

City of Wheat Ridge

Wadsworth Corridor Subarea Plan

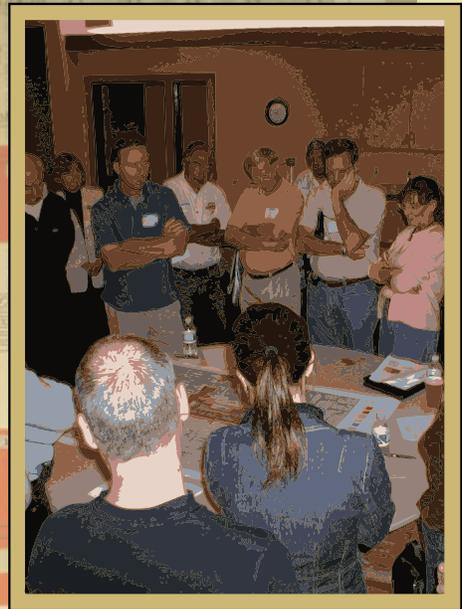
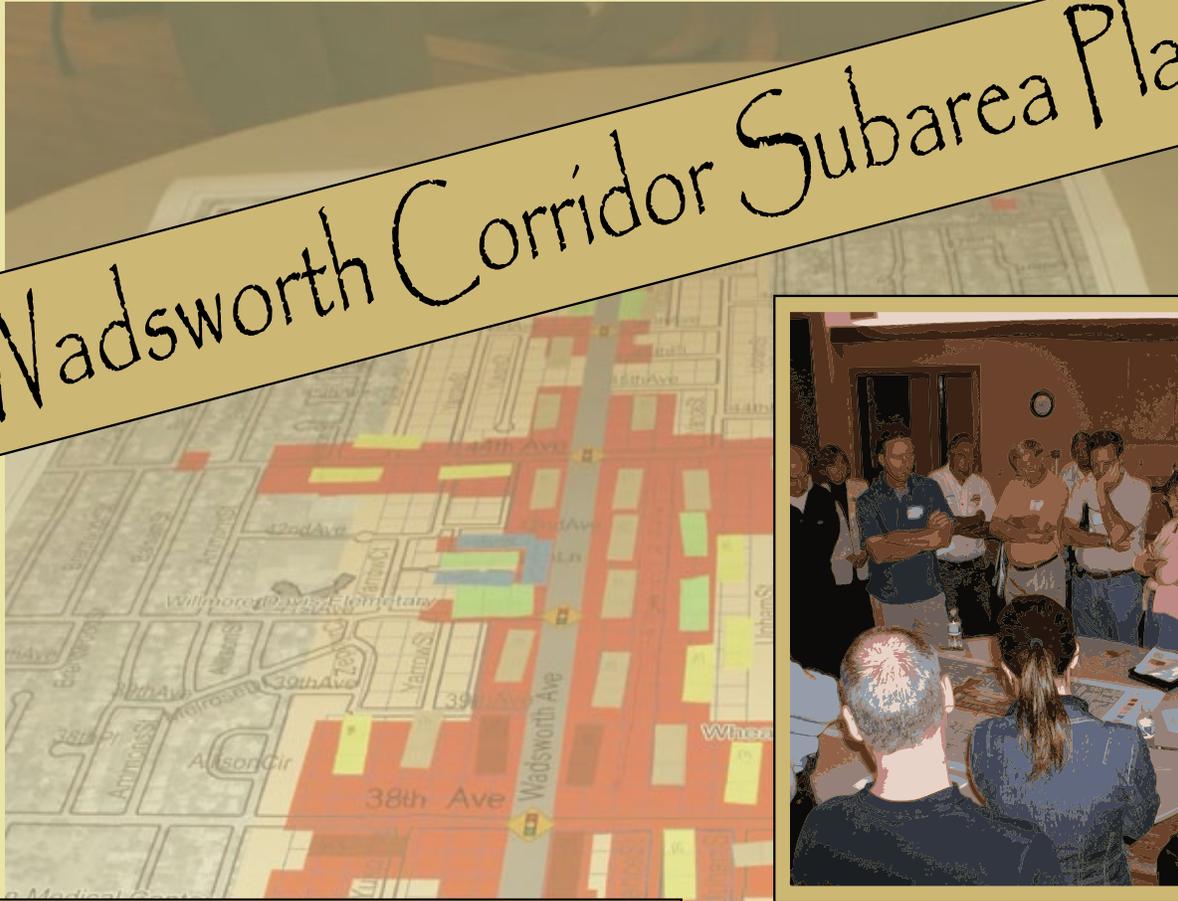


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ACKNOWLEDGEMENTS

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The City of Wheat Ridge would like to thank property owners, business owners and residents who participated in planning meetings for development of the Wadsworth Corridor Subarea Plan.

1. INTRODUCTION



1.1 SUBAREA PLANS

In 2005, the City of Wheat Ridge completed a Neighborhood Revitalization Strategy (NRS) that analyzed Wheat Ridge in the broader Jefferson County context relative to population and household trends, jobs and retail sales trends, housing market and commercial inventory. The study, titled *Repositioning Wheat Ridge*, recommended a variety of strategies to restore the City to a “community of choice” for homeowners and businesses. The Wheat Ridge City Council accepted the NRS findings and recommendations as guiding principles for subsequent City-regulated development.

One of the recommendations of *Repositioning Wheat Ridge* called for the City to undertake subarea planning in order to apply the revitalization strategies to the unique opportunities and challenges facing specific areas of the City. Recommended objectives of Wheat Ridge’s subarea planning included:

- 1) Incorporate the Neighborhood Revitalization Strategies into the City’s official planning documents.
- 2) Provide broad policy guidance regarding the future development or redevelopment of the identified subareas.
- 3) Provide a more detailed comprehensive planning guide to areas of immediate concern or opportunity until an updated Comprehensive Plan is completed.
- 4) Encourage quality development by accelerating the planning process.

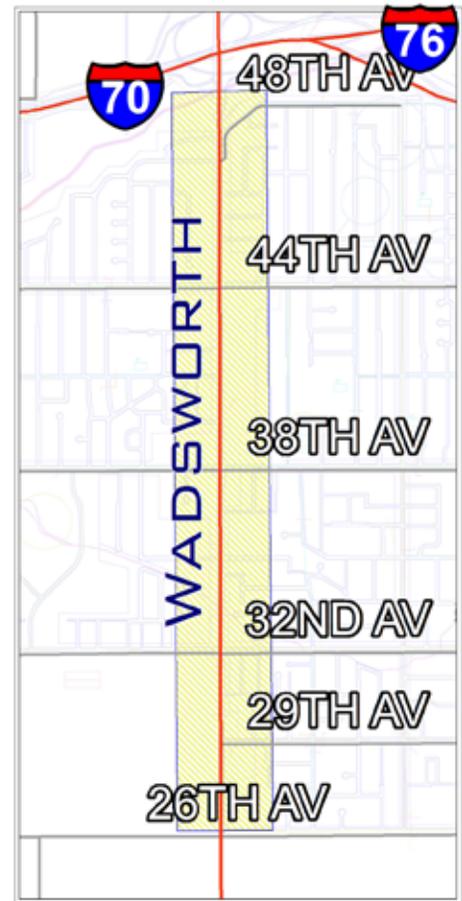


Figure 1: The Wadsworth Boulevard Subarea

1.2 PURPOSE OF THE WADSWORTH CORRIDOR SUBAREA PLAN

The Wadsworth Corridor Subarea Plan is one of the first rounds of subarea plans prepared by the City pursuant to the recommendations of the 2005 Neighborhood Revitalization Strategy (NRS). Like the other subareas plans, it is both a short-term and long-term planning document. Some elements can, and should, be implemented immediately, whereas other elements of the plan may take 20-30 years or longer to implement.

As shown in Figure 1, the Wadsworth Corridor Subarea extends from I-70 on the north to W. 26th Avenue on the south. The eastern boundary is generally Upham Street, and the western boundary is generally Yarrow Street.

The Wadsworth Corridor Subarea Plan provides guidance for the future development and re-development of properties along Wadsworth Boulevard. The document provides a series of roadway design alternatives and a maximum recommended roadway width, taking into account CDOT’s long-term plans to widen the state highway. It is an advisory

document, providing a vision for the future of Wadsworth Boulevard. Since the widening of Wadsworth Boulevard is on CDOT's long-range plan, it is important for the City to have a plan in place because CDOT considers all locally adopted plans through the environmental studies that must be undertaken as a requirement for use of federal funds.

1.3 WADSWORTH CORRIDOR CHALLENGES

Wadsworth Boulevard is both a major regional traffic artery as well as Wheat Ridge's "front door". Carrying almost 40,000 vehicles per day, Wadsworth Boulevard is the most heavily used arterial through Wheat Ridge and one of the major north-south corridors in the western part of the Denver metropolitan area. Wadsworth Boulevard is also a State Highway, so it is regulated by both the City and the Colorado Department of Transportation (CDOT). During commuting periods, Wadsworth Boulevard experiences significant traffic congestion. CDOT has projected future traffic volumes and concluded that Wadsworth Boulevard needs to be widened from the current four through-lanes to six.

