

Central Plains Community Plan *Update*

Comments on Draft Plan dated January 2011

Comment	Staff Response
Land Use Recommendations/Policies	
Land Use Implementation 1.e.2) Page 12 of 18- and encourage walking and biking.	Added “and biking”.
Land Use Policies 6d. Page 11 of 18, reference which document the Housing, Air, Light, Odor, Noise and Water Resources chapters are from? Are these chapters in reference to the Comprehensive Plan?	Added “of the Comprehensive Master Plan” to the end of the sentence.
The draft refers to both the Dinosaur Ridge Museum and the Dinosaur Ridge Visitor Center. To be consistent it should be called the Dinosaur Ridge Visitor Center.	We have completed a word search and made the appropriate changes.
<p>Area 16: I am writing to express my opposition to a specific change in Central Plains plan that appears in the new draft.</p> <p>The Central Plains plan adopted in 2004 reads this way:</p> <p><i>Area 7: Maximum density of 3 dwelling units per acre.</i></p> <p><i>a. Properties along West Colfax Avenue, between Youngfield Street and Orchard Drive on the north and between Hawthorne Road and Youngfield Street on the south, should remain residential.</i></p> <p>(This can be found on page 8 of the Central Plains plan pdf downloaded from the county planning website.)</p> <p>The new draft has removed paragraph a. I would like to have that paragraph REMAIN in the new Central Plains plan.</p> <p>I own and reside in a house adjacent to one of the properties referred to in paragraph a, above. To remove the protection of residential zoning</p>	<p>The recommendation for this area has been reduced from Small-Scale Office to Residential and/or Home Office. This would allow an expanded Home Occupation use, but would also keep the existing homes as residences. Any signage, traffic, lighting, and building heights would still need to meet residential standards and could not be expanded to commercial standards. Since a property owner would be living and working on the property, if they do violate any of these provisions, they would be subject to the same impacts as a the other residents in the area. There are 10 policies that would restrict the uses on this property. They are:</p> <ol style="list-style-type: none"> 1. Home office uses should be limited to mail-order business, large day-care homes, and office uses, such as engineering, insurance, realty, accounting, and other similar professional office uses. 2. No retail sales should be allowed at the site, except through mail-order. 3. Medical or dental offices should not be allowed.

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<p>on those properties could open up a Pandora's Box. I believe that such a move by the Planning Board would negatively affect the value of my and my neighbors' properties.</p> <p>My property is on Orchard Dr.</p> <p>Two of my neighbors have expressed similar sentiments to me.</p>	<p>4. No outdoor storage is allowed.</p> <p>5. Up to 3 employees beyond those living on the subject property are allowed.</p> <p>6. The total area used for the home office may be up to 50% of the floor area per lot.</p> <p>7. Traffic generated should be similar to that of residential development.</p> <p>8. The building should maintain the appearance of a single-family residence.</p> <p>9. Building height should not exceed 35 feet.</p> <p>10. Signage and lighting should adhere to the residential standards in the Zoning Resolution.</p> <p>11. Parking should be accommodated on-site and should not spill over into the residential neighborhood.</p>
<p>Area 16: I live adjacent to the Colfax/Orchard area. I am disappointed with and opposed to the recommendation for office at Colfax and Orchard. This area should keep the previous recommendation for residential. This is the first subdivision between Golden and Denver. Perhaps it should be a historic area.</p>	<p>See above.</p>
<p>Area 16: I am opposed to the recommendation for office at Colfax and Orchard. I live near this property.</p>	<p>See above.</p>
<p>Area 16: I am opposed to the recommendation for office at Colfax and Orchard. I live near this property and am very concerned about additional traffic that would be generated from this proposal. I have lived off 15th Drive for 35 years and will fight this change.</p>	<p>See above.</p>
<p>Area 16: We were actively involved in creating the Central Plains Community Plan and felt quite confident that our voices were heard and that the desire to maintain a sense of balance in our community with commercial and residential would be met for years to come.</p> <p>We understand the need to update community plans from time to time. We also appreciate that the planning department in Jefferson County works with the community and listens to the input of the individual neighborhoods that create these communities. However it is disturbing to find that a recommendation is being considered to have the existing</p>	<p>See above.</p>

