



C470

CORRIDOR PLAN

Jefferson County Board of Commissioners

Michelle Lawrence, District 1, *Chairman*
Patricia B. Holloway, District 2
Rick Sheehan, District 3

Jefferson County Planning Commission

Paul Rosasco, *Chairman*
Jim Cole, *Vice-Chairman*
Walt Knudsen, *Vice-Chairman*
Lewis E. Steighorst
Joe Siccardi
Alan Fox
Dennis G. Bonner
DuWayne Ebertowski
Lawrence O. Anna

Jefferson Economic Council

Holli Baumunk, *Vice President*
Tom Clark, *President*



Produced by the Jefferson County, Colorado Planning and Zoning Department

100 Jefferson County Parkway, Suite 3550
Golden, Colorado 80419
<http://planning.jeffco.us>

December, 2002

Richard A. G. Turner, A.I.C.P., *Director of Planning and Zoning*
Kate Newman, A.I.C.P., *Project Manager*



CORRIDOR PLAN

Overview*

A 1999 Jefferson Economic Council (JEC) study revealed that only 4,000 acres of developable commercial and industrial land remained within Jefferson County. The Jefferson County Planning Commission directed JEC and the Planning and Zoning Department to write Land Development Policies to remedy this shortage. Policies drafted by staff were approved by the Planning Commission in 2001 and incorporated into the county's Policy and Procedures Manual in 2002 by the Board of County Commissioners (BCC).

Table of Contents

Introduction	3
Existing Conditions & Analysis of Issues	3
General Policies	4
Land Use Definitions	5
Bowles Area	6
Belleview Area	6
Ken Caryl Area	6
Other Areas	6
Exceptions	6
Appendix	7
Area Land Use Maps	8-9
Resolution	11
Map of C-470 Corridor Plan Area	Back Cover

In 2001, the Planning Commission and the BCC directed staff to develop a plan for the C-470 corridor to identify and designate locations for employment-generating land uses.

Three prime locations for employment-generating land uses along the C-470 corridor were identified: Bowles, Belleview and Ken-Caryl. A consultant was hired to work with the landowners to develop a first draft of recommended land uses for the Bowles Area. Two public open houses were held, and the community's concerns were used to modify the original

land uses proposed for the Bowles Area Map and develop the C-470 Corridor Plan. Land use maps were created for the Ken-Caryl and Belleview areas and modified through discussions with the major landowners and the public.

The three subarea land use maps were revised, and the Interim C-470 Corridor Plan was adopted by the Planning Commission on August 28, 2002.

**This overview is provided for background only; it was not adopted as part of the C-470 Corridor Plan.*

Introduction

Boundary

Highway C-470 runs through Jefferson County along the eastern base of the Dakota Hogback. Opened in 1990, it transports more than 46,000 cars a day along the 16-mile stretch through Jefferson County.

The western boundary of the C-470 Corridor Plan area is the Hogback's ridgeline, while the eastern boundary extends approximately one-half of a mile out from C-470 and extends approximately three-quarters of a mile at intersections with access to C-470.

Purpose and Use of Plan

The C-470 Corridor Plan is intended to encourage the development of job opportunities along the C-470 corridor to improve the county's jobs-to-population imbalance. This Plan provides land use recommendations for office development and smaller-scale retail that will support office development.

Adoption of this Plan will not change allowed land uses. Rather it will establish the type of land use that will be supported when land use changes are proposed. The Plan's recommended land uses would apply to rezoning applications.

The planning area was separated into three unique areas: Bowles, Belleview and Ken-Caryl. A Land Use Recommendation Map was created for each area. To determine the recommended land use that applies to a particular piece of land, the reader must first locate the parcel on the map for the particular area. The corresponding Land Use Definitions provide specific recommended land uses. If a property is not shown on the Land Use Recommendation Map in one of the three areas, the recommendations in the *South Jefferson County Community Plan* will apply. If the property is outside one of the three areas, and is within the Plan boundaries, the recommendations in the Other Areas section of the Plan apply.

Jobs-to-Population

Jefferson County has an imbalance between jobs and population. According to the Colorado Department of Labor and Employment's 2000 Colorado Employment and Wages Annual Average, there are 308,109 people in the labor force and 210,527 jobs in Jefferson County.

The existing zoning in the Bowles Area allows for the creation of approximately 6,698 office jobs and 1,788 retail jobs. The land use recommendations in this Plan would allow for the creation of approximately 17,685 office jobs and 1,588 retail jobs in the Bowles Area. In the Belleview Area, this Plan's land use recommendations would increase office jobs from approximately 4,023 to

9,806 and reduce retail jobs from 2,149 to 1,599. The Ken-Caryl Area would remain similar in regards to job creation. (Assumptions: building footprint is 40 percent of the land, office buildings are 3 stories, retail buildings are 1 story, 400 square feet per employee in retail uses, 260 square feet per employee in office use.)

Relationship of the C-470 Corridor Plan to Other Plans

The planning area for the C-470 Corridor Plan crosses through the planning areas of Jefferson County's *General Land Use Plan* and the *South Jefferson County Community Plan*.

