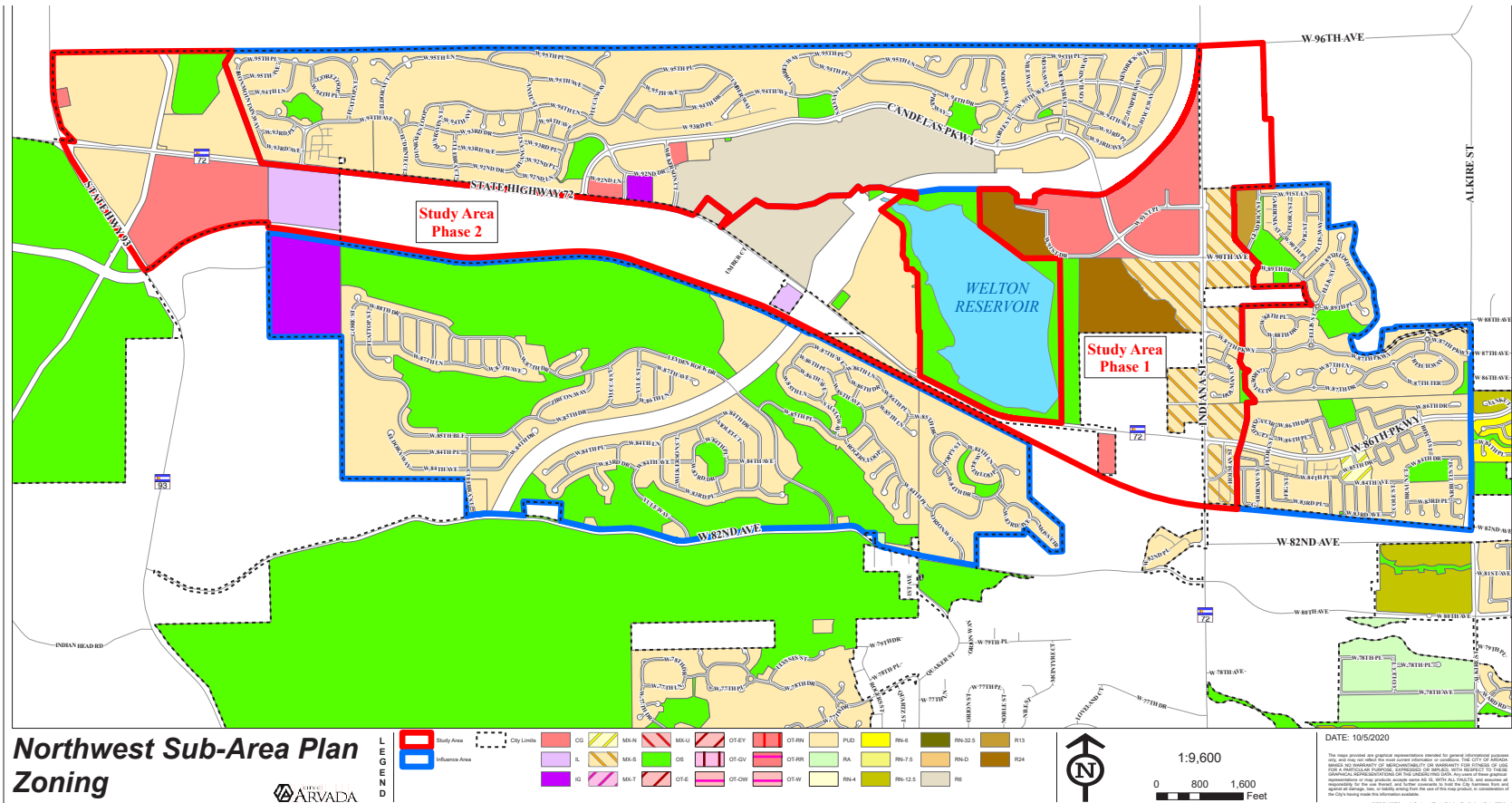
Phase 1 is bordered by low-density residential neighborhoods to the north and east; car oriented commercial and retail uses along the Indiana Street corridor; Welton Reservoir to the west; and undeveloped land south of the railroad located both in the City and Unincorporated Jefferson County (County).

Properties in the City are zoned Commercial, Mixed Use, Public Lands, Open Space and Residential along this corridor. Future development or redevelopment of properties in the County will need to annex into the City and subject to the Comprehensive Plan designation for Light Industrial.

Phase 2 Area

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

Properties in the City are zoned Commercial and Light Industrial. Future developments/redevelopments of properties will require properties in the County will need to be annexed and rezoned into the City with Comprehensive Plan designation for Light Industrial.