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<p>zoning changed for commercial use.</p> <p>The Orchard Drive area along Colfax is quite unique. Residences with large lots, both north and south of Colfax through this area are well maintained. Denver West office park to the west of us has been an excellent neighbor. The traffic that moves through the area does just that, it moves. There is very little traffic that moves in and out from the three properties in question. Traffic moves along Colfax at 40 - 45 mph and the new intersection at Youngfield appears to have reduced the number of accidents that were previously an issue when the intersection was located one block to the East.</p> <p>We urge you, again to revisit the comments that were made by the AVA in October. The addition of commercial properties to the Orchard Drive area of Colfax would certainly be a detriment to our neighborhood.</p>	
<p>Area 16: Don't change the recommendation. I live on 15th Drive and want to maintain the distance between our house and office buildings. Don't want the existing homes scraped. Concern about the types of office allowed and the impacts on the neighborhood. Concern about traffic.</p>	<p>See above.</p>
<p>Area 16: Please don't go to office.</p>	<p>See above.</p>
<p>Area 16: I've just been here one year so far, but I truly love the "secret garden" feel of this little pocket of residential neighborhood, especially the Orchard road horseshoe.</p> <p>I would feel greatly disappointed if those properties were turned into something more commercialized. So, if I had a vote, I would humbly ask you to keep it at the current recommendation, and vote for "no rezone".</p> <p>If something like a restaurant or retail store or bar were to go in there, it would ruin the secret garden feeling of the neighborhood. It's such a small little parcel, please help preserve it as is.</p>	<p>See above.</p>
<p>Area 16: Please leave this area as is and oppose the change to office.</p>	<p>See above.</p>

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<p>Area 16: Against the change in use at Colfax and Orchard for three big reasons. 1) Intersection at Colfax and Youngfield is still dangerous. I have almost been hit several times while trying to turn onto W. 15th Drive from Colfax Avenue. People on Youngfield turning onto WB Colfax do not yield. Distance between Youngfield and W. 15th is too close. For this reason it may not be a good location for a senior group home either. 2) If businesses that were there could not make it, why should something else be allowed there? 3) I am concerned about it setting a precedent for the other residences that are close by and changing the character of the area.</p>	<p>See above.</p>
<p>Area 16: I currently own the property right next to where you are wanting to rezone three properties at Orchard and Colfax. I do not want these properties rezoned. I do not want to see a strip mall or other businesses built in the area. I feel that this will decrease the value of my property and make it less residential feeling.</p>	<p>See above.</p>
<p>Area 16: As per our conversation, you were going to remove the area south of Colfax between Youngfield and Hawthorne Streets from Sections 16 and 7 and include it in Section 8. Notable also was the elimination of the statement insuring this land and the land in Section 16 would remain residential. I would like this statement re-inserted into the Plan.</p> <p>Colfax Avenue has a very interesting history. At one time it was the entry to Denver and the site of homes built by the wealthy and influential. There were many changes over the years which impacted its' character: the silver bust of the late 19th Century, urban flight after WWII, negative zoning changes in the 1950's, urban renewal (DURA), and the construction of I70. In the late 1990's the entirety of Colfax Avenue was designated a Colorado Heritage Corridor by the state government.</p> <p>The Colfax of today is quite different. It is lined with retail establishments from the far east to the very west. Its' status has deteriorated and it is avoided by families and consumers who fear for their safety. The city of Lakewood has taken steps to improve the appearance and use of businesses within the city boundaries with some success.</p> <p>Of significance here is the existence of the only section of</p>	<p>See above.</p>

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<p>residential property the entire length of Colfax. This residential section is what is now designated Section 16 on the north side of Colfax and the land between Youngfield and Hawthorne Streets on the south. It has long been the goal of the AVA HOA and Daniels Welchester HOA to maintain and preserve the uniqueness of this residential strip and to protect the adjacent communities from the intrusion of retail/commercial development. To this end, the residences within Section 16 were able to conduct home businesses as they did not generate traffic, noise or light that impacted the community. It is the strong desire of both HOAs' that the units within Section 16 not become commercial.</p> <p>I recommend this area remain residential with opportunity for home enterprise and occupations as described on page 6, Section C of the Community Plan for Residential Use. This would allow for compatible and flexible use while preserving the residential character with no impact on the adjacent community. It would also preserve the integrity of the only residential property along Colfax Avenue. (Daniels-Welchester HOA)</p>	
<p>Area 18: Improve floodplain ditches - larger culvert pipe along west side of Loveland, start at Lupine Street with ditches flood water starts before Lupine and heads east.</p>	<p>Added this policy to this area: "As development, redevelopment, or County capital improvement projects occur in this area, any necessary improvements to the floodplain and ditches channelizing the floodplain should be completed. Of special concern are the culverts in the vicinity of West 7th Avenue, Loveland Street, and Kilmer Street."</p>
<p>Area 18: Many of the existing residences in Area 18 were established in recent years (new construction) knowing that the area has mixed use, e.g. other than residential. Long-time residences are well aware that its location between two principal arterials (6th Ave and I-70) makes this less than a prime residential area and have existed with these mixed uses with no problem. For these reasons, perhaps the proposed limitations on development should not be too restrictive – for example, the "100 feet" distance from existing residences (Paragraph 2, under Area 18 on page 13.)</p>	<p>The 100 foot setback is only if an increase in building height to 45 feet is proposed. Otherwise, the height should be 35 feet and setbacks are not specifically addressed. Additionally, this setback only applies to properties away from W. 7th Avenue. Modifications to this language are proposed to make this clearer.</p> <p>Staff is also modifying language regarding landscaping between commercial and residential uses, since it is a bit contradictory to the language about landscaping the following policy.</p>

