

## Airport-Northeast Subarea

Annexations have resulted in enclaves of Jefferson County which are scattered throughout this area. Cooperation of the cities and Jefferson County will be required to protect the viability of residential areas and to create redevelopment plans and programs for nonresidential areas. Coordination with the ~~Jefferson County Airport Authority~~ Rocky Mountain Metropolitan Airport will be necessary to ensure that future development will be compatible with the operation of this facility.

### Hazards Policies

A. Map Area 11: The ~~Rocky Mountain Metropolitan Airport~~ ~~Jefferson County Airport~~ Policies, in the General Policies Section on hazards associated with the Airport, should be referenced for limitations on development.

### Housing Policies

#### A. General (Staff recommends this be moved to General Policies)

1. Maximum densities recommended in the Plan should not be interpreted as guaranteed densities. All densities should be earned through excellent site design and compliance with other applicable recommendations in the Plan and the Design Guidelines.

NOTE: A definition of excellent site design is contained in the Glossary.

2. Areas within the ~~Rocky Mountain Metropolitan Airport Clear Zones~~ Runway Protection Zones, defined by the Rocky Mountain Metropolitan Airport Master Plan, should be maintained free of any structures.

#### B. Map Area 16: Old Wadsworth Boulevard (also see B. Map Areas 6, 8, 10, 14, 15 & 16: Old Wadsworth)

1. Housing densities up to 2.5 du/ac should be allowed in this area.

2. New residential development proposed for densities greater than the density on adjacent, existing residential development, should provide a buffer using vegetation or other forms of screening to protect the integrity of the existing residential areas and horse properties. (This area is covered by the North East CDP)

#### C. Map Area 17

West of Colorado State Highway 36

This area should be residential development with densities up to 10 du/ac, with adequate screening and buffering to protect the lower density residential area on the western boundary.

### Public Schools, Facilities, Services & Utilities Policies

#### A. General

Public services should be provided which are appropriate for the semirural environment of the Old Wadsworth area. (This area is covered by the North East CDP)

**B. Community Facilities** (This recommendation may not make sense near the airport, or west of Standley lake. Should this policy stay given how little land is left in the plan area due to annexations and the NECDP?)

Other community-type uses, e.g., group homes, rehabilitation centers, elderly care centers, community centers and homes for the disabled, should be considered as permitted uses when plans for redevelopment areas are prepared.

**C. Adaptive Reuse of Facilities** (staff feels this is covered by language in the CMP)

Adaptive reuse and shared use of existing structures should be considered before new facilities are constructed. For example, Juchem School should be considered for adaptive reuse.

## Retail, Office, Industrial & Mixed Use Policies

**A. General** (staff feels this is duplicative, it is mentioned above)

The General Policies for Hazards should be referenced for limitations on development in areas affected by the operation of the Rocky Mountain Metropolitan Airport.

**B. Map Areas 6, 8, 10, 14, 15 & 16: Old Wadsworth**

Old Wadsworth Boulevard bounded by West 120th & West 90th Avenues

1. No additional strip retail and office zoning should be approved on Old Wadsworth. Additional retail and office zoning at the intersections of West 104th and West 101st Avenues should be considered by the County and the cities when the joint planning process for transportation improvements at West 101st Avenue is undertaken. A specific development plan should be developed for this intersection. (This area is covered by the North East CDP)
2. Improved landscaping and access should be encouraged as rezoning or redevelopment of existing retail and office uses occurs. Redevelopment should be limited to existing retail or office uses which seek rezonings. (Required by Zoning Resolution)

**C. Map Areas 6, 8 & 10: Old Broomfield**

Unincorporated areas along West 120th Avenue approximately from Colorado State Highway 36 to Sheridan Boulevard