Beyond the recognized need to widen Wadsworth Boulevard, no specific roadway improvement plans have been established, nor has a time line for these capacity improvements been confirmed. In the absence of clear direction, many property owners have deferred reinvestment and upgrading of properties. Although there has been some redevelopment, in general the corridor suffers from gradually declining conditions. In most cases, the Wadsworth Corridor through Wheat Ridge lacks the level of investment/reinvestment seen in communities to the north and south on the corridor.

In addition, the Wadsworth Corridor is uninviting to pedestrians: buildings are setback far from the sidewalk and often separated by parking lots, there are large-scale blocks with few intervening streets and a general lack of amenities such as street trees, benches and trash receptacles.

Finally, a lack of clear edges or transitions contributes to overall lack of community identity. Signage is uncoordinated and varies greatly in quality. The Wadsworth Corridor provides the only impression of Wheat Ridge for many commuters, and the image portrayed is negative, stagnant and evidences a lack of community pride.

As a result, various portions of the corridor present slightly negative to very-negative impressions to the large number of travelers that pass through the City. The generally declining conditions along various portions of Wadsworth Boulevard act as negative 'billboards' for Wheat Ridge that mask the many other appealing aspects of the City. If the Wadsworth Boulevard corridor continues to decline, or merely maintains its current level of investment, the City will miss an opportunity to increase commercial activity (and sales taxes) in the corridor as well as to improve the City's image in the region, both of which would greatly benefit the residents of Wheat Ridge.

1.4 THE WADSWORTH CORRIDOR: OPPORTUNITY FOR A UNIQUE IDENTITY

Wheat Ridge citizens have recognized the need to protect and upgrade Wheat Ridge's unique identity. In the Visual Preference Survey held during the fourth public meeting for the Wadsworth Boulevard Subarea, citizens were polled with a variety of questions. One of the questions was "What are the most important objectives for improving Wadsworth Boulevard?" Wheat Ridge citizens noted that one of the most important objectives for the Wadsworth Corridor was to "Create a signature identity for Wheat Ridge - make Wheat Ridge unique."

The 2000 Wheat Ridge Comprehensive Plan also noted that:

"A distinct sense of place gives the local citizens a sense of belonging in a world becoming ever more autonomous and can do much to promote civic pride. A distinct identity also informs visitors that they have entered a special place different from surrounding communities. Distinctiveness between communities can prevent a homogenized, generic city appearance."

Throughout the subarea planning process, people expressed the concerns for a unique Wheat Ridge identity that includes eclectic urban design and is different from both Arvada to the north and Belmar to the south. Ensuring the

creation of a unique identity for Wheat Ridge will require engagement in the design review process. The City should explore possible means for establishing a design review process.

1.5 SUMMARY OF PLANNING PROCESS

In order to gain public input regarding the future of Wadsworth Boulevard, a series of public meetings were held. Six public meetings were held from December 2005 to November 2006. These meetings included a three-day planning charrette where participants evaluated existing conditions and discussed future opportunities for the Wadsworth Corridor including roadway design, potential land uses and pedestrian needs. At another public meeting, a Visual Preference Survey was undertaken to obtain feedback on the most important issues facing Wadsworth Boulevard, objectives for improving Wadsworth Boulevard, potential roadway designs, and various urban design options. In addition, a mapping exercise was done where participants were asked to indicate where along Wadsworth Corridor they would like to see different types of land uses and at what densities.

In addition to several public meetings, work sessions were held with CDOT staff to obtain their input on potential roadway designs for Wadsworth Boulevard. For more detailed information about the public participation and feedback, please see the Appendix.

1.6 GOALS FOR THE WADSWORTH CORRIDOR SUBAREA

The following goals for the Wadsworth Boulevard Corridor have been extracted from the NRS, the 1999 Wadsworth Boulevard Corridor Plan and from the Wadsworth Corridor Subarea Plan public meetings.

- Improve the success of businesses along Wadsworth Boulevard.
- Create an attractive, welcoming front door to Wheat Ridge.
- Create a town center with vitality, attractive shopping and a gathering place for the community.
- Develop a plan that will create predictability—that will alleviate the current uncertainties and allow investment and development to occur.
- Improve traffic flows to provide better vehicular access to, and through, the Wadsworth Corridor—balanced with the “livability” needs of businesses and residents.
- Preserve and enhance the residential neighborhoods east and west of the Subarea.
- Create a regular grid for drivers and pedestrians to get to local businesses without negatively affecting local neighborhoods.
- Create a plan that can be implemented by individual property owners and developers.

The overriding challenge is to balance increased future traffic while still allowing convenient access to ensure business success.

1.7 OVERVIEW OF THE WADSWORTH CORRIDOR SUBAREA PLAN

A major goal of this plan is to provide a proactive vision for the Wadsworth Corridor Subarea. This will allow the City, current landowners and business owners and future developers to work together to stimulate economic development along the corridor. The major features of the plan include:

- Encouragement of the development of the Wadsworth Corridor, especially between W. 44th Avenue and W. 38th Avenue as a town center for Wheat Ridge—filling in both sides of Wadsworth Boulevard with a mix of commercial, office and residential uses, convenient parking both on-street and behind the buildings, and broad sidewalks with benches, street tree planting and areas for plazas and outdoor dining.
- On the east side of Wadsworth Boulevard, the existing commercial street (approximately Webster Street) that serves the shopping center will be preserved. On the west side of Wadsworth Boulevard, between W. 44th and W. 41st Avenues, create links to connect existing north-south roadways (approximately Yukon and Yarrow Streets) as service lanes.
- Implementation of Town Center Park, which has long been a component of the City plans, as a large “central park” to provide a central focus for a town center, as well as an area for events that will draw additional patrons to the area.
- Just east of the newly named Webster Street and on both sides of W. 44th Avenue, encourage infill with mixed-use development, including the underutilized area at W. 44th Avenue and Upham Street. Similarly, on W. 38th Avenue east of Wadsworth Boulevard, encourage infill mixed-use developments that will gradually transition between the Wadsworth Corridor and adjacent W. 38th Avenue ‘main street’ commercial area.
- In general, encourage a gradual increase in density and building height closer to Wadsworth Boulevard to provide the critical mass of uses and residents that will help support the businesses in the Corridor and bring life to this town center as well as prevent encroachment into the residential neighborhoods east and west of the Subarea.

2. ROADWAY DESIGN



2.1 SUMMARY OF ROADWAY DESIGN ALTERNATIVES

Roadway design alternatives were developed through an extensive process, in which various design options were considered. While several options were initially considered, the process was narrowed to three options that fit into a 150 foot envelope. The three options include the Multi-Way Boulevard alternative, the modified 1999 Wadsworth Boulevard Corridor Study and the Asymmetrical Plan. The 150' would also accommodate more typical widening options by CDOT. Public roadway improvements along Wadsworth Boulevard shall be 150 feet in width or less.

2.2 MULTI-WAY BOULEVARD

The Multi-Way Boulevard includes three through lanes of traffic in each direction, a raised or painted narrow median, and one-way frontage roads located on each side of Wadsworth Boulevard. The frontage roads would serve the properties adjacent to Wadsworth Boulevard from W. 38th Avenue to W. 46th Avenue.

The frontage roads are both separated from the through-traffic lanes by planted islands with street trees. The frontage road would include one lane of traffic bordered by a lane of parallel parking adjacent to the sidewalk. Sidewalks would be wide enough to encourage a pedestrian friendly environment. Buildings would be required, via a build-to line as outlined in the City of Wheat Ridge Architectural and Site Design Manual Traditional Overlay, to align at or near the right-of-way line to create an almost-continuous shopping frontage. An additional building setback of 5' to 10' is encouraged to allow room for outdoor dining, private planting areas, sidewalks sales and similar pedestrian oriented activity.

Frequent curb cuts would be allowed to provide access between the frontage road and rear parking lots. However, curb cut consolidation would be encouraged to allow a more continuous shopping façade on the street. The incentive for curb cut consolidation would be the additional development area that can be captured. A key to curb cut consolidation would be the interconnecting of rear parking lots. This will require cooperation of adjacent businesses and may be accomplished by a special improvement district.

On the east side of Wadsworth Boulevard, infill development is also encouraged—but to a slightly lesser degree than the west side in order to allow 'gaps' that provide visibility from Wadsworth Boulevard to the existing interior stores and businesses.

To encourage infill of development between the existing 'pad site' restaurants, parking requirements would be reduced to allow conversion of parking to buildings. The reduction in parking requirements would be compensated in two ways:

- The application of 'shared parking' –to recognize the fact that various businesses have different peak hours for their clients.
- The development of a parking structure, when appropriate.

The existing north-south street serving the shopping center (approximately Webster Street) is proposed to remain as

a single-loaded street that maintains access to the existing stores as well as to the rear of buildings facing Wadsworth Boulevard.

The Multi-Way Boulevard alternative presents a challenge regarding how the frontage roads would intersect with local and arterial streets. Three options were identified to address this issue. Explanation of these can be found in the Appendix.

CHARACTERISTICS OF THE MULTI-WAY BOULEVARD

The Multi-Way Boulevard would create a unique identity for Wadsworth Boulevard through Wheat Ridge. The roadway section would be transformed into a pedestrian friendly environment while still able to handle large traffic volumes. The design would allow redevelopment of commercial areas, and would introduce higher density residential uses to the corridor. The Multi-Way Boulevard would contain frontage roads to serve the adjacent properties along Wadsworth.