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<p>Area 19: Mixed Use- Last paragraph, Page 8 of 18 - Insert a comment such as the following: Mixed use areas should include active living components, such as, traffic calming features, pedestrian crosswalks and bicycle lanes to promote a variety of transportation options to promote healthy and active living.</p>	<p>This has been added to the proposed changes to the Comprehensive Master Plan, so that it applies to more than just mixed use areas in the Central Plains Area Plan. Added a second sentence to Policy 2 under Objective A in the Mixed Use Neighborhood subsection of the Housing Chapter, so it will say: "The arrangement of land uses within new neighborhoods should ideally allow residents to conveniently walk and bicycle to and from parks, schools, work, shopping, places of worship and transit stops. This may involve adding traffic calming features, pedestrian crosswalks, and bicycle lanes to promote a variety of transportation options to promote healthy and active living."</p>
<p>Area 19: Mixed Use</p> <p>The residential area north of 6th Avenue and between Eldridge Street and Indiana Street has been impacted by The Colorado Mills and the redevelopment of businesses along Indiana Street. Additional improvements to West 6th Avenue and I-70, and the West Corridor light rail line, will impact this area further. Recognition of these impacts underlies the recommendation that this area transition from residential to Mixed Use. No new single-family residential uses would be appropriate in this area. Transition from residential uses to Mixed Use should start on the west side or when all property owners in the area agree with the change. The residential area east of Eldridge Street should be buffered by a residential component or low intensity office component of the Mixed Use development.</p> <p>While I am pleased to see that all property owners in the area must agree with a change to this Areas use, I would like to know what "types" of buffer(s) are included in "a residential component or low intensity office component of the Mixed Use development".</p> <p>As I stated on the phone, I do live 1 block east of Eldridge (Area 8) and would be most interested in that proposed Transition. We do already have quite a bit of traffic that comes off of Colorado Mills/Denver West Drive now for homeowners and other thru traffic headed east on 7th to 8th Avenue and propose that a traffic impact study would be beneficial</p>	<p>The existing language in the Plan (not the draft Plan), means that the buffer between the existing residential and new development would be the residential component or low intensity office uses, instead of having retail extend all the way to the eastern edge of the transition area. Given other comments from the area HOA, staff is changing the location of retail and office uses to be west of Fig Street and west of the small ridge south of W. 7th Avenue. Residential uses would be recommended east of those areas.</p> <p>Traffic is addressed by policies in our Comprehensive Master Plan and standards in our Zoning Resolution. Both of these documents apply to any rezoning request that comes to the County. A few of the Comprehensive Master Plan Policies are:</p> <ul style="list-style-type: none"> - Ensure that new street and road improvements maintain safe and efficient traffic flow and maintain neighborhood character, as appropriate. - Require that developers provide studies that demonstrate how transportation systems can accommodate the traffic generated by the proposed development, or how the system can be improved to accommodate the traffic generated by the development. Developers should be responsible for providing county approved and identified improvements. - Development should be scaled back or phased until

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<p>prior to determining the best use of that area. Is that why a new single family residential zoning would not be appropriate in that area? Additionally, I am pleased to see that the document does indicate that proposed changes to the "Transition Areas" would be sensitive to the existing Single Family residential uses.</p> <p>I also would like to propose that the community would benefit from notifications for proposed changes be extended beyond posts at retail centers and Public Notices in the newspaper. For those homeowners that have not provided your office with an e-mail address, a mailer would be beneficial.</p>	<p>appropriate improvements are completed when the projected traffic generated degrades the Level of Service (LOS) below level D during peak periods.</p> <ul style="list-style-type: none"> - Ensure developers mitigate negative impacts to off-site transportation facilities. <p>The Zoning Resolution requires a Traffic Analysis or Traffic Study be completed with rezoning cases.</p> <p>We do not typically conduct a traffic study with our Community Plans because there could be such a broad range of uses that someone proposes. We leave that work and expense up to a developer/landowner that is making a proposal. However, we do look at the capacity of surrounding roads and whether they are under-capacity or over-capacity. West 7th Avenue and West 8th Avenue are classified as collector streets, which can accommodate up to 10,000 trips per day. 2004 traffic counts showed West 7th Avenue just east of Indiana at 7,194 trips and West 8th Avenue at Devinney St. was at 2,031 trips per day. These numbers indicate that W. 7th Avenue and W. 8th Avenue have enough capacity to accommodate additional development in this area.</p> <p>Staff did not send out a mailing to each individual property owner within this Transition area because the recommendation was not changing from the existing Plan. Where staff was proposing a change from the existing Plan, a postcard was sent to each individual property owner within the area of change. Where the recommendation was not changing staff only sent mailings to HOA's registered in the County in the Plan area, referral agencies, and anyone who had contacted us expressing an interest in the Plan update. Then we also did a press release to area papers and posted flyers in area retail stores that allow flyers. For future rezoning requests, notification will go to all property owners within 500 feet and all HOA's within 1 mile of the proposed rezoning. There will also be signs posted on the property and legal notice in the newspaper.</p>