“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

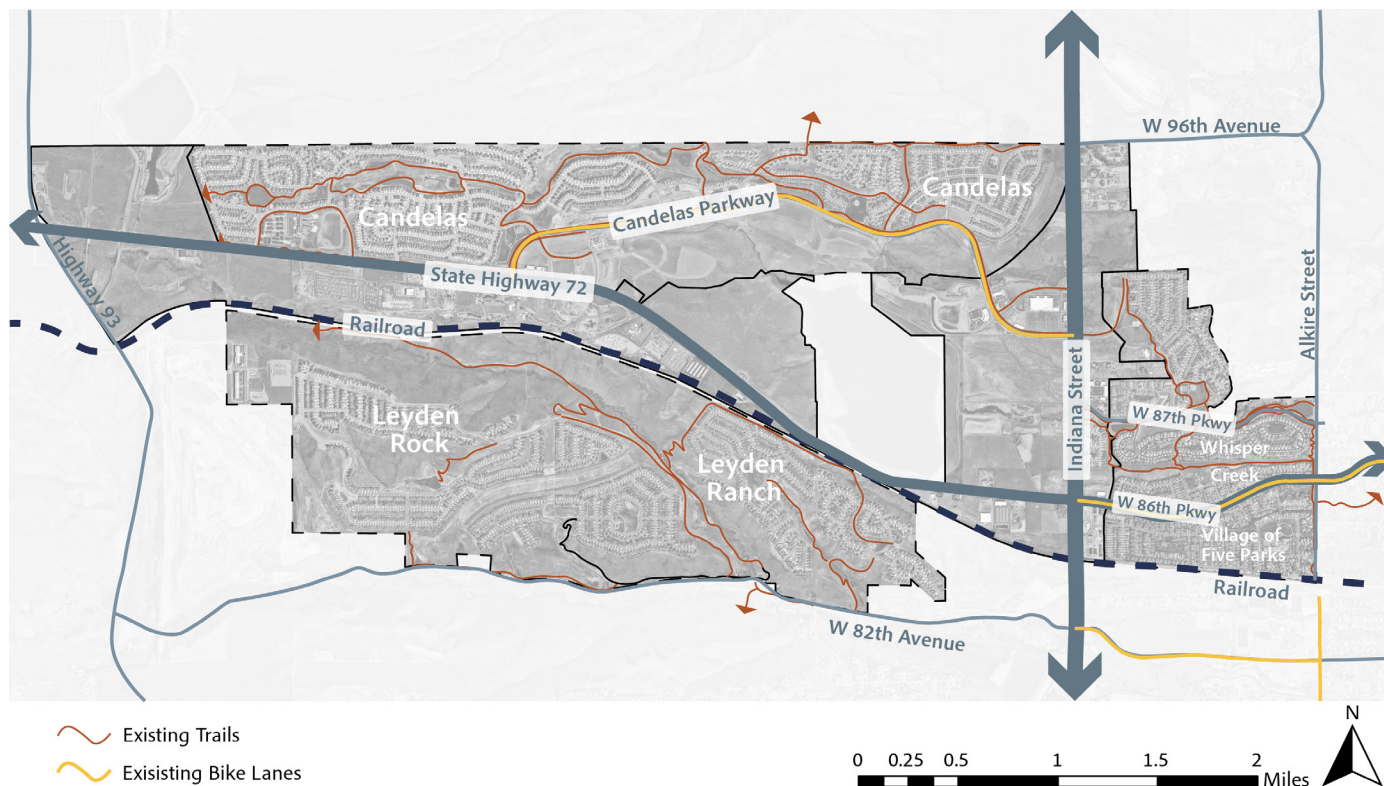
VEHICULAR AND MULTI-MODAL

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.



Existing Trails
Existing Bike Lanes

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.

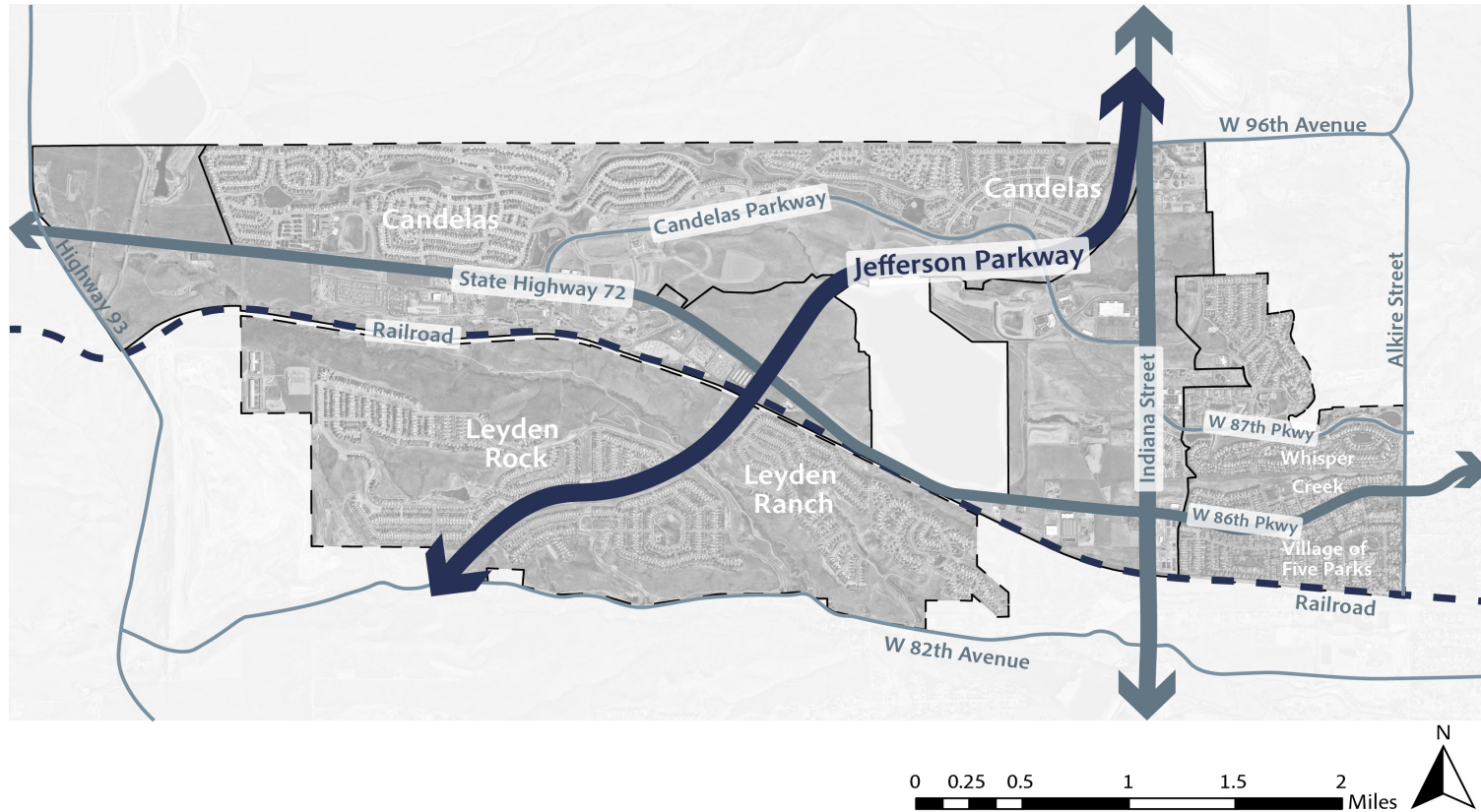
Indiana Street and Highway 72 are the primary pedestrian connections within the sub-area with inconsistent sidewalk connections and very few crossing opportunities that allows limited mobility