The Multi-Way Boulevard option was the recommended roadway design alternative selected by Wheat Ridge residents when polled at Public Meeting #4.

2.3 MODIFIED 1999 WADSWORTH BOULEVARD STUDY ALTERNATIVE

The Modified 1999 Boulevard alternative would contain three through lanes plus one auxiliary acceleration/deceleration lane in each direction. A center median would separate traffic, which could be used to accommodate an additional turn lane in certain areas. A wide tree lawn would separate a sidewalk from traffic. Access points would be consolidated. The acceleration/deceleration lane would allow access to properties which have frontage on Wadsworth Boulevard. Buildings would be located within the required build-to area, as established in the Architectural and Site Design Manual Traditional Overlay zone. This option would allow background traffic to move quickly through the corridor. There is no frontage road in this alternative, and therefore would require less engineering study than the other two options.

2.4 ASYMMETRICAL BOULEVARD ALTERNATIVE

The Asymmetrical Boulevard features three central through-lanes in each direction separated by a broad, planted center median. On each side of the through lanes, a landscaped tree lawn would separate the roadway from a wide sidewalk. On the west side of Wadsworth Boulevard between W. 44th Avenue and W. 38th Avenue, a frontage road would carry one-way southbound traffic. Adjacent to the frontage road would be on-street parallel parking. The frontage road would be located where many small parking lots exist today. The existing access points used to access these parking lots would remain as access to parking lots behind buildings located in the build-to area. The frontage road would be separated from the through traffic by a planted landscape island. A wide sidewalk would separate the buildings from the on-street parking. Buildings would be located within the required build-to area, as established in the Architectural and Site Design Manual Traditional Overlay zone.

On the east side of Wadsworth Boulevard, the existing roadway that currently serves the shopping center between W. 38th Avenue and W. 44th Avenue should be retained and formalized as a two-way 'separated frontage road'. Curb cut consolidation would be encouraged to reduce conflict points for through traffic. It should be noted that while the actual right-of-way is less than the 150-foot standard section, the 'separated frontage road' is needed for full functionality, and will act as a public street.

The separated frontage road would provide a pedestrian friendly environment while still accommodating the through traffic on Wadsworth Boulevard. This option would create two areas on the east side of Wadsworth Boulevard where buildings are located within a close proximity to a roadway; Wadsworth Boulevard on one side and the formalized detached frontage road in the shopping center. This would provide an opportunity for a more dense commercial core

with increased pedestrian activity. Continuous building façades would frame the east side of Wadsworth.

WADSWORTH BOULEVARD NORTH OF W. 44TH AVENUE AND SOUTH OF W. 38TH AVENUE

North of W. 44th Avenue, the roadway will generally be six lanes, three through lanes in either direction. The two outer lanes, north and south bound extend from the on and off ramps of I-70. The widening of Wadsworth Boulevard south of W. 38th Avenue is not currently in CDOT's long-range plan. While the widening may not be in the long-range plan, future increased traffic volumes could justify widening Wadsworth Boulevard in this area.

2.5 OTHER ROADWAY IMPROVEMENTS

Several other roadway improvements along the corridor were identified during the public meetings. These improvements work in tandem with any of the roadway alternatives. These improvements are intended to improve both pedestrian and vehicular traffic.

- Improve pedestrian access from W. 46th Avenue north to Johnson Park.
- Reduce the road grade from W. 46th Avenue to the highway underpass.
- The W. 48th Avenue/Wadsworth Boulevard intersection on the west side of Wadsworth would be eliminated. W. 48th Avenue should cul-de-sac at Wadsworth Boulevard. Residents would exit the area from either W. 47th Avenue or the new W. 46th Avenue signaled intersection.
- Create a three quarter turn at W. 47th Avenue and Wadsworth Boulevard. The three-quarter turn would include left and right off Wadsworth Boulevard onto W. 47th Avenue and a right out of W. 47th Avenue onto Wadsworth Boulevard. The left-out northbound turning movement onto Wadsworth Boulevard would be eliminated.
- From the east, W. 46th Avenue should continue across Wadsworth Boulevard to join W. 46th Avenue on the west side. A signal should be introduced at W. 46th Avenue and Wadsworth Boulevard creating a four-way signaled intersection.
- In coordination with CDOT, the traffic signal at Three-Acre Lane should be moved to W. 41st Avenue. The Three Acre Lane/Wadsworth Boulevard intersection should be eliminated and be connected to the frontage road and service lane.
- A service lane west of Wadsworth Boulevard should connect W. 44th Avenue and W. 41st Avenue.
- Yukon should be extended south to W. 35th Avenue.
- W. 36th Avenue will continue on the west side of Wadsworth Boulevard to intersect with Yukon Street. Both the east and west intersection of W. 36th Avenue with Wadsworth Boulevard will be restricted to right-in, right-out and left-in turning.
- The intersection at W. 35th Avenue and Wadsworth Boulevard will become a signaled intersection, contingent on CDOT approval.
- W. 34th Place will cul-de-sac and not intersect with Wadsworth Boulevard.
- Wadsworth Boulevard may contain a raised or painted median.

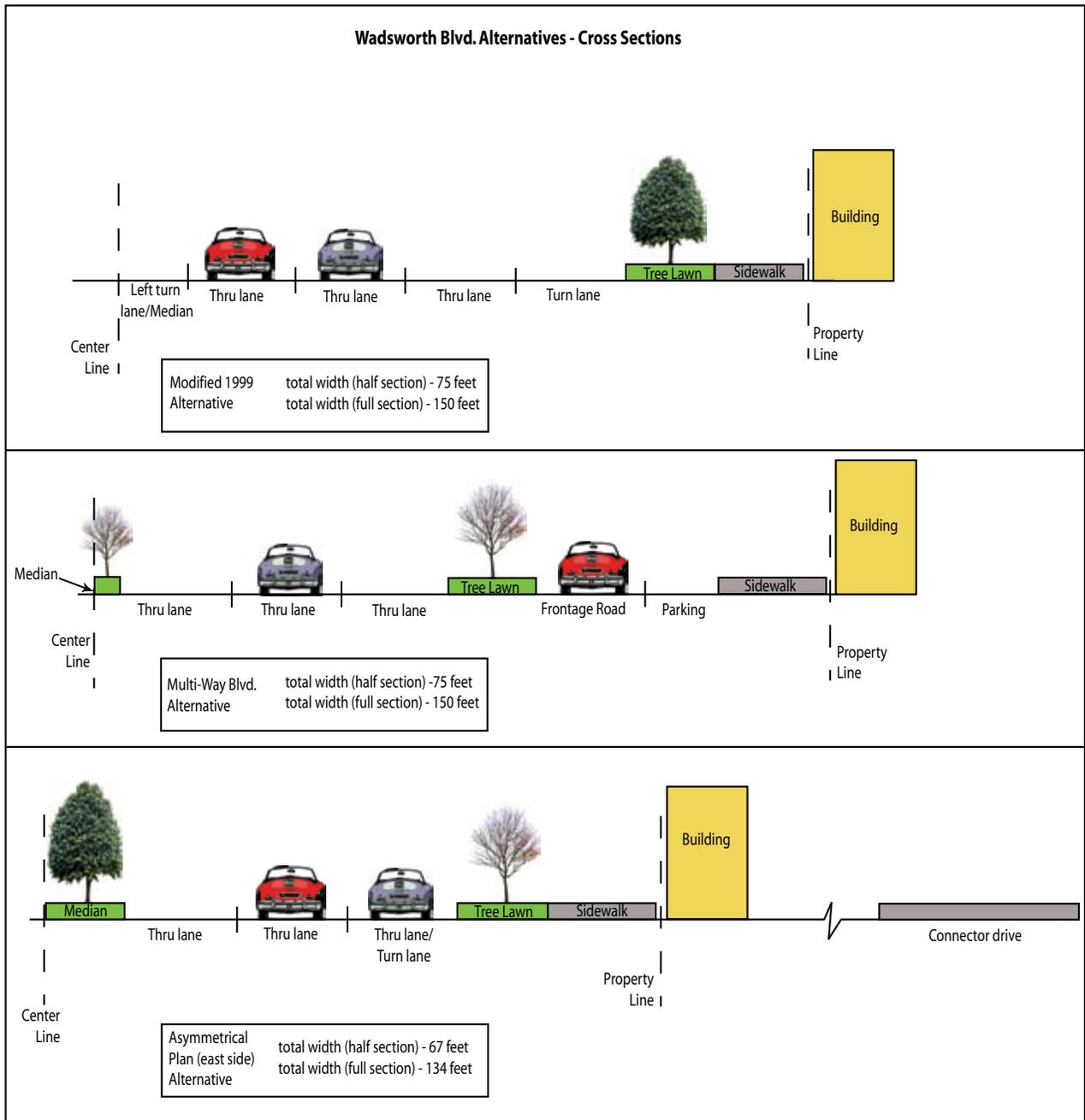


Figure 2: Cross-Sections of the Three Alternatives

*All public roadway improvements should be located within the 150-foot (or less) right-of-way section.