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<p>Area 19: This area extends from Indiana to Eldridge on the east, and from 6th Avenue to 8th Avenue. This area is residential. Along Indiana there is the Stevinson Toyota dealership and an abandoned 7-11, now used for storage. The southern area is residential with open space and one office building located above the residential area. Eldridge Street has residential housing on both sides and 8th Avenue has residential on the south side and overlooks the Mills to the north. This area has a rural atmosphere which is prized by its' residents.</p> <p>When plans were being made for the Mills, there was very active participation by the citizens in the planning process to insure there would be no impacts on our neighborhood. Of primary concern was an increase in traffic on 8th Avenue which is residential from Section 19 to Simms Street. Traffic calming measures were put in place at the intersection with Welch Street, and 8th Ave. was terminated at Fig Street, by jogging it south and connecting it to 7th Avenue. This was planned as a further deterrent to traffic into the neighborhood. These measures have been successful.</p> <p>There were a number of anticipated impacts on this area with the planning of the Mills and the light rail in 2000. Originally the light rail was going to run on the north side of 6th Avenue and more retail was expected on Indiana. Light rail now is on the south side of 6th Avenue and none of the projected retail development on Indiana has happened. Instead of impacting this area, improvements to the intersection of 6th Avenue and I70 have made access more difficult and better insured its' residential and rural status. In fact, impacts on this area have been successfully mitigated by city, county, RTD, state and developer actions and it continues to be a quiet, residential neighborhood.</p> <p>I can appreciate the desire of the County to promote commercial development and increase its' tax base. I have no doubt there were people who speculated and purchased land here anticipating a profit from retail development along the light rail and the Mills. The residents adjacent to these purchases should not have to bear the impact of these speculative investments and have their lives compromised by the County allowing designation for zoning of retail, service and light industry development and multifamily residential.</p> <p>Retail development in Section 19 would impact the entire neighborhood. Delivery trucks and consumers would come in along 8th Avenue from Simms St. on the east. Welch Street and Wide Acres</p>	<p>Staff has changed the recommendation in this area so that a large portion of it would be recommended for residential uses, however, it is still part of the Transition area, so that there can be specifically policies to address how the transition occurs. The residential portion of the transition would extend from approximately Fig street east on the north side of West 7th Avenue and from the ridge with the existing billboard and office building on the south side of W. 7th Avenue. This does not include the residences along Gardenia. Those would still be recommended for mixed use due to their proximity to the existing commercial. Fig Street or where 7th turns into 8th seemed like natural dividing line between uses. This does not mean that those residences cannot remain, but that sometime in the future, they may transition to a more intense use.</p>

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<p>Road both have speed humps which would deter traffic and insure use of 8th Avenue. The traffic calming measures in place on 8th Avenue would not be a deterrent to this traffic. 8th Avenue is also a main feeder route to the school, park and open space with children and adults using it all hours of the day. It is a significant bicycle and pedestrian route for our neighborhood.</p> <p>I request reconsideration of the Mixed Use designation for Section 19. I request this area be re-designated residential to insure its' protection from the intrusion of retail and other commercial development within the borders of our neighborhood. The original reasons for designating this area Mixed Use no longer exists. In view of this, it would appear reasonable for the County to rescind the Mixed Use designation. (Daniels-Welchester HOA)</p>	
<p>Area 20: There are neighborhood and other limited commercial uses also in this area that make sense, in addition to the "automotive" uses.</p>	<p>Changed the definition of "Automotive" to include Neighborhood Commercial uses.</p>
<p>Area 22: Mixed Use, Commercial, Industrial, and Institutional Uses - Mixed Use- Page 8 of 18, Include bicycling along with vehicle and pedestrian access.</p>	<p>Added "bicycle" to vehicular and pedestrian access.</p>
<p>Area 32: I recommend policy statements 7 and 8 also be incorporated into the Area 32 description. A more detailed land use and economic development plan for the area by both jurisdictions makes sense.</p>	<p>These policies have been moved up under the Area 32 description.</p>
<p>Policy 7: Add "Pleasant View" to the entities that should coordinate on future planning efforts around South Golden Road.</p>	<p>Added Pleasant View Metropolitan District to the policy.</p>
<p>NREL is supportive of the Land Use Changes proposed for the South Golden Road Corridor that incorporate some commercial uses adjacent to Moss St. that will benefit NREL staff with the construction of the new South Access Road.</p>	<p>Thank you.</p>
<p>Land Use Map</p>	
<p>Wheat Ridge is processing an annexation north of the existing Cabela's site. Depending on the timing, this should be reflected on the final land use map.</p>	<p>Agree. Staff will watch this annexation and if it is complete prior to the Central Plains Plan update, this area will be removed from the Land Use Map.</p>