Where conflicts occur among land use recommendations in the *General Land Use Plan*, the *South Jefferson County Community Plan*, and this Plan, the land use recommendations of this Plan apply.

The Rooney Valley, consisting of 468.5 acres in the Town of Morrison, 1078.6 acres in the City of Lakewood, and 713.4 acres in unincorporated Jefferson County, was zoned in the 1980s for a mix of commercial, office and residential land uses. Development is just beginning to appear, with a church, several shopping centers, and residential areas under consideration. The *Rooney Valley Master Plan*, approved by the Town of Morrison's and the City of Lakewood's Joint Project Review Committee (JPRC), provides recommendations for development in this area.

Existing Conditions & Analysis of Issues

Land Use

Fragmented ownership and outdated zoning are obstacles to the development of employment-generating land use within the C-470 Corridor Plan area. Approximately 70 individuals or corporations own parcels, ranging in size from .3 acres to 131 acres. Approximately 426 (42%) acres of the vacant land within the entire Plan area are zoned Agricultural-One (A-1) or Agricultural-Two (A-2). Approximately 425 (42%) acres were zoned Planned Development (PD) in the 1970s or 1980s, of which 273 acres were amended in the 1980s or 1990s. An additional 132 (13%) acres were zoned PD in the 1990s. Twenty-five (3%) acres are zoned Commercial-One (C-1).

Open Space

There are over 4,600 acres of designated open space (not including Bear Creek State Park) within the C-470 Corridor Plan area. This Plan encourages the protection of existing open space and recreational assets. Development proposals in the corridor should integrate the protection of these assets into development plans. Significant open space and recreational assets within the C-470 Corridor

Plan area include: The Dakota Hogback, C-470 Trail, Chatfield State Recreation Area, Bear Creek Lake Park, Green Mountain, and Dinosaur Ridge.

The most prominent and scenic natural resource is the Dakota Hogback, running along the west side of C-470 for approximately 12.5 miles. By including the Hogback within the boundary, the Mountain Backdrop and views of the Hogback can be preserved. Development on the Hogback, or on any open space area, is discouraged.

Transportation

Traffic congestion on C-470 is a major concern of residents. More than 46,000 cars drive the four-lane roadway each day. During morning peak hours, the north/west-bound traffic slows between Bowles Avenue and Morrison Road. In the evening, the south/east-bound traffic becomes bottlenecked at Morrison Road, as three lanes funnel down into two lanes. As development occurs, landowners should work with the Colorado Department of Transportation (CDOT) to identify and dedicate the necessary right-of-way for future expansion. Also as development occurs, additional public transit services will be needed.

In November 2001, Jefferson County residents approved a continuation of a half-cent sales tax to fund road improvements in South Jefferson County. Currently, the roads within the C-470 Corridor Plan area slated for improvements under the sales tax improvement program include Deer Creek Canyon Road, West Chatfield Avenue, West Belleview Avenue, and South Eldridge Street.

The Jefferson County Highways and Transportation Department conducted an analysis of the Plan's land use recommendations and the impacts to the county's road system. If the Bowles and Belleview Areas develop at 80 percent of the recommended land uses by the year 2020, a level of service (LOS) of D or better can be maintained with moderate cost improvements. Only two intersections may be at LOS E in the afternoon peak hours. Road capacity and traffic volumes should be continually monitored and updated as development occurs. See the Appendix for a detailed traffic volume analysis and detailed explanation of levels of service.

Water & Utilities

There are 10 public water and sewer districts providing service to properties within the C-470 Corridor Plan area. Also, many of the residential homes on agriculturally zoned property are on individual well and septic systems.

The JEC organized an Infrastructure Committee to study service limitations. Representatives from several water and sewer districts, Xcel Energy, and construction compa-

nies were members of this committee. At that time, there were no water and utility service limitations in the south part of the corridor.

Although many of the water and sewer lines are not in place in the south part of the corridor, the water and sewer districts do have the ability/capacity to serve the properties within their districts. Extending the water and sewer lines to the vacant properties will be at the expense of the developers or landowners. The cost of laying water and sewer lines is prohibitive to many owners of smaller properties, especially those on the west side of C-470. This cost and the existing agricultural zoning encourages additional development of single-family homes on well and septic systems on the west side of C-470.

Hazards

Most of the C-470 Corridor Plan area is within a designated dipping bedrock area. To help reduce the risk of damage due to soil conditions, development in this area must adhere to special requirements in Jefferson County's Zoning Resolution and Land Development Regulation.

Several small floodplains and wetlands also traverse the Plan area. Development in floodplain areas must adhere to special requirements in Jefferson County's Zoning Resolution and Land Development Regulation, as well as the Federal Emergency Management Agency's (FEMA) regulations. Development in wetland areas must adhere to the U.S. Army Corps of Engineers' requirements.

General Policies

The Plan's objectives include:

- Promote land uses that increase the number of employment-generating land uses.
- Discourage the piecemeal development of prime land within the boundary of the C-470 Corridor Plan.
- Recognize that some retail and service businesses will be needed to support new office uses along the corridor.