For specifics on roadway design, turning motions, etc., please refer to conceptual roadway diagrams in the Appendix.

2.6 FUTURE LAND USE

The Future Land Use Map encourages the creation of a town center between W. 38th Avenue and W. 44th Avenue. In this section, higher density mixed-use development is proposed. This would include buildings with more than one use; by example, commercial on the ground floor and office or residential on the upper floors. Between W. 38th Avenue and W. 44th Avenue, land uses are encouraged to increase gradually from the existing low-density single family neighborhoods to higher intensity uses along Wadsworth Boulevard.

The following is a description of the types of land uses being proposed.

1) General Commercial

There are only a few areas of General Commercial designated in the subarea plan—primarily to reflect existing conditions in areas that do not seem compatible with mixed-use commercial. Most of the commercial uses are encouraged in a mixed-use form.

2) Medium-High Density Mixed-Use

This Mixed-Use category is the dominant designation along both sides of Wadsworth Boulevard. Mixed-Use requires that buildings have more than one use, such as commercial on the ground floor, office or residential on the second floor and residential uses on any higher floors. The residential component of this category will have the same density and type as Medium High-Density Residential, except that it will be combined with another use.

A minor note: Infill development is proposed along the north side of W. 38th Avenue near Upham Street, in the existing Middle School parking area, in order to provide commercial uses on both sides of the W. 38th Avenue “Main Street”. The displaced parking can be relocated to other vacant school property such as Reed Street north of W. 39th Avenue.

3) Medium Density Residential

Medium Density Residential will be developed at a density between five and ten units to the acre. This category is designated on the outer edges of the Subarea. The density ranges from single-family homes on small lots (to be compatible with adjacent to single-family homes) up to townhomes.

4) Medium-High Density Residential

Medium-High Density Residential land use will be developed between ten and twenty-one units to the acre. This range includes townhomes, condominiums and apartments.

5) Civic

The Civic category includes public amenities such as: band shell, library, police and fire stations, day-care centers or a post office. It could even include a city hall complex. A major civic use or cluster of civic uses is encouraged in the core of the Subarea, but located away from prime commercial sites.

6) Parks Trails and Recreation

This category includes publicly accessible park land, recreation facilities and natural areas that can be utilized for passive recreational purposes.

A major expansion of Town Center Park is proposed—to create a large “central park” in the heart of the Subarea and adjacent to Wadsworth Boulevard. The park is envisioned to be a major civic gathering space, as well as an urban open space on which stores and offices front. The exact dimensions and orientation of the park would be



Figure 3: Recommended Land Uses in the Wadsworth Corridor

determined in conjunction with detailed planning of the commercial development.

Johnson Park is located at I-70 and Wadsworth Boulevard and forms a natural northern gateway to Wheat Ridge. The Wheat Ridge Parks and Recreation Master Plan recommends that vehicular access to the park be closed (except for service and emergency) and the park be removed from park inventory. The park acreage should be transitioned to the greenbelt as open space. The Master Plan recommends an oversized walk/trail connection be added to Wadsworth Boulevard in this area, and a trail connection provided to the Clear Creek Trail near Johnson Park, which is well below street level. The Wadsworth Corridor Subarea Plan supports building multi-use pathways on either side of Wadsworth Boulevard to improve access from Wadsworth Boulevard's commercial area to the greenbelt and trail. These paths will allow pedestrians and bicyclists both to descend from the City to the Clear Creek corridor and connect north under I-70 to Arvada and east and west to the Metro area trail system.

Apel-Bacher Park, located at the southwest corner of Vance Street and W. 45th Avenue has tennis courts and serves the neighborhood north of W. 44th Avenue and east of Wadsworth Boulevard.

Though not illustrated specifically, other small pocket parks, greenways and pedestrian ways will be desirable throughout the Wadsworth Boulevard Subarea. These types of small recreation amenities are extremely important to the livability and desirability of the town center for mixed uses, especially in higher density areas. For any recreation amenities that are too small to be maintained efficiently by the City, construction and/or maintenance by a special improvement district should be considered.

2.7 TRANSIT

Long-range transit planning is not sufficiently developed and therefore is not incorporated into the Wadsworth Corridor Subarea Plan. For example, it is not known whether Wadsworth Boulevard will someday be a candidate for light rail or trolley service. The Subarea Plan assumes that the primary service for the near future will continue to be buses. It is assumed that regional buses will use the through-traffic lanes of the Boulevard, possibly with pull-ins carved out of the planting islands. Smaller, local buses could possibly use the frontage roads.

3. POLICIES AND IMPLEMENTATION ACTIONS



The City prefers that Wadsworth Boulevard will be kept as narrow as possible. However, to the extent that traffic projections indicate continued increases in traffic volumes on Wadsworth Boulevard, the City supports widening Wadsworth Boulevard to six through-traffic lanes. Prior to the Wadsworth Boulevard improvements, the City will encourage property owners to make site improvements consistent with the Wadsworth Corridor Subarea Plan.

3.1 THE CORE RETAIL AREA - APPROXIMATELY W. 44TH AVENUE TO W. 38TH AVENUE

Wadsworth Boulevard between W. 38th Avenue and W. 44th Avenue will be considered, and designed to function, as a “town center” for Wheat Ridge. To function as a town center, and to create an attractive setting for shopping and civic functions that will increase the success of businesses and attractiveness as a gathering place and shopping destination for residents of Wheat Ridge, Wadsworth Boulevard will have:

- A near-continuous façade of buildings aligned at or near the right-of-way line as designated in the Architectural and Site Design Manual Traditional Overlay;
- A mix of uses that include retail shops and offices on the ground floors and offices and multi-family residential on upper floors;
- Broad, continuous sidewalks made of durable materials with decorative colors and/or textures;
- Places along the sidewalk, but out of the pedestrian travel zone, for outdoor dining, street sales, and street furniture such as benches, fountains, public art, light fixtures and directional signage;
- Street trees that provide shade and help soften and shape the public realm;
- A physical barrier or separation between sidewalks and through traffic lanes that buffers pedestrians from high speed traffic and traffic-related noise, splashing and snow plowing;
- Limited curb cuts that break the continuous façade of buildings and interrupt the shopping experience;
- Parking lots located to the rear of buildings (on the opposite side of the buildings from Wadsworth Boulevard);
- A major green, “central park” for passive use as well as for public gatherings and events; and
- Plazas and other public places designed for comfortable sitting and public events.

Until CDOT undertakes environmental studies required for roadway widening, the future ROW envelope for Wadsworth Boulevard roadway improvements will be established at 75 feet from the center line of the existing roadway. This will accommodate the three roadway options.

3.2 RELIANCE ON THE WADSWORTH CORRIDOR SUBAREA PLAN

The Wadsworth Corridor Subarea Plan is general and conceptual in nature. It contains adequate specificity to guide and coordinate the development of individual properties to achieve the goals of the plan. However, the Wadsworth Corridor Subarea Plan should be seen as somewhat flexible which will allow projects to still accomplish the goals and policies of the plan. This is especially true where property consolidation may make possible more extensive development concepts.

Where the 2000 Wheat Ridge Comprehensive Plan or the 1999 Wadsworth Boulevard Corridor Plan conflicts with the Wadsworth Corridor Subarea Plan, the Wadsworth Corridor Subarea Plan shall supersede the Comprehensive Plan and/or the 1999 Wadsworth Boulevard Corridor Plan.

3.3 INCREASED CONNECTIVITY

It is an objective of the Wadsworth Corridor Subarea Plan to increase the connectivity and accessibility of properties and businesses—to provide multiple ways for potential customers to reach an establishment. This will be accomplished by:

- For vehicles—introducing new streets, interconnecting parking and shopping areas, creating and/or moving intersections for vehicular convenience and improved traffic flow.
- For pedestrians—creating safe street crossings, and on both sides of Wadsworth, a continuous sidewalk with street trees, benches and wide enough for sidewalk activities such as outdoor dining and sidewalk sales.
- For bicycles—creating safe street crossings.
- Trail connections to Johnson Park, Clear Creek Open Space and Arvada.

3.4 SHARED PARKING

The City encourages, and will support wherever possible (in the Wadsworth Boulevard corridor), a “shared parking” program that:

- Applies to an entire block or more.
- Is justified by a credible parking analysis.
- Reduces the individual and cumulative parking requirements of individual land uses.

3.5 DESIGN

All new buildings in the Wadsworth Boulevard corridor will be subject to the Wheat Ridge Architectural & Site Design Manual. The Manual establishes a build-to area where buildings should be located. The intent of the build-to area is to create a well-defined street edge along Wadsworth Boulevard. For specific site and building design requirements, refer to the Architectural and Site Design Manual.

3.6 IMPLEMENTATION

To provide a mechanism for implementation within the Subarea, the City encourages the creation of a special district such as special improvement or business improvement districts.

3.7 DENSITY

In the proposed town center area between W. 38th Avenue and W. 44th Avenue, higher densities (10-20 units per acre) could be encouraged over and above commercial uses. Densities will be “feathered” (gradually decreased) along the edges of the corridor to make a transition to adjacent zoning.