Comment	Staff Response
<p>Thanks for taking the time to discuss the 10th & Ulysses area (Area 9) of the Central Plains Plan draft with me this afternoon. My concerns on behalf of my client are as follows:</p> <ul style="list-style-type: none"> • That any rights to develop under the existing R2 zoning are not diminished by the pending Comprehensive Plan • That the 4.5 du/ac density proposed by the Comprehensive Plan may be less than that actually allowed by the current R2 zone designation, and • That it may be appropriate to promote a higher density for this particular site as it accommodates an existing RTD bus stop and is within relatively close proximity of the terminal Light Rail station. • Further, a slightly higher density may be justified as a continuation of the existing residential projects within the City of Golden, lying between S Golden Road and the Church site. <p>I believe my client's site is well suited for a residential development of between 6 and 8 du/ac, and may be ideal for age-restricted, lifestyle, or unsubsidized senior housing, because of the following elements:</p> <ul style="list-style-type: none"> • Frontage on Ulysses • Flat terrain • Existing bus stop & light rail • Proximity to grocery/drug store, other shopping • Proximity to churches 	<p>Staff is recommending this property be designated as up to 10 du/ac to be consistent with other developments further north on Ulysses. It has also been noted that this area may be appropriate for senior housing.</p>
<p>Show the location of the Dinosaur Ridge Visitor Center on both the Land Use Map and the C-470/Alameda Activity Center Map</p>	<p>Staff has made this change on the Activity Center Map.</p>
<p>C-470/Alameda Activity Center Map: Recommend switching sections 1 & 2. Area 2 should be limited – higher wildlife area and closer to historic area. Dino Ridge already concerned about deterioration. Their recommendation to protect it was rejected. More commercial close to it means higher pollution, traffic – more deterioration.</p>	<p>With the construction of the C-470 & Alameda interchange, this area makes sense for more intense commercial activity. Additionally, much of the area is already zoned to allow for intense commercial activity. In those areas the Plan would only apply if a rezoning was requested.</p>

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C-470/Alameda Activity Center: This area should have one cohesive recommendation for all four quadrants, which should include areas for large retail centers. In order for the developer to pay the county back for the cost of the interchange, retail needs to be developed in this area. Multi-family should not be mandated above retail or office. Design Guidelines should be consistent for all four areas and should be less specific.	The proposed land use recommendations have been updated and are now more cohesive among all four quadrants. Policies and design guidelines related to this area have been updated.
Show Crown Hill Lake	The lake is now being shown.
Do not change Area 16 from Residential-One. (Comment on all 4 maps)	The land use for this area is being revised from small scale office to residential and/or home office. Please see the explanation on page 1 under Land Use Recommendations/Policies.
Keep Area 16 small scale houses.	See above.
Change Area 29 off of W. Colfax near Poppy St. to Large Scale retail.	Staff will be changing the designation on this property to “Automotive” to be consistent with the other automotive uses in the area. The definition of “Automotive” is also being changed to include Neighborhood Commercial uses. Given the proximity to the residential to the north, staff feels that Neighborhood Commercial is appropriate for the area. This designation does not mean that there is a maximum of 24,000 square feet of Gross Leasable Area for the entire site, but that there cannot be one tenant larger than that. This may allow for staff to either break up the buildings or articulate them in a way that makes them more compatible with the existing residences north of W. 8 th Ave. The building just west of this is less than 9,000 square feet in size.
Change the back half of Area 29 to 14 – Rural Residential	Staff feels the entire area is suitable for commercial uses. See above.
Heritage Square and Colfax – 5 is existing open space as of 12/7/10	Staff has changed this area to “4. Existing Open Space”.
Heritage Square and Colfax – Residential areas should be 14 – Rural Residential	The southern residential area will be changed to Rural Residential. Staff feels the northern area could still be higher density residential to be compatible with the properties north and east of this property.