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.

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.



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.

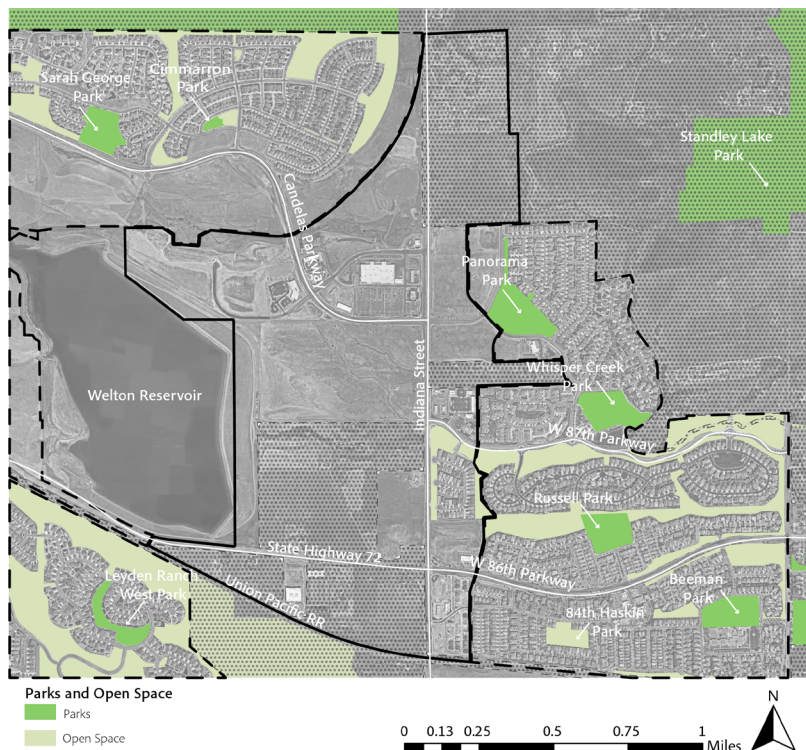
Residential communities and retail developments like Leyden Rock and Candelas are built around the Jefferson Parkway alignment and dedicated right of

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 A 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 zoned 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.

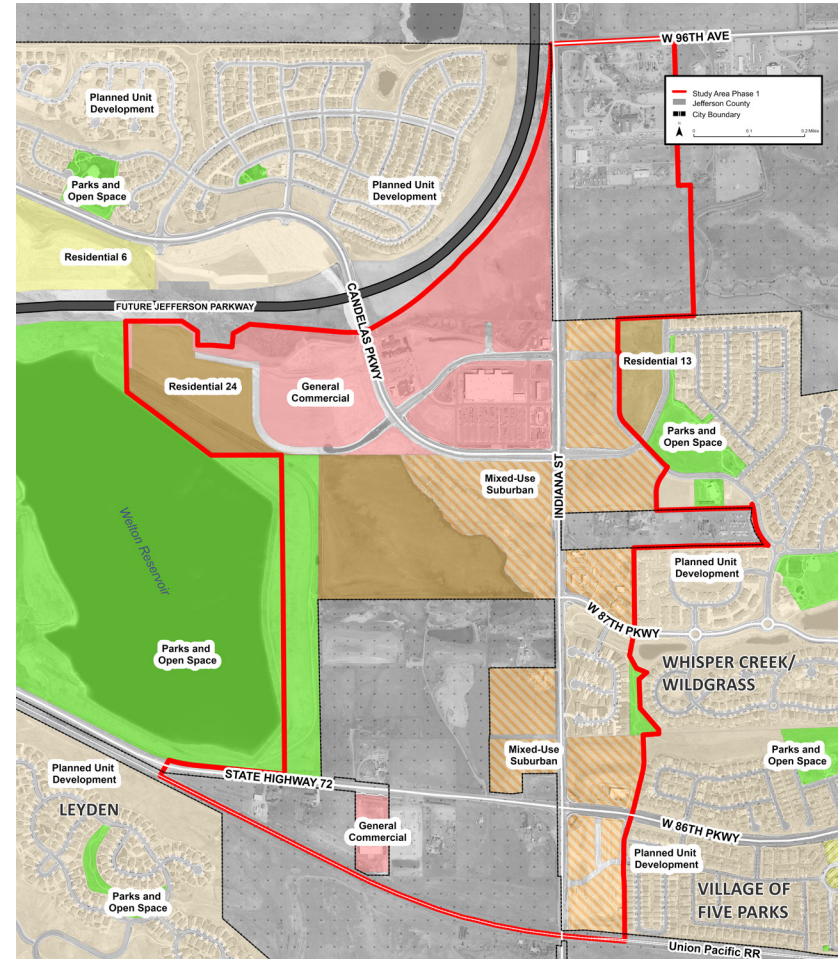
Part of the outreach efforts of the planning process was to explore with the community land uses preferred in the sub-area. A diverse response of comments were shared by the community and included: mixed use developments with commercial and residential uses; both higher residential housing and no more 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