3.8 IMPLEMENTATION ACTIONS

ROADWAY AND LAND USE

Upon adoption of the Wadsworth Corridor Subarea Plan, the City shall:

- Submit a Transportation Improvement Plan (TIP) application to DRCOG for proceeding with environmental studies for Wadsworth Boulevard.
- Survey center line of Wadsworth Boulevard to establish the 150' temporary roadway widening improvement envelope.
- Inventory existing utilities and identify any improvements in location or capacity (to support density increases) that should be included in future Wadsworth Boulevard improvements.
- Collaborate with Wheat Ridge 2020 in order to explore incentives that encourage development and redevelopment.
- Work with the Urban Renewal Authority to update their Urban Renewal Plans to reflect the Wadsworth Corridor Subarea Plan.
- Rather than amend existing zoning that applies to the whole city, establish an overlay zone district to regulate the development of the Wadsworth Boulevard Subarea. The exact area to be covered by an overlay zone will be determined as part of the overlay zone process.
- During the upcoming Comprehensive Plan update, incorporate revisions that reflect the changing circumstances of the roadway since development of the 2000 Comprehensive Plan.

ROADWAY DESIGN

The ultimate roadway design will be determined through the environmental studies performed by CDOT. The three alternatives proposed in this Plan should be considered during environmental studies.

PARKING

Undertake a “shared parking” analysis for the Subarea. Use the shared parking credit as an incentive for properties to place parking in the rear of buildings. In the analysis, consider the varying parking needs of an entire block rather than individual properties.

Provide incentives to encourage voluntary consolidation of curb cuts, for example encourage a shared parking program

which reduces the parking requirement for land owners who consolidate. The City could reduce service costs for those businesses which remove excess curb cuts.

DESIGN – STANDARDS AND REVIEW

The City of Wheat Ridge Architectural & Site Design Manual should be referenced regarding appropriate design standards and site and building design. These standards may be modified by the development of an overlay district for Wadsworth Boulevard.

IMPLEMENTATION OF A SPECIAL DISTRICT OR DISTRICTS

Explore with business and property owners the creation of a special district such as a Special Improvement or Business Improvement District. Among other things the special district could:

- Sponsor programs and special events to promote Wadsworth businesses;
- Provide input to design review;
- Provide design assistance for deserving projects;
- Work with property owners and merchants to establish and maintain aesthetic and maintenance standards;
- Develop streetscape improvements;
- Develop consolidated parking lots and structures;
- Maintain sidewalks at a level higher than current City standards permit;
- Construct and maintain small, quasi-public spaces such as plazas and pocket parks; and
- Undertake utility improvements to accommodate high-density redevelopment.

4. EXISTING CHARACTERISTICS OF WADSWORTH BOULEVARD



4.1 EXISTING LAND USE

At the northern edge of the subarea Johnson Park and the Clear Creek open space provides a potentially attractive gateway and a destination for residents. The open space is bordered on the south by single-family neighborhoods that gradually transitions into commercial uses beginning at approximately W. 46th Avenue.

Along the central section of Wadsworth Boulevard, from W. 44th Avenue to approximately W. 38th Avenue, the primary existing land uses are community commercial: retail sales (e.g. grocery, dry goods, auto sales), services (e.g. auto repair, gas stations, copy center, veterinary clinic, bank) and a wide variety of restaurants and professional offices in converted residential buildings and office structures. Within this central area, there are also pockets of higher density residential uses, light industrial (including a green house, a feed store and recycling center) and several churches. To the east and west of Wadsworth Boulevard, the commercial uses gradually transition to residential uses in largely single-family neighborhoods at the edges of the Subarea.

South of approximately W. 36th Avenue, residential uses predominate, including both apartment complexes and single-family homes. The City Hall Complex and the Crown Hill Cemetery form the southern entry to the Subarea.

4.2 EXISTING ZONING

The zoning for the Wadsworth Boulevard corridor is predominantly (42%) residential (R-2) which allows single-family and duplex residences on lots larger than 12,500 square feet – a relatively low density for a town center commercial area. C-1 (general commercial) zoning, which allows a variety of retail types, comprises 24% of the Subarea, predominantly along Wadsworth Boulevard between W. 46th and W. 38th Avenues.

ZONING DISTRICT	INTENT AND PURPOSE
Commercial-One District (C-1)	This district is established to provide for areas with a wide range of commercial land uses which include office, general business, and retail sale and service establishments. This district is supported by the community and/or entire region.
Neighborhood Commercial District (NC)	This district is established to provide for a reasonably compatible transition between residential and more intensive commercial land uses. It provides for residential scale, neighborhood-oriented professional offices and services which, by their nature and through design limitation, will promote neighborhood stability and protect neighborhood values and character. The district also provides neighborhood-oriented retail uses by special use approval.
Planned Commercial Development (PCD)	*
Planned Residential Development (PRD)	*
Residential-One District (R-1)	This district is established to provide high quality, safe, quiet and stable low-density residential neighborhoods, and to prohibit activities of any nature which are incompatible with the low-density residential character.
Residential-One A District (R-1A)	This district is established to provide high quality, safe, quiet and stable low-density residential neighborhoods, and to prohibit activities of any nature which are incompatible with the low-density residential character.
Residential-Two District (R-2)	This district is established to provide high quality, safe, quiet and stable low to moderate-density residential neighborhoods and to prohibit activities of any nature which are incompatible with the medium to high-density residential character.
Restricted Commercial District (RC)	This district is established to accommodate various types of office uses performing administrative, professional and personal services, and to provide for a limited range of retail uses which are neighborhood oriented. It is the intent that general retail uses that serve the community or region, wholesaling, warehousing, industrial, and uses which require outside storage or display be prohibited, since these uses are incompatible with other uses in this district.
*PRD and PCD are planned development and are defined by individual documents.	

Figure 5: Zoning districts of the municipal code. Source: Wheat Ridge Municipal Code, Sec. 26-201.

ZONING	ACRES	PERCENT	ZONING	ACRES	PERCENT
C-1	73	24.3	R-1	1	0.4
C-2	1	0.2	R-1A	13	4.3
I	1	0.3	R-2	126	42.1
N-C	5	1.7	R-3	28	9.4
PCD	28	9.5	R-C	23	7.6
PRD	0	0.1			

Figure 6: Approximate acres and percentage of Subarea by zoning type
Source: Wheat Ridge Zoning Map