The following policies relate to the implementation of this Plan.

1. Recommended land uses shown on the Land Use Recommendation Maps should be applied to rezoning requests.
2. The county should pursue and support the rezoning of vacant land within the corridor in accordance with the Land Use Recommendation Maps.
3. Additional uses that are not employment-generating land uses should be discouraged within the C-470 Corridor Plan's boundary.
4. Landowners should be encouraged to form partnerships to plan and develop adjacent land jointly.

5. If partnerships are not formed, then development plans for adjacent land should be considered. Issues such as shared access, building placement and orientation, and common architectural treatments should be considered.
6. A new zone district that corresponds with the recommended land uses in this Plan should be developed, and landowners should be encouraged to rezone to this new district.
7. An overlay zone district with design standards should be developed for the C-470 Corridor Plan area.
8. The county should explore land banking or other means of purchasing vacant parcels to facilitate future office development.
9. The county should work with the JEC to assist landowners interested in developing in accordance with this Plan. Assistance with the costs of infrastructure and engineering, i.e., drainage, soils engineering, road design and financing, or water and sewer financing, should be explored.
10. The county should encourage siting of mass transit facilities within the corridor.

Land Use Definitions

The following land use definitions correspond to the recommendations shown on the Land Use Recommendation Maps. These definitions should be applied in the event of a rezoning.

Land uses not recommended in the Plan area because they do not support office land use are: automobile, recreational vehicle and boat sales, storage, repair/service, maintenance, renting/leasing, and supply stores. Also not recommended are home improvement and maintenance stores, including hardware, carpet, window, and shops for custom work, to include electrical, plumbing, air conditioning, and similar type shops; mini-warehouse; self-storage; new churches and chapels; public, private and charter schools; and outdoor storage.

Low Density Residential

Recommended Area

- The minimum lot area for a dwelling or other main building should be 43,560 square feet (1 acre)

Recommended Use

- Single-family detached

Medium Density Residential

Recommended Area

- Maximum density of 12 dwelling units per acre

Recommended Height

- Maximum height of 24 feet

Recommended Uses

- Single-family detached or attached
- Multifamily, apartments or townhomes

Office and Light Industrial

Recommended Uses

- Business and professional offices
- Light Industrial
- Laboratories
- Banks and other financial institutions, with or without drive-thru facilities
- Medical and dental offices, clinics and facilities, with or without accessory sales of pharmaceutical or medical supplies
- State-licensed day care center, preschool or nursery, if located within the main building
- Restaurants (with no drive-thru facility or service directly to a customer in a motor vehicle), if located within the main building

Small-Scale Retail

Recommended Area

- No single retail business/tenant should exceed 20,000 square feet of gross leaseable area.

Recommended Uses

- All Office and Light Industrial land uses
- Retail shopping facilities
- Convenience service establishments (including barber and beauty shops, cleaners, shoe repair shops, and laundries, and excluding gas stations)
- Specialty goods and services

Light Industrial Characteristics

- a. Limit automobile and truck trips so as to not exceed 5.45 trips per day per 1,000 square feet;
- b. Emphasize operations that do not pollute, and do not produce noise, smoke, glare, vibration, fumes, hazardous and other adverse environmental impacts that exceed residential standards at the property line;
- c. Emphasize non-manufacturing processes, such as the assembly of data processing equipment, materials testing, research and development, warehousing, service and repair, etc;
- d. Enclosed fabrication and manufacturing processes and activities;
- e. Limit and restrict activity to low volume wholesale sales, repair, rental, or servicing of any commodity which is manufactured, fabricated, processed, or warehoused onsite;
- f. Limit outside storage, including heavy vehicles, and suitably screen, and substantially set back from adjacent properties, public areas and streets;
- g. Landscape a significant percentage of the site (at least 20%).

- Banks and other financial institutions, with or without drive-thru facilities
- State-licensed day care center, preschool or nursery
- Restaurants and fast-food restaurants
- Medical supply and drug stores

Medium-Scale Retail

Recommended Area

- No single retail business/tenant should exceed 175,000 square feet of gross leaseable area.

Recommended Uses

- All Small-Scale Retail land uses
- All Office & Light Industrial land uses
- Grocery stores
- Department stores
- Health clubs

Mixed Use

Recommended Area

- No less than forty percent of the use area should be developed as Office and Light Industrial. The percentage can be calculated by square footage of floor area.
- No single retail business/tenant should exceed 100,000 square feet of gross leaseable area.

Recommended Uses

- All Small-Scale Retail land uses
- All Medium-Scale Retail land uses
- All Office and Light Industrial land uses
- Residential, if located above Small-Scale Retail, Medium-Scale Retail, or Office and Light Industrial land uses

Bowles Area

There are approximately 195 acres of vacant land in the Bowles Area. Approximately 96 acres of the vacant land in this area are zoned A-2, allowing agricultural uses and one house per every ten acres. The remaining 99 acres are zoned PD and allow a wide range of uses, including residential, schools, churches, and self-storage facilities.

The Bowles Area Recommended Land Use Map shows the recommended land uses for this area.