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Heritage Square and Colfax – Change area 9 to Rural Residential to allow large animals.	Staff has made this change.
<p>Senior Housing at the following locations:</p> <ul style="list-style-type: none"> - NW corner of 32nd and Eldridge - Area 13's W of Youngfield - Area 12 N of 20th - Area 16 N of Colfax - Area 12 N of Denver West Parkway - Area 13 N of W. 10th - Area 18 - Area 13's in Sixth Avenue West - Area 11 W of Heritage Road 	Some of the areas identified are already senior housing, others are existing multi-family. Multi-family areas could easily transition to senior housing, but staff does not want to restrict them to senior housing only. We have noted new opportunities for senior housing in the text of the Plan, such as in Areas 11 and 18.
Area 31 (top of p 10 of 18) along the creek is listed as regional scale commercial. APOA would recommend all development south of the creek in the “regional scale commercial” district should establish a buffer between buildings and the creek that preserves and enhances recreational and aesthetic enjoyment of the creek, and protects views and habitat. Ideally, we would have liked the county to revert the entirety of the former Table Mountain Animal Shelter property to open space or other public space.	This area is under review to be annexed to Wheat Ridge. If it is annexed, then this property will be removed from the Plan area. The annexation may be processed prior to this Plan going to hearing, so staff is going to wait to change any designation on this property until after comments on the next draft are due.
I am relieved that the area between Orchard and Meadow Sweet, South of Colfax is still recommended for a passive park.	Thank you for your comment.
Open Space, Parks & Recreation Policies	
<p>We voice our strong support of several of the key aspects of the plan that most affect us such as the Open Space recommendation to keep Area 4 (including the Applewood golf course) as open space and continuation of the 32nd Ave trail (on p 13 of 18).</p> <p>a. We would particularly like the plan to involve collaborating with the City of Wheat Ridge on pedestrian and bicycle safety improvements for crossing under I-70 at the 32nd/Youngfield crossing.</p>	A policy has been Added to the Transportation System Improvement Policies that reads “The County should work with the City of Wheat Ridge when improvements are made to the I-70 and W. 32 nd Avenue/Youngfield Street interchange to ensure that pedestrian and bicycle improvements are appropriately connected to the W. 32 nd Avenue trail.”
<p>b. We also would like to encourage the further development of the pedestrian path along 32nd from Maple Grove Park to McIntyre.</p>	The policy regarding the continuation of the 32 nd Avenue multi-use trail now says it should be continued west into Golden.

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<p>Under Open Space policies it would be great to add:</p> <p>c. The county should undertake an updated inventory of significant natural resources such as wetlands, drainage ways, riparian areas and buffers to ensure long-term protection and restoration of these valuable common assets.</p>	<p>The Comprehensive Master Plan has three implementation policies that address this comment in the Water Resources chapter of the plan. To summarize, those policies discuss identifying and mapping water resources, riparian areas, and wetlands.</p>
<p>d. The county should identify properties for possible acquisition and/or designation for local agricultural and community garden areas.</p>	<p>Staff did look at locations for continued agricultural operations and those are designated as Rural Residential. There are not many of these areas in the Central Plains area, however, there are more in the North Plains Community Plan area, which is north of Clear Creek. Community gardens may be better addressed in the local Park and Recreation District Master Plans. They are the entities that would apply for funding to acquire smaller community parcels of land.</p>
<p>e. We would like the county to identify open space access points and parking that exist outside of residential areas so that a majority of the open space visitors are not traveling through neighborhoods and parking on streets.</p>	<p>Jefferson County Open Space creates a Park Management Plan for each open space park and these Plans are updated annually. This comment seems like it should be addressed during those planning processes with the Open Space Division. Some neighborhoods may find an access point within their neighborhood to be an amenity.</p>
<p>We would like to specifically state our support of the Open Space plans and goals; and particularly those for South Table Mountain, which includes the section on Visual Resources.</p>	<p>Thank you.</p>
<p>Why doesn't Open Space support the covering of the dinosaur tracks?</p>	<p>The Board of County Commissioners makes the final decision about structures in this area; Open Space staff and the advisory board only give recommendations. While the BCC is very supportive of the Dinosaur Ridge Visitor Center and the preservation of the irreplaceable dinosaur tracts, they felt that the proposed structure to protect the tracks was not compatible with the Front Range Mountain Backdrop. They hope the Friends of Dinosaur Ridge will come forward with a more creative solution to preserve the tracks that will also preserve the Front Range Mountain Backdrop.</p>
<p>Open Space & Trails Map</p>	
<p>Reopen the ditch trail along the east side of South Table Mountain from Foothill Road to 20th Ave to improve community.</p>	<p>This trail connection is addressed in the Open Space policies. The map has also been updated to reflect this potential trail connection.</p>