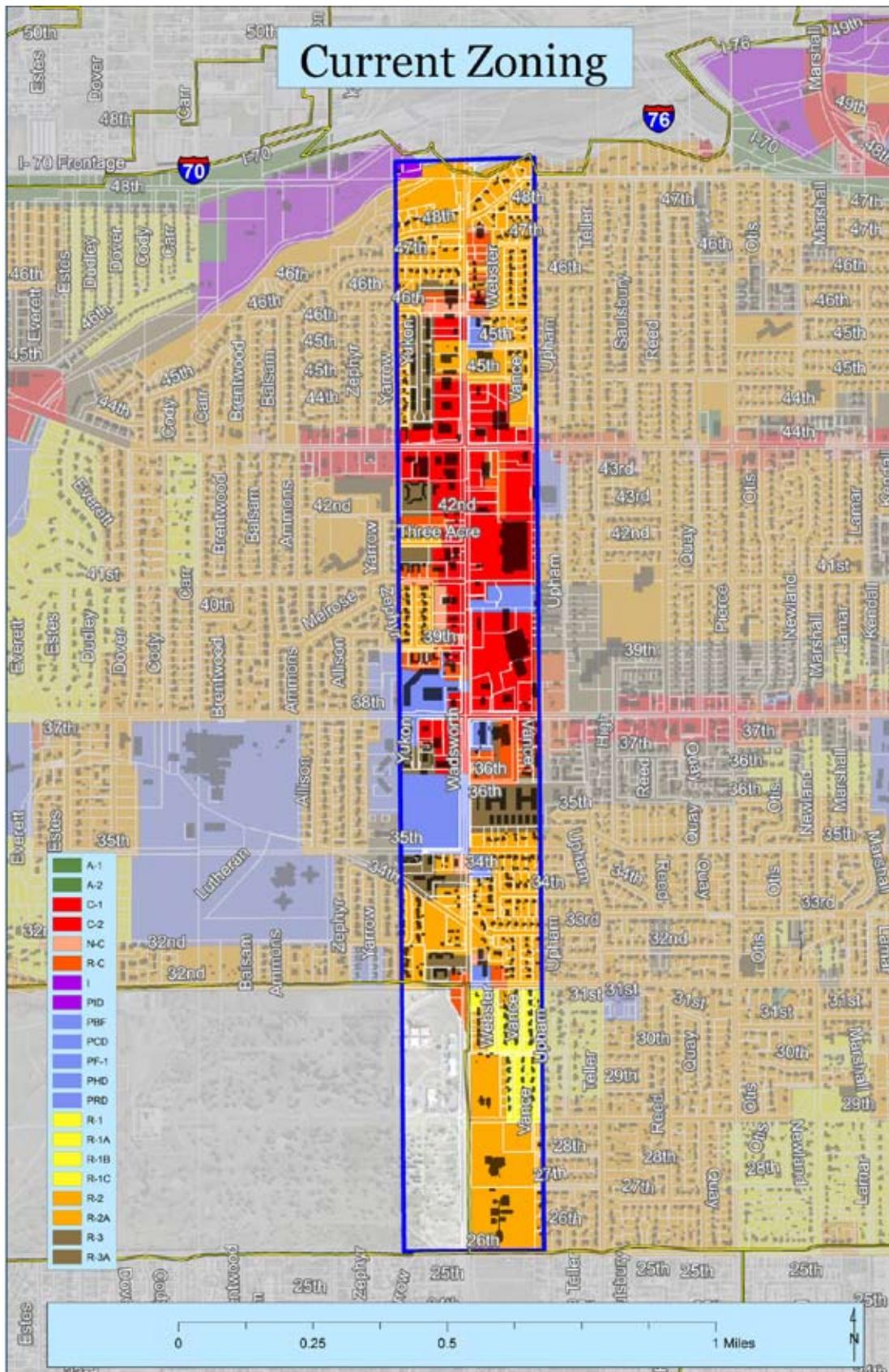


Figure 7: Existing Zoning near the Wadsworth Boulevard Subarea

4.3 BUILDING CONDITIONS

The median age for all buildings along Wadsworth Boulevard is 51 years, and the median age for commercial buildings along the Wadsworth Boulevard corridor is 39 years¹, reflecting the lack of new development that has occurred in the last decade. Ninety-one percent of all properties along Wadsworth Boulevard have a primary structure over 30 years old. The vacancy rate for commercial uses is low (3.3%), but a visual inspection reveals that many of the buildings, particularly on the west side of Wadsworth Boulevard, are being used by businesses taking advantage of relatively low rents. Most commercial real estate along Wadsworth Boulevard is in relative disrepair. Old buildings in disrepair create an uninviting environment, which both shoppers and upscale retailers avoid.



Figure 8: Example 1, buildings along Wadsworth Boulevard

The median year in which commercial space was built in Wheat Ridge is 1970, compared to 1973 for the county as a whole. In Wheat Ridge, 37% of commercial square footage was built before 1969, compared to 26% for Lakewood, 20% for Arvada and 28% for Golden. The Jefferson County portion of Westminster has the newest commercial space, on average (1988), where one-fourth of the existing commercial was built in 2000 or later. The median age of commercial property in Lakewood is similar to Wheat Ridge; however, Lakewood has a higher percentage of space built since 1990 (22 percent) than Wheat Ridge (18 percent).



Figure 9: Example 2, buildings along Wadsworth Boulevard

The average asking price for office space in Wheat Ridge is at least 16 percent lower than other Jefferson County communities while retail space falls at least 36 percent below the other communities. The high availability of retail space in Wheat Ridge combined with comparatively low price per square foot indicates demand for this type of space may be low in Wheat Ridge compared to other areas of the county.

	ARVADA (JEFFCO PART)	GOLDEN	LAKWOOD	MOUNTAIN VIEW	WESTMINSTER	WHEAT RIDGE	OTHER JEFFERSON COUNTY	JEFFERSON COUNTY TOTAL
Before 1960	7.30%	20.30%	8.70%	51.60%	0.40%	13.80%	9.70%	8.60%
1960-1969	12.70%	8.30%	17.20%	31.90%	0.40%	23.10%	9.80%	13.00%
1970-1979	35.30%	9.60%	26.20%	10.40%	11.70%	24.80%	22.50%	23.60%
1980-1989	23.10%	15.90%	27.10%	4.60%	33.00%	20.60%	28.60%	25.80%
1990-1999	11.40%	33.00%	14.10%	0.00%	29.90%	11.30%	17.60%	17.50%
2000 or later	10.20%	12.90%	6.80%	1.60%	24.70%	6.40%	11.80%	10.60%
TOTAL SF	19,331,043	12,961,221	48,117,365	109,210	12,886,755	13,205,052	33,641,214	140,231,860
Median Year	1973	1973	1970	1960	1988	1970	1981	1973
% of Jefferson County Total	13.80%	9.20	34.30%	0.10%	9.20%	9.40%	24.00%	100.00%

Figure 10: Inventory of Commercial Square Footage by Community
Source: Jefferson County Assessor data (Feb. 2005); RRC Associates, Inc.

¹ Median-year-built, All buildings (1956), Commercial buildings (1968)



Figure 11: Example 3, buildings along Wadsworth Boulevard

TYPE OF PROPERTY	NUMBER OF PROPERTIES	SQUARE FEET	VACANCY	PERCENT VACANT
Retail	12	208,082	6,959	3.34%
Office	14	256,247	35,657	13.92%
Industrial	1	13,000	0	0.00%
Flex	1	11,555	2,200	19.04%
TOTAL	28	488,884	44,816	9.17%

Figure 12: Vacancy Rate W. 46th Avenue to W. 36th Avenue
Source: City of Wheat Ridge, Economic Development Office

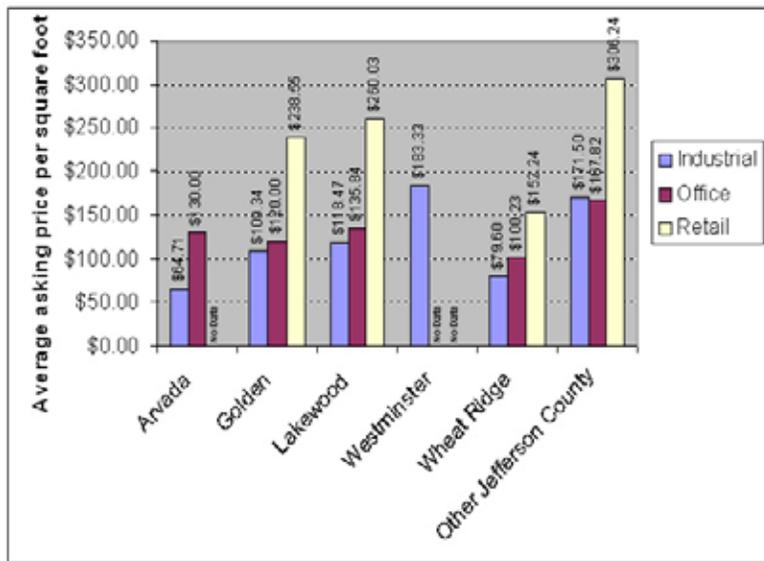


Figure 13: Comparison of Jefferson County communities, square footage asking price.