1. As residential uses leave this area, redevelopment should occur according to the designations on the Summary Map. (Staff feels this is not needed. Due to annexations there are only two parcels left in this area.)
2. Residences located in the area bounded by West 120th Avenue on the north, Old Wadsworth Boulevard on the east, Allison Street on the west, and West 116th Avenue on the south should be protected. A buffer should be provided between the business park designated to the west and the existing residential development east of Allison Street. (This area is now in Broomfield)

3. Strip development along West 120th Avenue should be improved by encouraging shared accesses and improved landscaping. (Staff feels that this policy is no longer relevant, since only two parcels are unincorporated)
4. Annexation of this area to Broomfield and an action plan for redevelopment of the area are recommended. An implementation committee should be formed as a cooperative effort of the cities, County, key residents and landowners, to develop a specific plan for this area. (Broomfield has become a county, and cannot annex more land)
5. The aggregation of small parcels to create more desirable development opportunities should be encouraged. (Staff feels this should be moved to the General Policies Section)

**D. Map Area 15: Redevelopment Triangle** (This area is covered by the North East CDP, or is annexed into Westminster)

Bounded by Lower Church Lake on the north, Colorado State Highway 36 on the east, Westminster on the south, & Old Wadsworth Boulevard on the west

1. As residential uses move out of the area, light industrial and office warehousing uses are recommended for the area. Business park development, i.e., office, light industrial, ancillary and convenience-scale retail land uses, should be sited along the Colorado State Highway 36 corridor. Views from Colorado State Highway 36 to the northwest and other scenic view corridors should be preserved.
2. Existing residences should be protected by screening and/or buffering from incompatible land uses until property owners change the land use through rezoning.

**E. Oil & Gas Exploration (Is this an issue???)**

Oil and gas exploration, and possible extraction, should be completed a significant amount of time before any major development of the property. Any such development should be compatible with surrounding development. Some techniques which can be used to achieve compatibility are fencing, setbacks, landscaping, etc.

## TRANSPORTATION POLICIES

**A. General (Staff recommends deleting this policy, since Rocky Flats is closed)**

North-south transportation routes should be developed to improve traffic patterns and to facilitate evacuation in the case of an accident at Rocky Flats. Consideration should be given to constructing the easterly portion of W-470, i.e., adjacent to Indiana Street, as a first phase of this beltway, if the responsible agencies agree that this would improve the effectiveness of the Rocky Flats emergency evacuation plan.

**B. Harlan Street**

Harlan Street should be extended from West 92nd Avenue to Church Ranch Boulevard (West 104th Avenue). (This extension has been built – Westminster Blvd.)

**C. Old Wadsworth & West 101st Avenue** (This area is covered by the North East CDP, or is annexed into Westminster)

A joint transportation study should be undertaken by an advisory group comprised of representatives of the Burlington Northern Railroad, Westminster, Broomfield, Jefferson County and key residents for the area from West 92nd Avenue to West 120th Avenue. The study should utilize previous studies and result in an action program to implement improvements on Old Wadsworth Boulevard and side streets. Solutions should avoid the widening of Old Wadsworth Boulevard to 7 lanes. The study should include:

- relocation or improvement of the railroad crossing at West 104th Avenue;
- access points/access management study;
- landscaping;
- widening of Old Wadsworth Boulevard;
- alternative routes to extend West 104th Avenue westerly, from Old Wadsworth Boulevard to Colorado State Highway 121;
- methods to lessen the impact of roads on existing development, e.g.,
- berming, landscaping, noise abatement methods;
- financing methods;
- turning lanes;
- shoulders;
- drainage systems;
- culverts;
- sidewalks/trails; and
- an implementation plan, including an interim traffic management plan and a program for right-of-way acquisition.
- The study should be done in concurrence with the design and construction of West 104th Avenue.

## Wildlife & Native Vegetation Policies

### A. General (Should this be moved to the CMP, or General Policies in the North Plains Plan?)

Trapping of wildlife should be discouraged except when necessary for the control of nuisance species.

## Airport-Northeast Subarea Build-out

Methodology appears under Appendix headings: Housing and Retail, Office, Industrial & Mixed Use.