Bellevue Area

There are approximately 102 acres of vacant land in the Bellevue Area. Eleven acres of vacant land are zoned A-2, allowing agricultural uses and one house per every ten acres. Eighteen acres are zoned PD for multi-family residential uses, while the remaining 73 acres are zoned PD or C-1, allowing retail and office development. In the event of rezoning, these properties should be developed as shown on the Bellevue Area Recommended Land Use Map.

Access from C-470 does not favor commercial development on the land between Bellevue and Quincy. Approximately 72 acres have been rezoned for residential and community use, with some retail along Bellevue. If this land does not develop as residential, and the future owner requests a rezoning, then the feasibility of Office and Light Industrial or Mixed Use should be re-examined. However, because of the proximity to the existing single family residential and poor access, this land may be developed as single family residential of similar lot size.

Ken-Caryl Area

There are approximately 245 acres of vacant land in the Ken-Caryl Area. All of these vacant parcels are zoned PD, allowing for a variety of office, light industrial, and retail uses. In the event of rezoning, land within approximately 800 feet of Kipling Parkway and Ken-Caryl Avenue should be developed, or redeveloped, as Medium-Scale Retail, while the remaining land in the Ken-Caryl Area should be Office and Light Industrial.

The Ken-Caryl Area Recommended Land Use Map shows the recommended uses.

Other Areas

The compatibility of proposed land uses on vacant or redeveloping land not included in the Bowles Area, Bellevue Area, or Ken-Caryl Area, should be evaluated for each specific case. Proposed land uses should create or support a large number of high-wage, full-time, primary jobs. Office and Light Industrial uses should be encouraged and supported above other uses. Big-box retail, self-storage, and new churches should be discouraged.

Rooney Valley Area

A Recommended Land Use Map for unincorporated property in the Rooney Valley was not developed as part of the C-470 Corridor Plan. A Development Framework Map, approved on July 30, 2002 by the JPRC, which is composed of representatives from the Town of Morrison and the City of Lakewood, identifies development patterns for the Rooney Valley Area. All proposals for development of

incorporated land under the *Rooney Valley Master Plan* are governed by the Inter-Governmental Agreement (IGA) between Lakewood and Morrison, as determined by the JPRC. See the the Lakewood/Morrison Development Framework Map on page 10.

The family-owned Bandimere Speedway has made a recent attempt to relocate. Whether or not the Bandimere Speedway moves away from the current location or decides to stay and possibly expand its operation, the Inter-Governmental Agreement between Lakewood and Morrison provides recommendations for this land.

Exceptions

The Jefferson County Planning Commission may approve exceptions to the Plan’s land use recommendations if they find that the original objectives of the Plan are met and the proposal is a unique situation.

Appendix

C-470 Traffic Study

Bowles/Bellevue/Quincy Projected Area Levels-of-Service (LOS)

*V/C = volume-to-capacity ratio **LOS = level of service

Intersection	Existing				Year 2020 Existing Zoning				Year 2020 Recommended Land Use				Build-Out Recommended Land Use			
	Morning		Afternoon		Morning		Afternoon		Morning		Afternoon		Morning		Afternoon	
	V/C*	LOS**	V/C*	LOS**	V/C*	LOS**	V/C*	LOS**	V/C*	LOS**	V/C*	LOS**	V/C*	LOS**	V/C*	LOS**
Existing/Planned Geometric Conditions																
Bowles/C470 SB Ramps	0.36	A	0.45	A	0.63	B	1.04	F	0.92	E	1.34	F	0.95	E	1.55	F
Bowles/C470 NB Ramps	0.15	A	0.34	A	0.34	A	0.57	A	0.50	A	0.81	D	0.59	A	0.96	E
Bowles/Alkire-Coal Mine	0.62	B	0.51	A	1.04	F	1.13	F	1.07	F	1.44	F	1.24	F	1.70	F
Bellevue/Alkire	0.32	A	0.44	A	0.68	B	1.00	E	0.69	B	0.97	E	0.83	D	1.15	F
Bellevue/Quincy	0.48	A	0.59	A	0.47	A	0.87	D	0.42	A	0.84	D	0.46	A	0.95	E
Quincy/C470 SB Ramps	0.38	A	0.41	A	0.94	E	1.14	F	0.94	E	1.08	F	1.08	F	1.22	F
Quincy/C470 NB Ramps	0.63	B	0.29	A	1.29	F	1.18	F	1.10	F	1.00	E	1.20	F	1.16	F
With Improvements																
Bowles/C470 SB Ramps					0.38	A	0.67	B	0.56	A	0.86	D	0.67	B	0.99	E
Bowles/C470 NB Ramps					0.40	A	0.57	A	0.44	A	0.81	D	0.48	A	0.96	E
Bowles/Alkire-Coal Mine					0.76	C	0.78	C	0.75	C	0.89	D	0.86	D	1.05	F
Bellevue/Alkire					0.60	A	0.79	C	0.60	A	0.79	C	0.73	C	0.93	E
Bellevue/Quincy					0.45	A	0.76	C	0.38	A	0.69	B	0.37	A	0.79	C
Quincy/C470 SB Ramps					0.70	B	0.76	C	0.62	B	0.68	B	0.67	B	0.77	C
Quincy/C470 NB Ramps					1.07	F	1.01	F	0.88	D	0.85	D	0.98	E	0.98	E