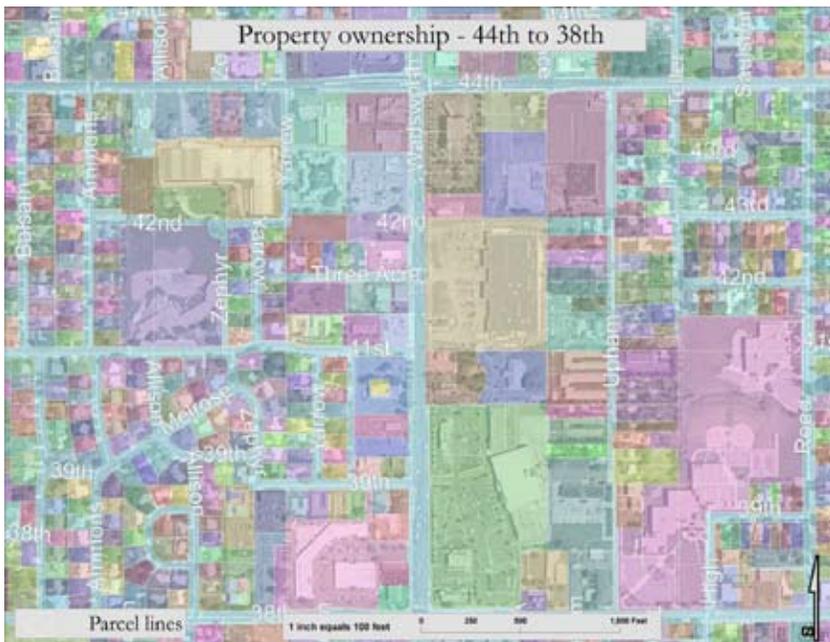


Figure 14: Land ownership W. 44th and W. 38th Avenues

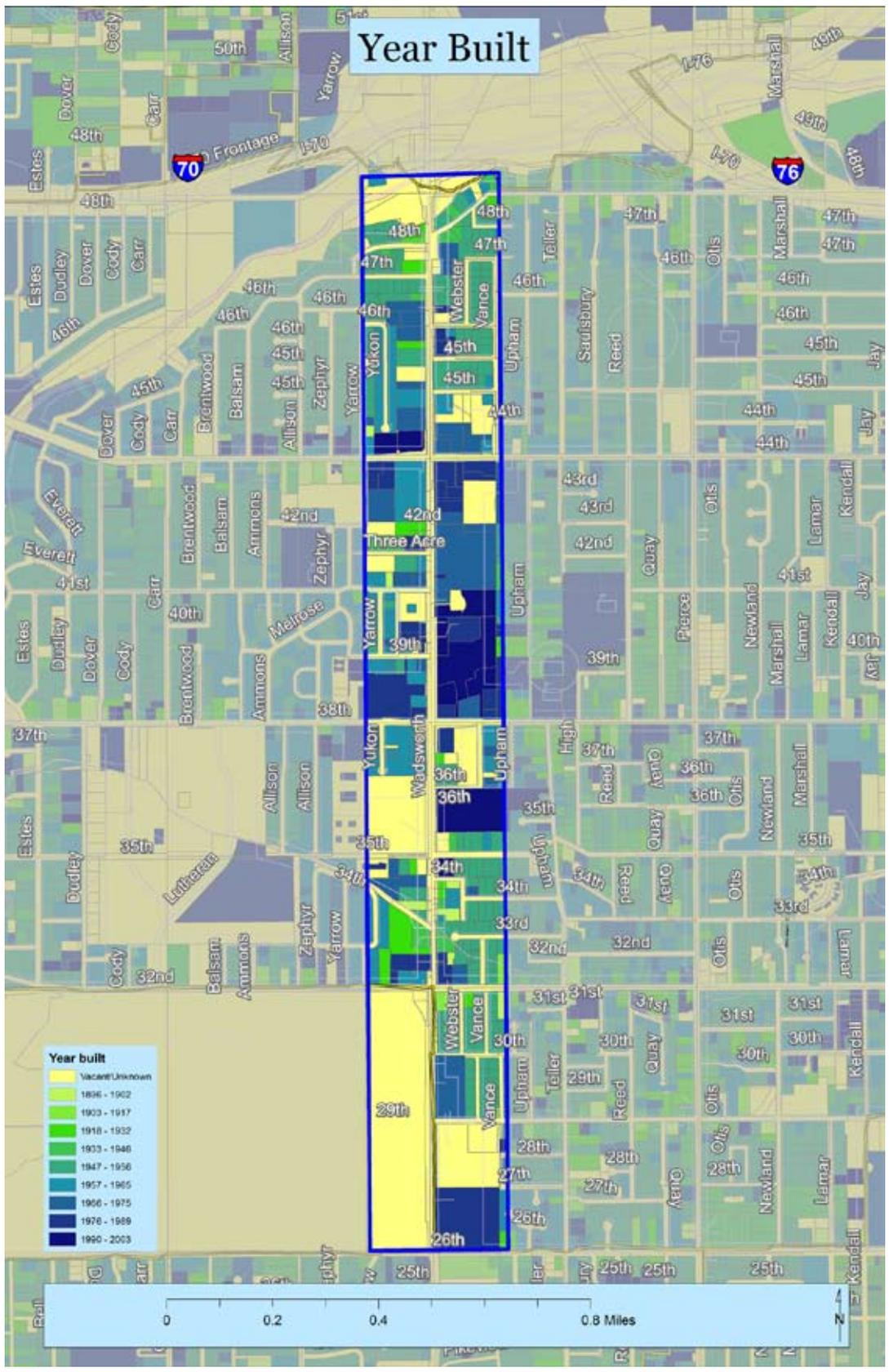


Figure 15: Wadsworth Boulevard buildings; year built

4.4 TRAFFIC

The City acknowledges that traffic congestion and low levels of service (level “E” and lower) at peak periods are not consistent with regional transportation and emergency requirements. The level-of-service is designated A-F, with ‘A’ representing the best operating conditions and ‘F’, the worst operating conditions. Levels-of-service are used to describe the operating conditions of a roadway based on factors such as speed, travel time and delay. There is a high frequency of accidents at the major intersections. An excess number of curb cuts spaced closely together and near major intersections add to the traffic problem. Finally, varying roadway widths exacerbate the problem. The charts below indicate the expected levels of service in the years 2020 and 2030 with and without improvements, based upon studies completed in 1998 and 2006.

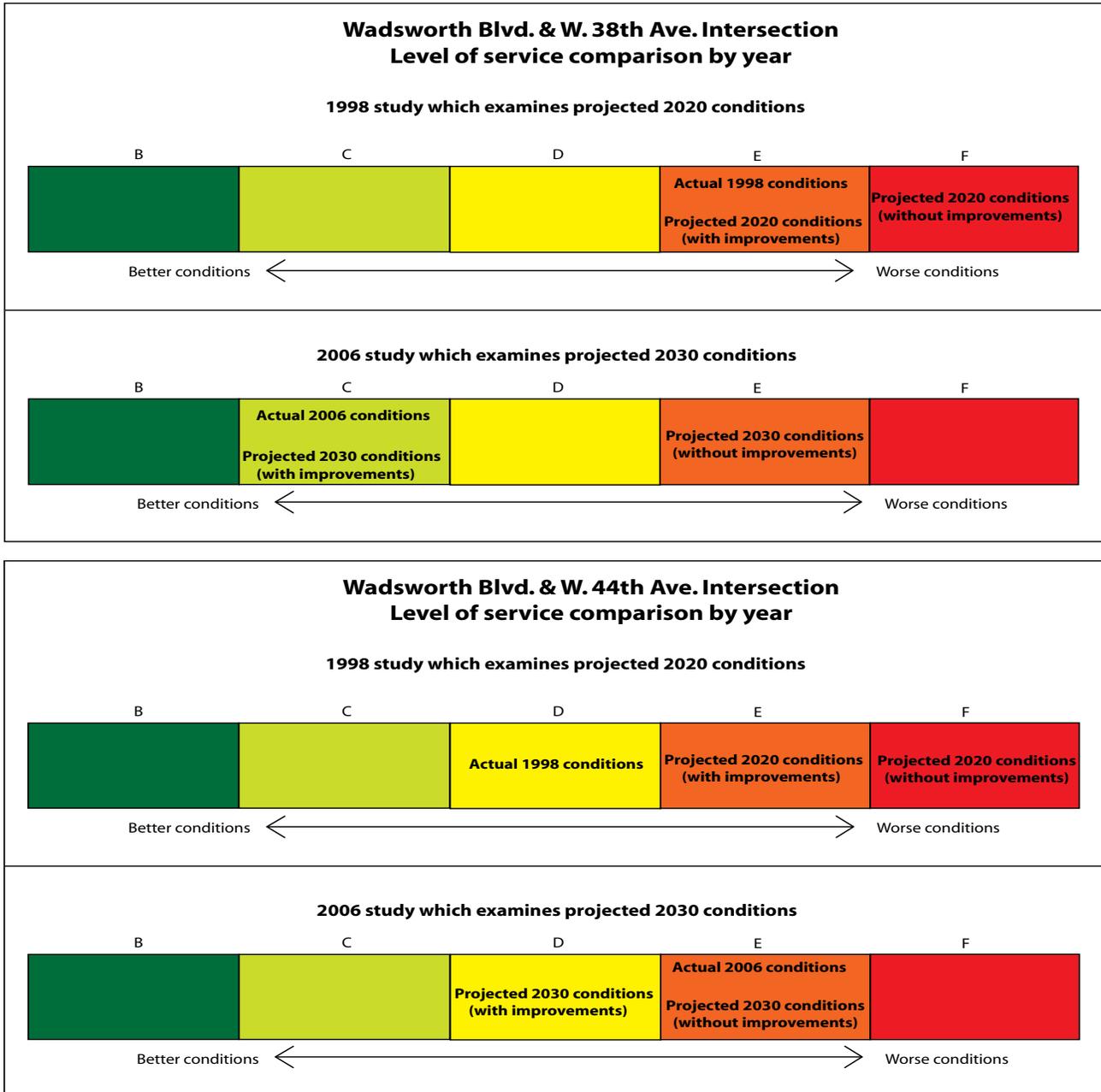


Figure 16: Wadsworth Boulevard Intersections W. 44th and W. 38th Avenues, projected level of services
Intersections with and without improvements