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Re-establish Welch Ditch trail between Applewood Mesa and Montrachet area. Stevinson closed this when he promised 15 years ago to keep it open.	This trail connection is addressed in the Open Space policies. The map has also been updated to reflect this potential trail connection.
A trail link, more or less on the contour, around the North and Northeast flanks of Green Mountain would be popular with the (weaker?) bikers and reduce downhill speeding concerns.	The map has been updated to reflect this potential trail connection. Please note that William Frederick Hayden Green Mountain Park is a City of Lakewood Park, and this plan may not have much influence over their future trail connection plans.
Very special viewshed (near to far) from Colfax and Blue Star Memorial Park west to Lookout Mountain.	This is better addressed as a policy than a feature on the Open Space map. We are not showing any other view corridors on that map. A policy has been added that states "Protect the views to Lookout Mountain from Blue Star Memorial Park on West Colfax Avenue."
Public Facilities Map	
The following "Preschools" are also elementary schools: Pleasant View Vivian Slater	This has been noted on the map.
Free Horizon Montessori (Pre K-6) is now The Rocky Mountain Deaf School a charter school (Pre K- 12) and Free Horizon is at 581 Conference Place in Golden.	This has been changed on the map.
What is the pink line near Green Mountain?	This line has been deleted from the map.
Traffic & Transportation Policies	
Isabell is a bad intersection; does it still need to go through with the extension of Moss? The County should save money and just do Moss.	After talking with the Transportation and Engineering Division, staff recommends the connection be for pedestrians and bicycles only. A policy exists under the Open Space policies of this plan that says "The County should evaluate the construction of a multi-use trail from Isabell Street to Denver West Parkway." Therefore, this policy has been deleted from the Traffic & Transportation policies.
Transportation System Improvement Policy 1: No! The new round-a-bout is sufficient at Moss, therefore, this is unnecessary.	See above.
We support exploring a possible extension of Isabell Street to Denver West Parkway	See above.

Comment	Staff Response
Develop a walkway between NREL and the West Corridor End of Line.	The Open Space and Trails map does show several different proposed trails that would provide a connection from the proposed Moss Street entrance to NREL to the light rail station at the Jefferson County Government Center.
RE: Safety #1 – County could install sidewalks on both sides of South Golden Road from Ulysses to Indiana Street.	Added a policy to the South Golden Road area that states, “Encourage sidewalks on both sides of South Golden Road. The preference would be for 8-foot wide detached sidewalks, however, site constraints may not make this possible in all areas.”
RE: Safety #5 – Car dealerships have transport truck on Poppy St., But they don’t give a darn.	This is an advisory document that only applies when a property owner wants to rezone a property in unincorporated Jefferson County. The car dealerships near West Colfax Avenue and Poppy Street are in the City of Golden. Andersen’s Foreign Car Service is in Unincorporated Jefferson County and was zoned for that use in 1959.
RE: Transportation #4 County doesn’t need to waste money on landscaping, just have <u>property owners</u> control weeds and keep them mowed.	Staff feels a consistent landscaping concept for the corridor could enhance the area and is an idea worth exploring. The landscaping could be basic or elaborate, and could be either for new development only or if the County did road improvements to the area.
Safety Improvement Policies - we would like to see another line item to include: Continue monitoring of traffic along Eldridge Street through the Applewood neighborhood (from 32 nd to 20 th), and further consideration of traffic calming and abatement measures.	A policy has been added that states, “Existing traffic calming measures along Eldridge Street from 20 th to 32 nd should be evaluated and further enhanced if needed.”
We would like Jefferson County to evaluate enhancing roads, trails, and sidewalk access from all areas surrounding the new RTD corridors (West and Gold lines) and evaluating ways to enhance non-motor vehicle connectivity to the stations through these avenues.	A policy has been added, which states, “The County should evaluate motorized and non-motorized access to the West Line Light Rail stations to determine whether roads, bike lanes, trails, or sidewalks, should be enhanced to provide better access to the stations.”
Encourage the collaboration between the County, Wheat Ridge, Golden, and DRCOG in developing improvements to 32nd Ave between I-70 and Golden - particularly from McIntyre to Golden. Efforts should include either a bike lane, widened road, or at least a paved shoulder to allow for ample passing room and buffers between vehicle and cyclists.	A policy has been added, which states, “The County should work with the City of Wheat Ridge when improvements are made to the I-70 and W. 32 nd Avenue/Youngfield Street interchange to ensure that pedestrian and bicycle improvements are appropriately connected to the W. 32 nd Avenue trail.”