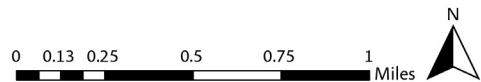
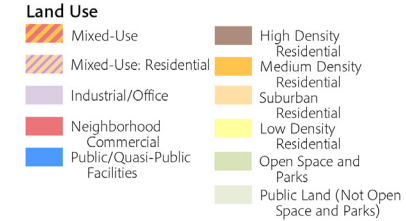
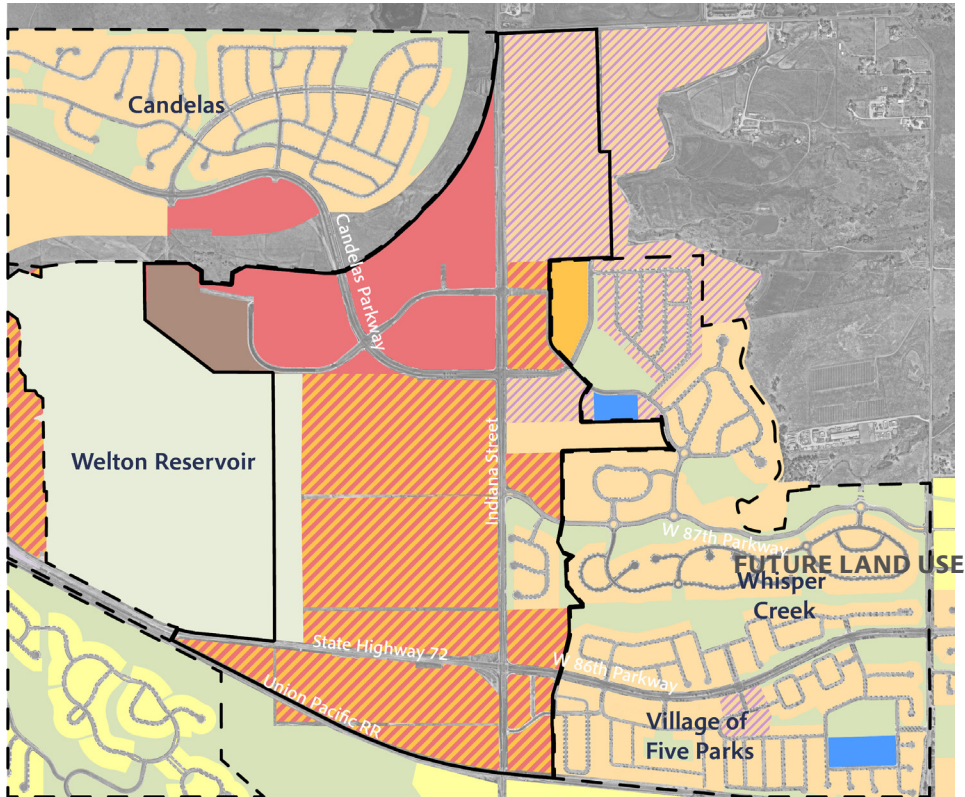
Phase 1 is bordered by low-density residential neighborhoods to the north and east, auto oriented commercial and office spaces along Indiana Street, open space to the west, and undeveloped land south of the railroad.

LAND USE (ZONING) PHASE 1



- | | |
|---|--|
| <p>COMMERCIAL</p> <ul style="list-style-type: none"> CG - Commercial General allows for most types of retail as well as office and restaurant uses; 45' max height limit <p>RESIDENTIAL</p> <ul style="list-style-type: none"> 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 | <p>MIXED-USE</p> <ul style="list-style-type: none"> 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 <p>OPEN SPACE</p> <ul style="list-style-type: none"> OS - Open Space public parks, nature preserves, recreation facilities, waterways, and trails |
|---|--|

FUTURE LAND USE



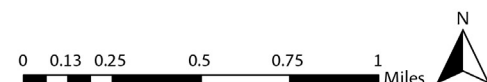
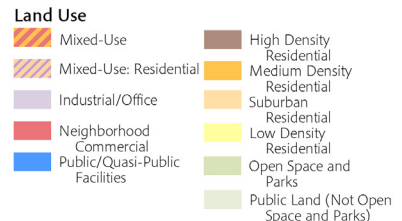
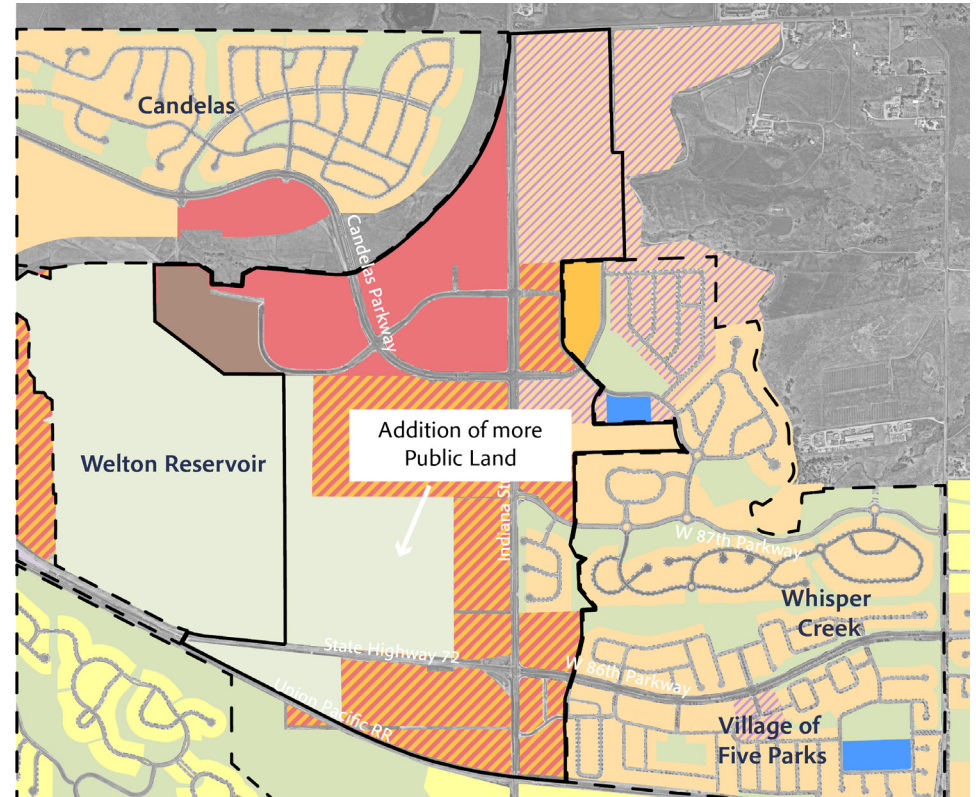
**EXISTING FUTURE LAND USE MAP
COMPREHENSIVE PLAN**