LOS (Level of Service)

The six level of service letter grades typically recognized by transportation planners and engineers are described as follows:

LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interaction with others in the traffic

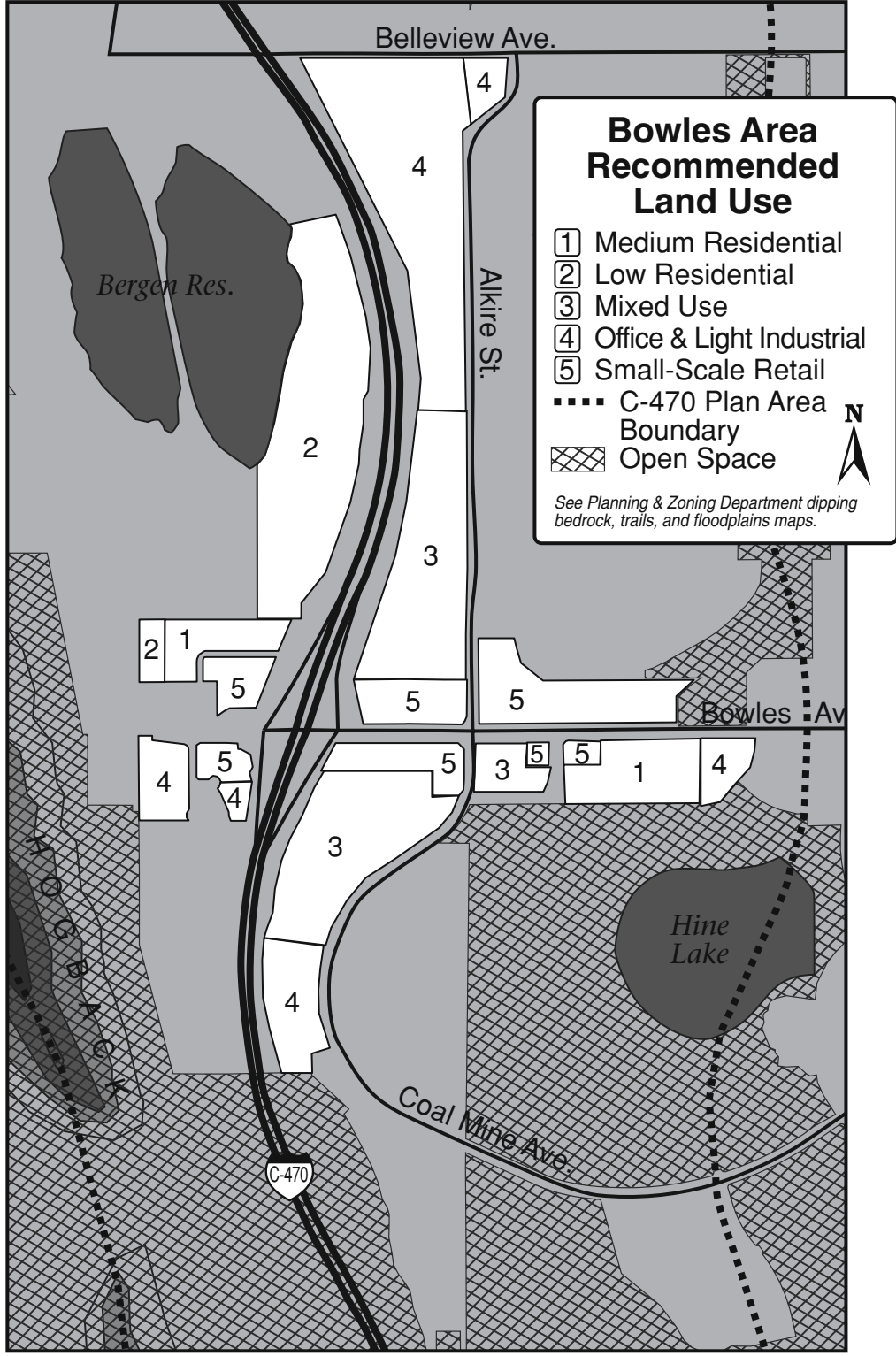
stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