Comment	Staff Response
<p>NREL is supportive of changes to the plan that enhance alternative modes of travel within the plan area including:</p> <p>--Safety Improvement Policy #2 - The county should work with the Regional Transportation District (RTD) to develop a program/contract to install and maintain bus shelters along South Golden Road.</p> <p>--Safety Improvement Policy #6 - Traffic calming measures should be explored on South Golden Road.</p> <p>--Transportation System Improvement Policy #3 - Road improvements to South Golden Road should follow the template developed in the South Golden Road Corridor study by the Jefferson County Division of Highways and Transportation. This template was created to accommodate projected traffic volumes, bicycles, pedestrians, and equestrians and minimizing impacts on residents and businesses.</p>	<p>Thank you.</p>
<p>Visual Resources Policies</p>	
<p>Much of South Table Mountain has been preserved – approximately 400 acres is still privately held, by Coors and Bear Creek Development Corporation. Open Space has purchased land and also has conservation easements. Open Space has a management Plan for South Table Mountain, specifying trailheads, parking, etc. Policy 4 should be removed from the Central Plains Plan.</p>	<p>Agree, this policy will be removed. Jefferson County Open Space creates a Park Management Plan for each open space park and updates these Plans annually. The public is involved as projects and updates warrant.</p>
<p>Hazards Map</p>	
<p>There should be more “Landslide/Slump” areas shown on the east side of South Table Mountain</p>	<p>Jefferson County has no scientific evidence that there is a landslide/slump along South Table Mountain other than where already noted on the map. The combination of slope and material determine whether an area is a landslide area. There was a recent subdivision plat west of 20th and Ellis. As with all subdivision plats, a geologic/geotechnical report was required and landslide was not identified as an issue in that area. If there have been studies that show additional areas as a landslide, the County would be interested in seeing them.</p>

Comment	Staff Response
What is the floodplain on the top of North Table Mountain? Is this correct?	This area is shown as a floodplain on the most recent floodplain maps from FEMA.
What is your distinction between landslide and slope failure?	<p>Landslide will be defined in the Comprehensive Master Plan as a mass movement where there is a distinct surface of rupture or zone of weakness which separates the slide materials from more stable underlying material.</p> <p>Slope failure is defined in the Zoning Resolution as a geologic hazard which means a combination of more than one of the following geologic hazards. 1. Landslides, 2. Rockfall, 3. Mudflow, 4. Creep.</p>
Historic Sites & Structures Map	
Note the Historic Aggie Ditch – north of Colfax between Denver West/Marriot Boulevard and Youngfield.	I am disinclined to show just one ditch when there are many ditches that go through this area. There have been discussions of a bigger project where the County would explore and map all historic ditches. To encourage such a project, Documentation Policy 3 of the Comprehensive Master Plan can be modified to state, “Identify and document the historic trails, canals/ditches , and rail systems throughout the County.”
Water & Sanitation Providers Map	
Questions square shown as Alameda Water & Sanitation District on the top of Green Mountain.	This location is correct according to our records.
Wildlife Quality Areas Map	
Bald eagles hunt on the Northeast slopes of South Table Mountains.	No bald eagle habitat is shown on the 2009 Division of Wildlife Maps. Since habitat does change, the Division of Wildlife was contacted about bald eagle habitat. They said that general bald eagle habitat exists all along the front range. Bald eagle nests are protected; however, they have not seen any nests in this area. Designated roosting sites are also protected; a roost needs to be used by multiple birds for a certain amount of time. They did not know of any roosts that met the definition of “Designated roosting site” in this area. Therefore, staff’s conclusion is that while there are bald eagles that hunt and roost in the area, the habitat is not

Comment	Staff Response
	protected, and does not need to be shown on the Wildlife map.
Bald eagles perch/roost in the trees on the Northeast corner of McIntyre and 32 nd .	No bald eagle habitat is shown on the 2009 DOW maps, see above.
A pair of bald eagles fish in the easternmost three Coors storage ponds.	Coors has stated that those ponds are for water storage exclusively and are not stocked with fish. If Clear Creek flooded, there may be some fish that ended up in the ponds, or the eagles may be going after small waterfowl.
Should the Northeast slopes of South Table Mountain be orange? (High Quality Habitat)	While these areas definitely contain wildlife habitat, it is not found to be habitat that needs to be specially protected.
Why is the top of N. Table Mountain not colored at least an orange?	See above.
What do the tan areas signify?	The tan areas are the orange or yellow areas overlayed by the city boundaries, so are outside of the purview of this plan.
Other:	
We would like to see a general vision statement for the area encouraging a sustainable future that includes more closed-system regional waste management and conducting a sustainability analysis to evaluate and pursue opportunities for efficiency in energy, transportation, local food and small agriculture, trails to rails, renewables, etc.	This document will be included as a part of the Jefferson County Comprehensive Master Plan (CMP). The CMP has a chapter on sustainability along with several sustainability policies at the end of each chapter. Staff feels these statements adequately cover the County's vision for sustainability.
Jefferson County will continue to improve interactions and collaborations with neighborhood associations that represent unincorporated neighborhoods in Jefferson County	The following policy is being added to the General Land Use Chapter, Sustainability section, "Encourage participation from neighborhood-based community organizations, residents, and property owners in land development decisions, as well as services and facilities planning. The County will notify organizations that may be affected by decisions in a timely manner so they have an opportunity to participate and/or sponsor meetings."
In what commercial/retail category are auto sales allowed?	They are allowed in the "Automotive" category.