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

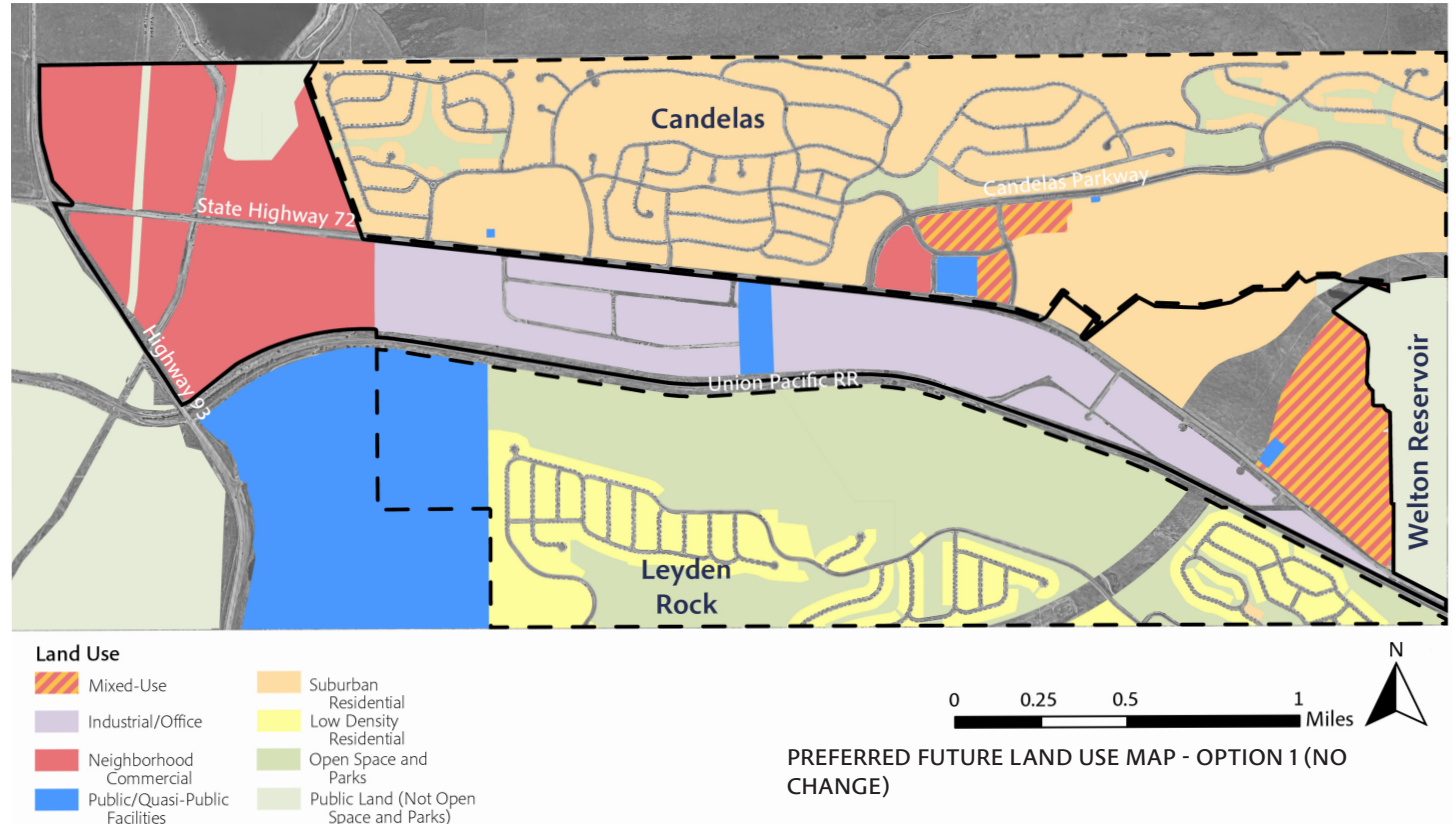
FUTURE LAND USE

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.