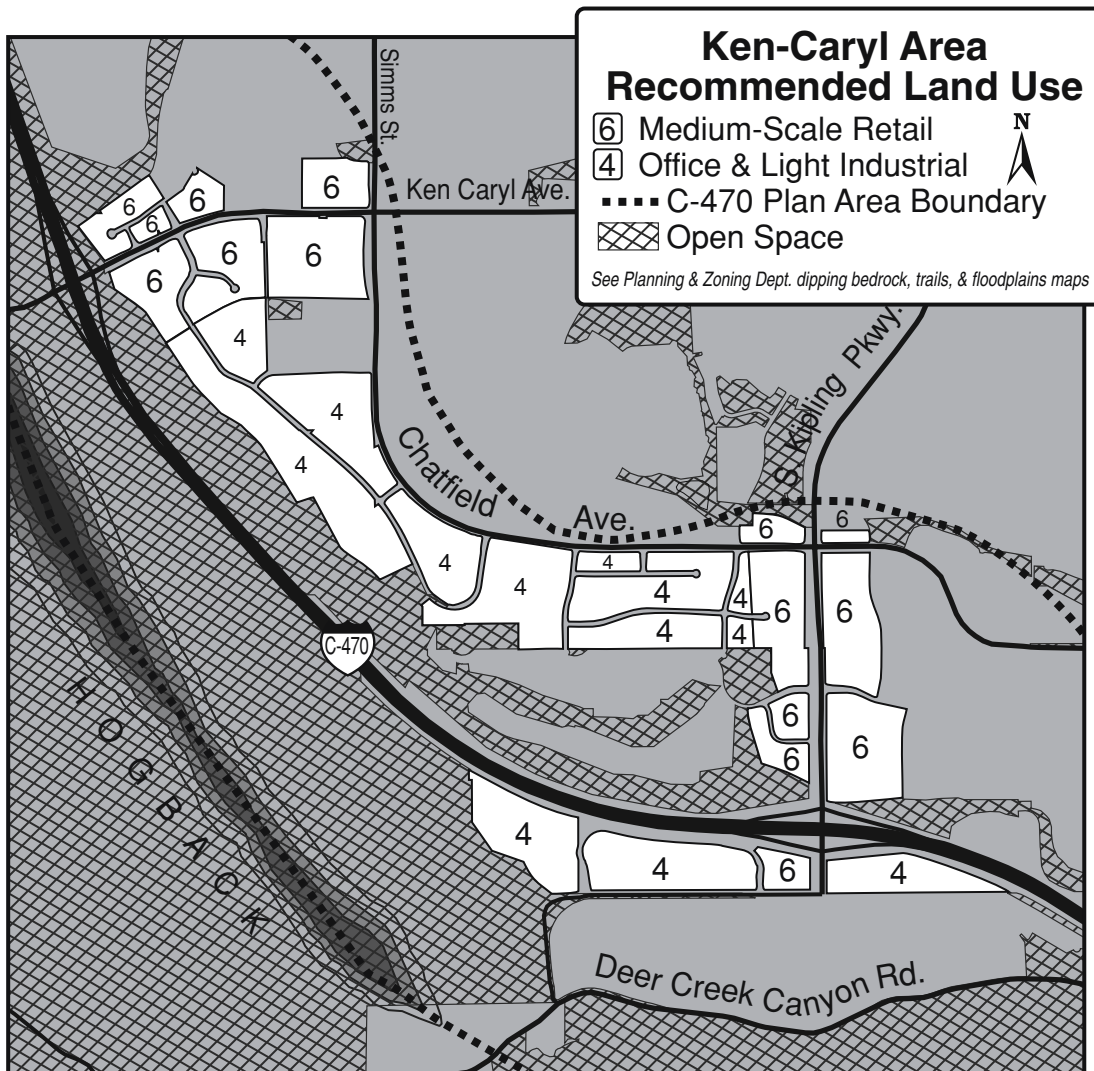
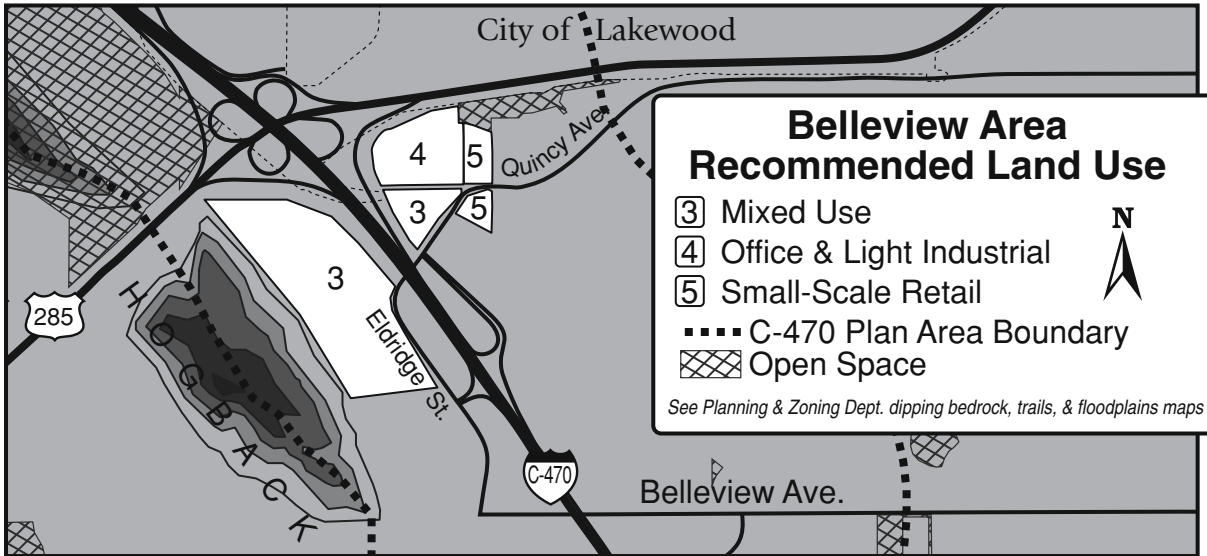
LOS D represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