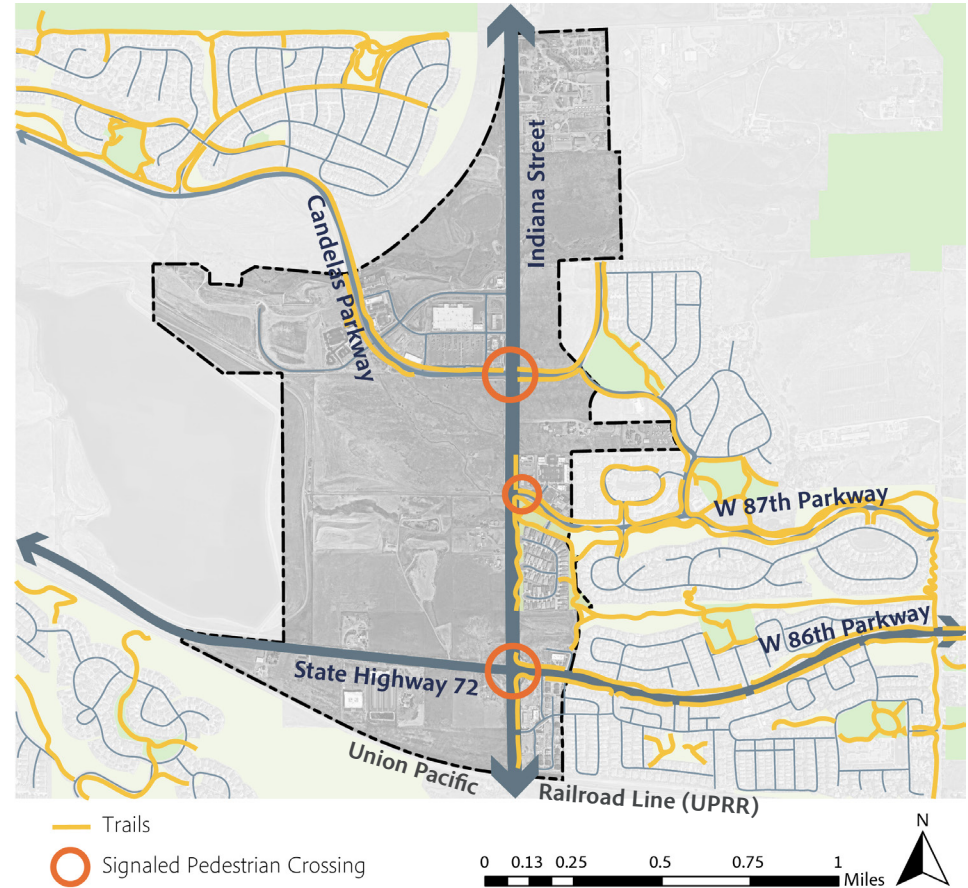
An important part of the multimodal system, as conveyed by the community during the planning process, is to have consistent connectivity to residential neighborhoods, commercial areas along Indiana Street, and to include a safe environment for all users.

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

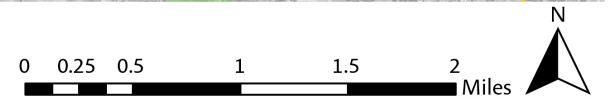
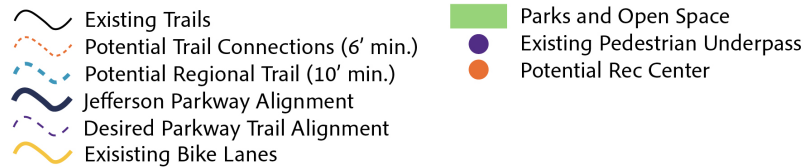
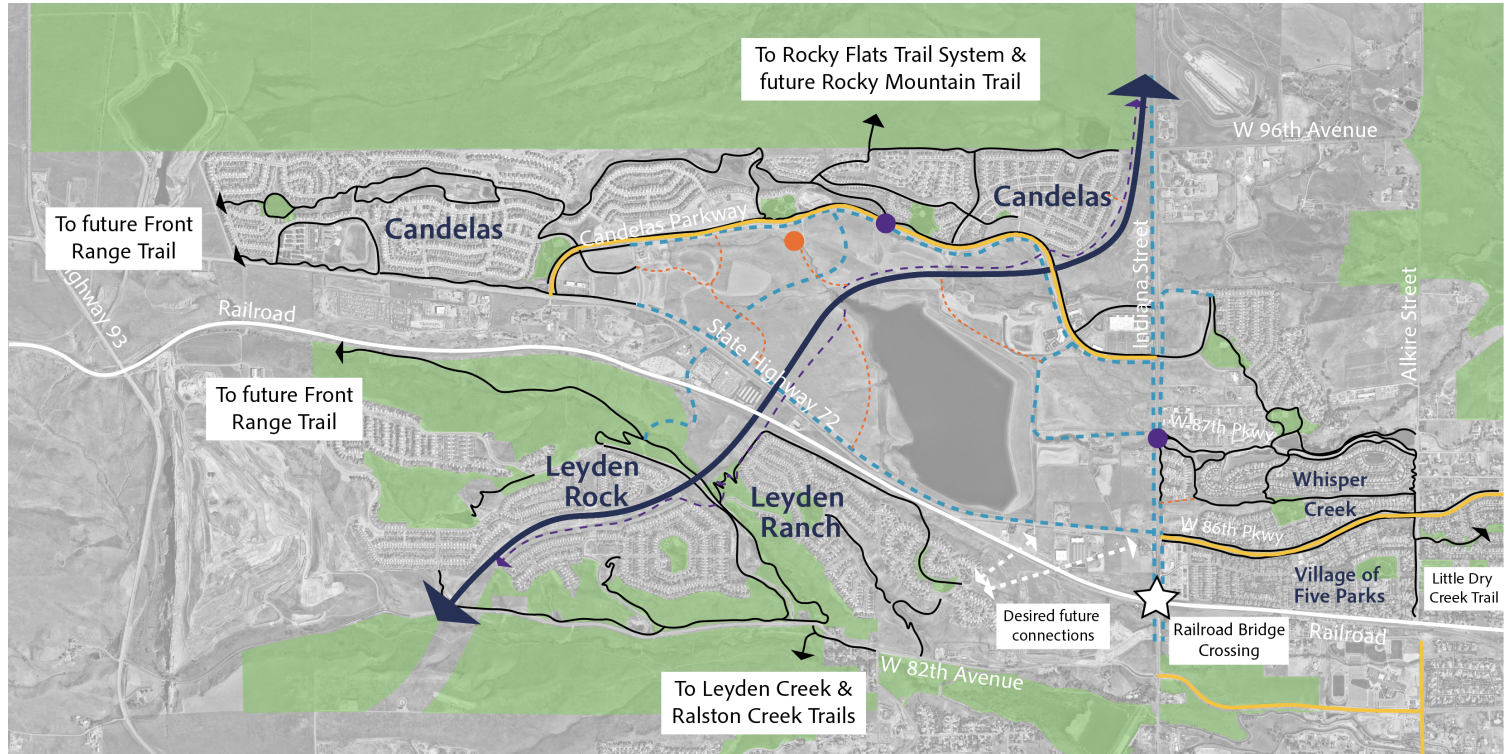
- » Support street design and improvements for the UPRR bridge overpass on Indiana Street, through future funding opportunities, development and infrastructure planning.