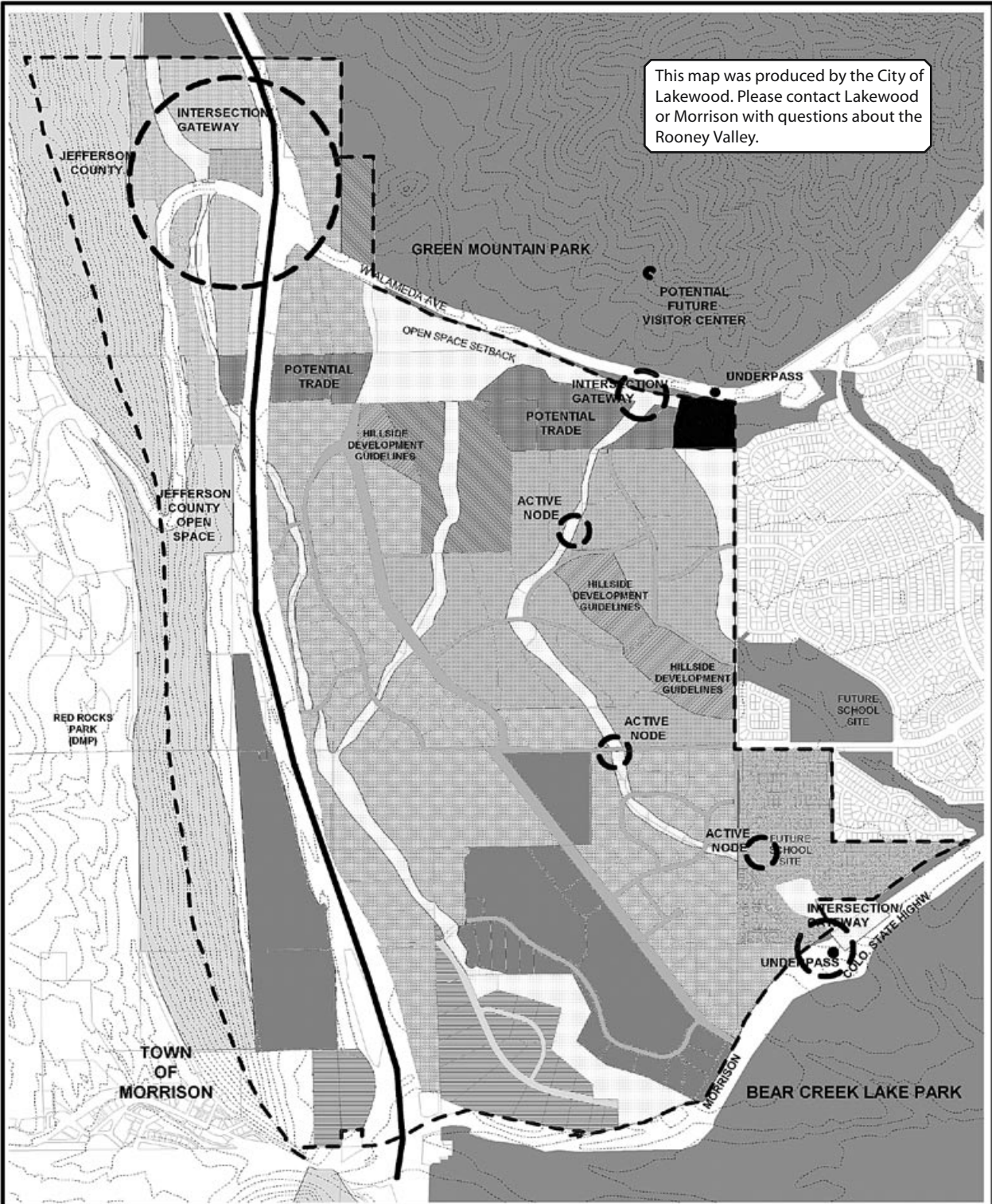
LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then have to stop in a cyclic fashion. LOS F is used to describe the operating conditions within the queue, as well as the point of the breakdown. In many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good; but, it is the point at which arrival flow exceeds discharge flow that causes the queue to form, and LOS F is an appropriate designation for such points.

These definitions are conceptual in nature, and they apply primarily to uninterrupted flow. Levels of service for interrupted flow facilities vary widely in terms of both the user’s perception of service quality and the operational variables used to describe them.





This map was produced by the City of Lakewood. Please contact Lakewood or Morrison with questions about the Rooney Valley.