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 Phase 2 area are 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:

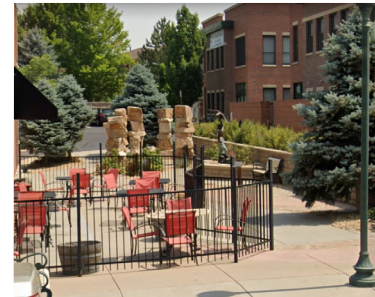
- Outdoor dining and recreational spaces
- Removed from heavy and fast traffic
- Pedestrian refuge
- Connected to a trail system - easy access for pedestrians and cyclists
- Active and unique commercial spaces with limited office
- Creation of a draw, destination, or hub space



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



Thriving Mixed-Use, Walkable District
9TH & WASHINGTON AVE, FACING NORTH

- Proposed Mixed Use walkable district with connectivity to surrounding communities

PHASE 1

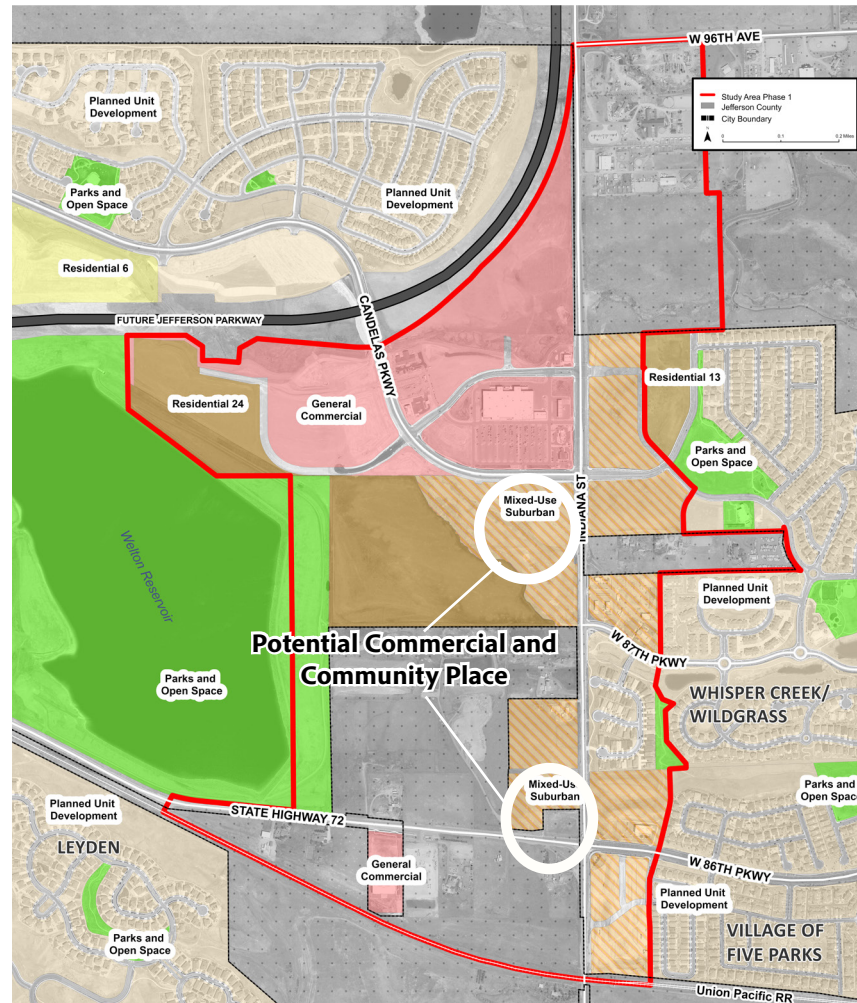
During the planning process, the community participants expressed a desire for more neighborhood focused commercial and retail uses within the Phase 1 area. A new commercial and community place could be developed in the existing General Commercial and Mixed-Use Suburban zone districts along the Indiana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