Development Framework

MAP 9

ROONEY VALLEY MASTER PLAN

- Parcels
- ROONEY VALLEY MASTER PLAN AREA
- HILLSIDE DEVELOPMENT GUIDELINES
- ACTIVE NODE
- INTERSECTION GATEWAY
- PARK
- POTENTIAL FUTURE VISITOR CENTER
- UNDERPASS
- AGRICULTURE
- CITY LIMITS
- COMMERCIAL
- DEMA
- EXISTING/PROPOSED ROAD
- FUTURE SCHOOL SITE
- MIXED USE COMMERCIAL/OFFICE
- OFFICE/COMMERCIAL
- OPEN SPACE
- PARK
- POTENTIAL TRADE
- RESIDENTIAL SINGLE FAMILY
- ROBINSON BRICK COMPANY
- LAKEWOOD PARKS
- JEFFERSON COUNTY OPEN SPACE

This map is intended for conceptual purposes only and is not intended for legal descriptions. Land use patterns and uses are generalized and not intended for parcel specific accuracy.



It was moved by Commissioner Fox that the following Resolution be adopted:

Before the Planning Commission
County of Jefferson, State of Colorado Resolution
Re: Adoption of the C-470 Corridor Plan, 02015040CPP1

WHEREAS, on August 28, 2002, the Jefferson County Planning Commission approved the Interim C-470 Corridor Plan as a component of the Jefferson County Comprehensive Plan; and

WHEREAS, the Jefferson County Planning and Zoning Department and the Planning Commission have completed extensive research, analysis, review and community meetings on the C-470 Corridor Plan; and

WHEREAS, public hearings on the Interim C-470 Corridor Plan were held by the Jefferson County Planning Commission on August 14, 2002, and August 28, 2002; and

WHEREAS, on December 18, 2002 the Jefferson County Planning Commission approved the C-470 Corridor Plan; and

WHEREAS, the original version of this revised C-470 Corridor Plan has been edited for final publication and only minor editorial changes have been made as per the edited version as of December 18, 2002; and

WHEREAS, based on the evidence, testimony, exhibits, and recommendations of the Jefferson County Planning and Zoning Department, comments of public officials, agencies, and citizens of the County and comments from other interested parties, the Planning Commission finds as follows:

1. That adequate publication of public notice has been provided for hearings before the Planning Commission.
2. That the hearings before this Planning Commission have been extensive and complete and that all pertinent facts, matters, and issues have been submitted and considered, and all interested parties heard.
3. That the revised C-470 Corridor Plan as set forth in Exhibit "A", attached hereto and, by the terms of the December 18, 2002, implementing resolution temporarily incorporated herein by this reference, adequately addresses the problems and concerns raised in the public hearings by interested parties.
4. That it is the opinion of the Planning Commission that the C-470 Corridor Plan, including text and maps, should be accepted as set forth on attached Exhibit "A".
5. That adoption of said Plan is in the best interest of the health, safety, and welfare and morals of the citizens of Jefferson County.

NOW, THEREFORE, BE IT RESOLVED that the C-470 Corridor Plan including text and maps as set forth on Exhibit "A" attached hereto and incorporated herein by this reference as an addendum, be and hereby is APPROVED and adopted as a component of the Jefferson County Comprehensive Plan pursuant to Section 30-28-108, C.R.S., and that said approved C-470 Corridor Plan be certified to the Board of County Commissioners pursuant to Section 30-28-109, C.R.S.

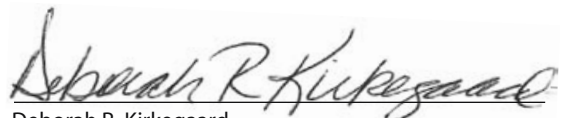
BE IT FURTHER RESOLVED that the Interim C-470 Corridor Plan adopted on August 28, 2002, and including text and maps, be and hereby are rescinded as a component of the Jefferson County Comprehensive Plan.

BE IT FURTHER RESOLVED that in the area of Jefferson County that the C-470 Corridor Plan shall be applied, it shall be applied in conjunction with the Jefferson County General Land Use Plan the South Jefferson County Community Plan and other applicable Jefferson County Special Plans in effect. Where conflicts arise between the plans, the C-470 Corridor Plan shall govern over the Jefferson County General Land Use Plan and the South Jefferson County Community Plan, but applicable Special Plans and the C-470 Corridor Plan shall be given equal weight and conflicts in recommendations shall be resolved on a case by case basis.

Commissioner **STIEGHORST** seconded the adoption of the foregoing Resolution, and upon a vote of the Planning Commission as follows:

Commissioner KNUDSEN	-	Aye	Commissioner STIEGHORST	-	Aye
Commissioner EBERTOWSKI	-	Aye	Commissioner FOX	-	Aye
Commissioner COLE	-	Aye	Commissioner ROSASCO	-	Aye
Commissioner SICCARDI	-	Aye			

I, **DEBORAH R. KIRKEGAARD**, Executive Secretary of the Jefferson County Planning Commission do hereby certify that the foregoing is a true copy of a Resolution duly adopted by the Jefferson County Planning Commission at a regular hearing held in Jefferson County, Colorado, on December 18, 2002.



Deborah R. Kirkegaard,
Executive Secretary