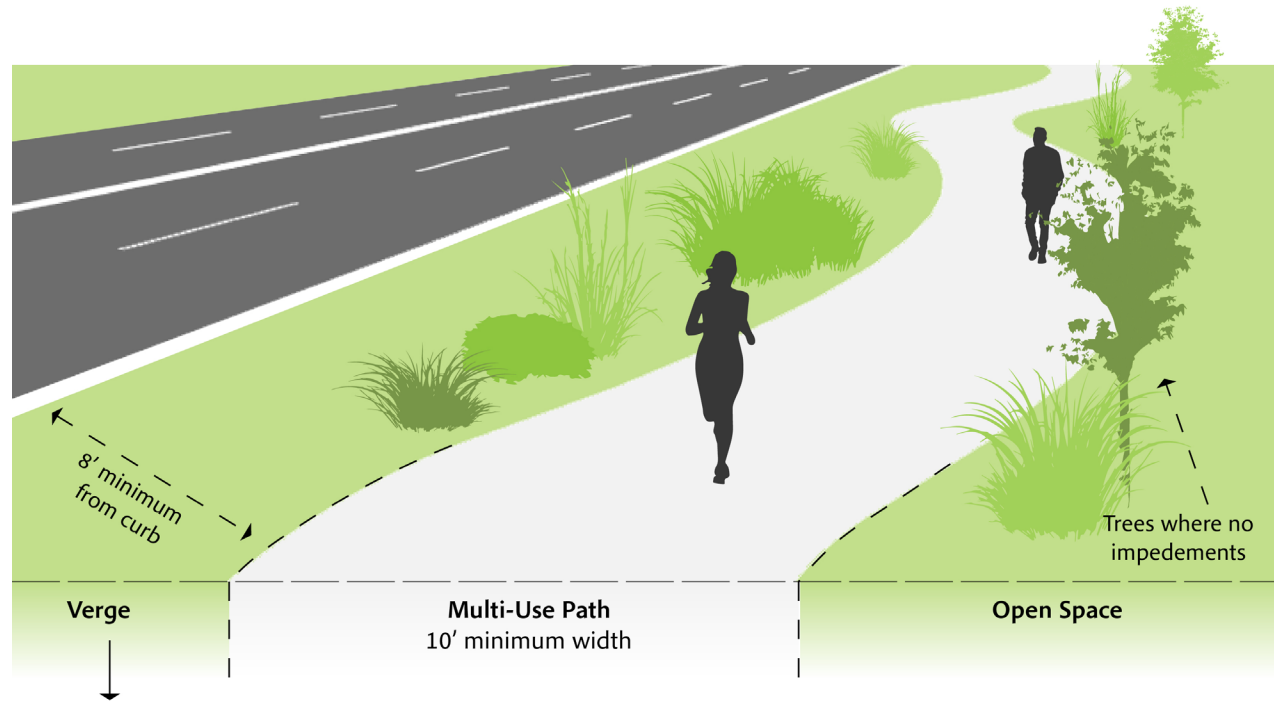
Three landscape options for the streetscape allows flexibility of verge and open space design elements appropriate for street frontage of future development.

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

- Highway 72
- Indiana Street

RECOMMENDATION:

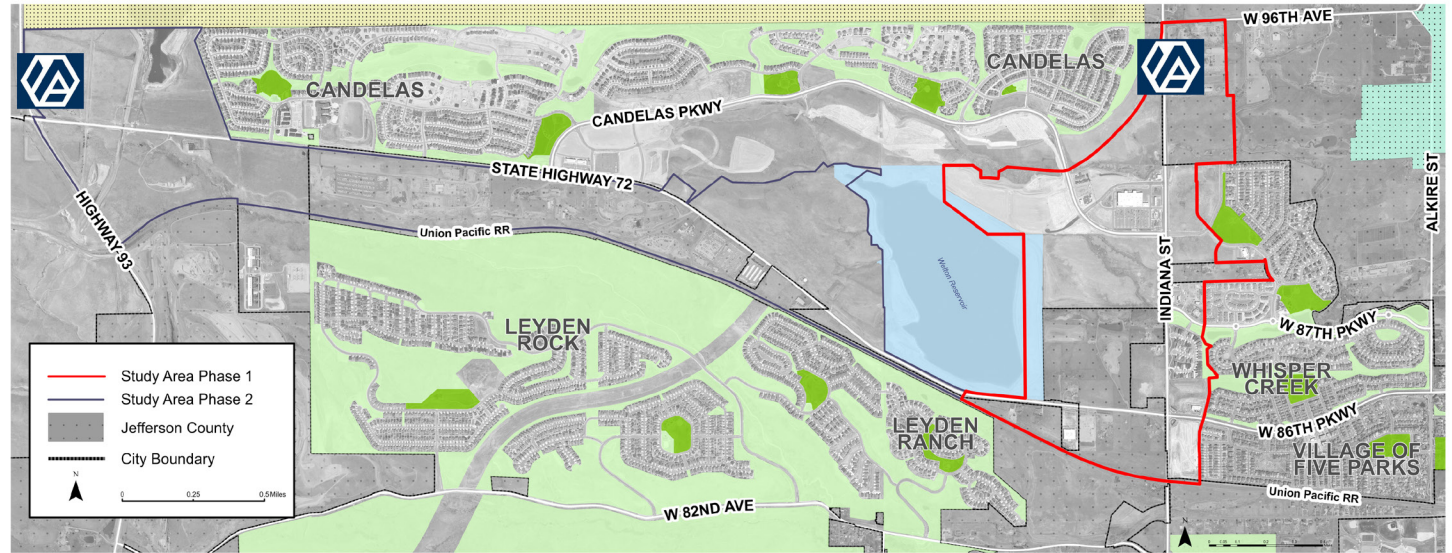
- » Evaluate engineering standards to accomplish the streetscape design.



Landscaping Options		
1. Preferred	2. Non-prescriptive	3. True Xeriscape
<ul style="list-style-type: none"> • Low grow seed mix with 50% wildflower mix • Mowed, maintained, and irrigated 	<ul style="list-style-type: none"> • Taller ornamental grasses with short grass and low grow shrubs 	<ul style="list-style-type: none"> • Rock with 75% vegetative cover • Mix of ornamental grasses and shrubs

Roadway widths vary - Streetscape design begins from street curb

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.**

5 Implementation

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
15	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