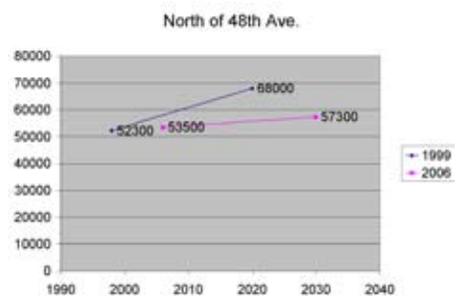
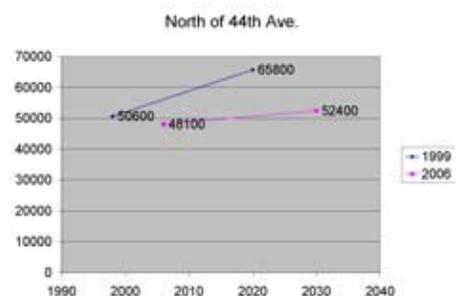
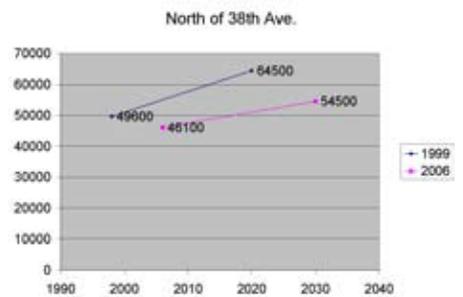
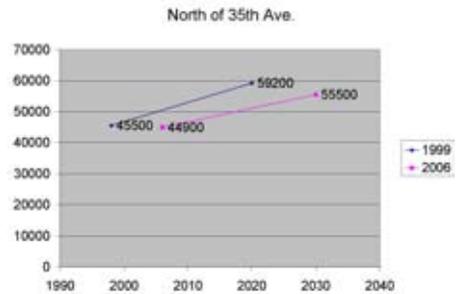
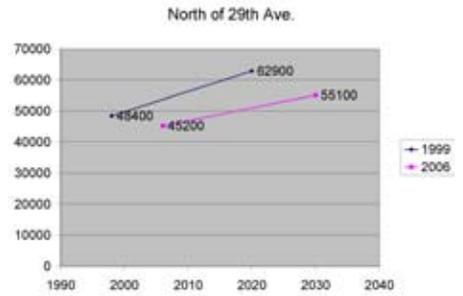
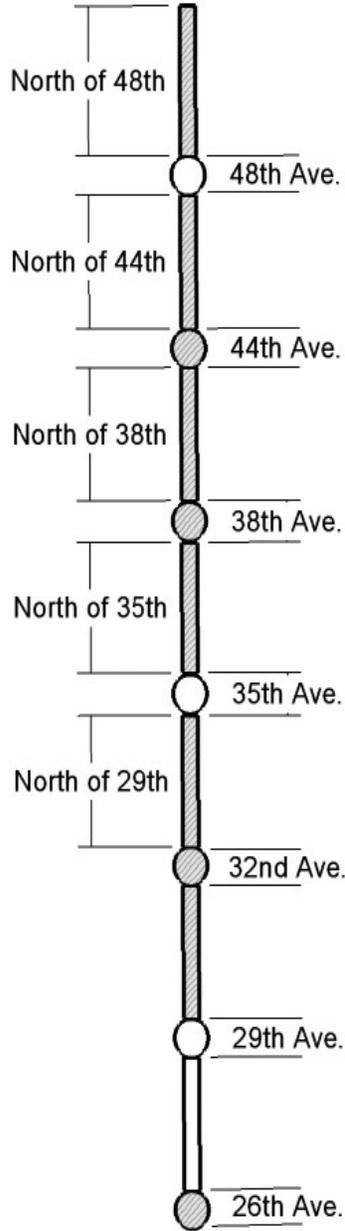
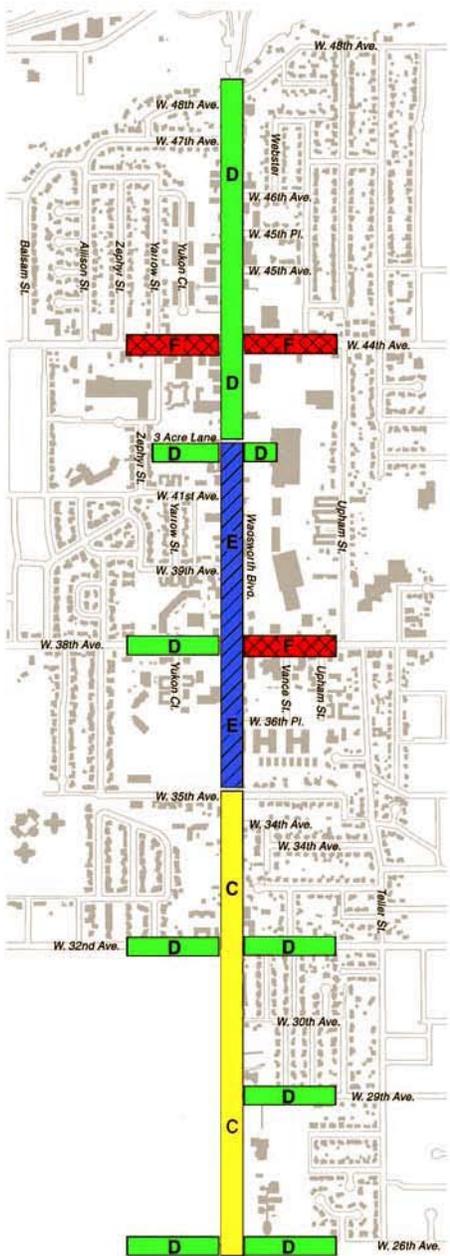


Figure 17: Left, 1999 Wadsworth Boulevard Corridor Plan current traffic conditions; Right: Comparative traffic counts and projections (1999 vs. 2006). On each graph the first line (blue) = 1999 existing and 30 year projection. The second line (magenta) = 2006 existing traffic and revised projection

4.5 TRANSIT

Several RTD routes currently serve the subarea as illustrated in Figure 17. In the Metro Vision 2030 Plan, DRCOG designates Wadsworth Boulevard as an inter-regional major regional arterial as well as a future multi-modal corridor in which rapid transit is eventually planned.

4.6 ECONOMIC DEVELOPMENT

The importance of revitalizing Wadsworth Boulevard is paramount to City revitalization. Success in this corridor will encourage success throughout the City. When updating Wadsworth Boulevard's retail environment redevelopment in the Wadsworth Corridor, the City has the chance to become a regional destination while providing residents a place to gather and shop.

From the extensive input received during the NRS process, creating a vibrant town center emerged as a strong need to attract the strong households that are important to other aspects of Wheat Ridge's revitalization strategy. The following section summarizes some of the data that underscores the need for revitalization.

While the 2000 Comprehensive Plan indicated growing retail sales in the Wadsworth Corridor, a more recent report (Repositioning Wheat Ridge Neighborhood Revitalization Strategy) examined the source of this growth and attributed it primarily to two industries, health care and auto sales/services. It identified these as relatively weak sales tax generating industries. The report documented the decline of stronger sales tax generators (i.e. food stores, eating/drinking establishments, building materials and finance/insurance and real estate). The report observed that stronger tax generation may be possible by the growth of these industries, but also observed that the affluence of local households is a key factor in attracting and retaining these businesses.

The Urban Renewal Authority (URA) and the Urban Renewal Plans (URP) have focused on the preservation of current commercial areas and re-oriented those lots available towards a regional commercial draw. The Urban Renewal Plan for the Wadsworth Boulevard Corridor did not include mixed-use development component. To create a successful retail environment and encourage redevelopment, residential densities need to be increased in this area. Changing the land use along the corridor to include a higher density residential component associated with mixed use will assist in the creation of a retail environment. The URA should update the current urban renewal plan to include the land use plan outlined in this document. The URA should evaluate tools such as tax increment financing to help encourage the realization of this plan.

Wheat Ridge's housing market has also been declining and transitional opportunities are low. While some houses sell at current market rate or above market rate, many houses in the Wadsworth Boulevard area in particular, sell below average. Thirty-one percent of Wheat Ridge pays over thirty-percent of their household income in housing costs and roughly sixty-seven percent of Wheat Ridge's multifamily housing market is rental.

Other Wheat Ridge trends that reflect the importance of revitalizing:

- While Wheat Ridge was attracting more jobs in the 1990s, Lakewood and Arvada are attracting more jobs today.
- Only 16% of employees working in Wheat Ridge live in Wheat Ridge, compared to 42% in Arvada and 32% in Lakewood.
- Sales price of Wheat Ridge commercial property is 36% lower than Jefferson County.

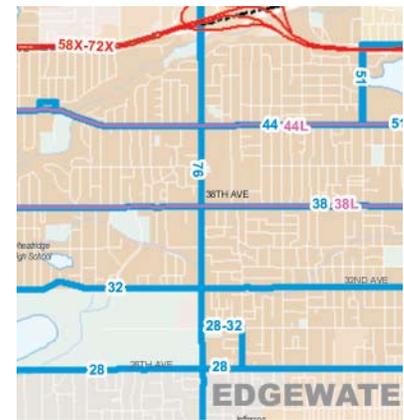


Figure 18: RTD Route 76 serves Wadsworth Boulevard, routes 38L and 44L intersect in east-west directions.

Source: RTD route map 2006

- In 2005, Wheat Ridge had over 50% of the available (for-sale) retail in Jefferson County.
- Of all data available, the asking price for square footage for Wheat Ridge commercial is lower than Arvada, Golden, Lakewood and Westminster.

Between 1990 and 2000, Wheat Ridge was the only one of the compared communities to report a loss in sales revenue from building materials, finance/insurance and real estate. Wheat Ridge also had the lowest percentage gain in construction sales (27%), whereas nearby communities showed increases between 136% (Arvada) and 655% (Westminster).

The revitalization of the Wadsworth Boulevard Subarea is an essential element of the NRS charge to revitalize Wheat Ridge. The corridor is the City's most visible and expansive commercial area. It is also a significantly under performing area, but also has the greatest potential for infill development and redevelopment. The revitalization of the Wadsworth Corridor should be a high priority within the City's economic development goals.

The City should look for other partners such as Wheat Ridge 2020 to help acquire and land-bank problem properties in the corridor as they become available. Finally, the City should consider using their authority to acquire lots at fair market prices and to condemn as necessary.

4.7 COMMUNITY SERVICES AND FACILITIES

The following provides background information regarding the various government services, roles and responsibilities in the Wadsworth Boulevard Subarea. Services in the subarea are provided by the City, The Colorado Department of Transportation (CDOT) and various special districts. Water, sanitary sewer and fire protection services are provided by special districts. Crown Hill Cemetery is in unincorporated Jefferson County, so the City does not provide services to the cemetery. Aside from state highways, the City provides road construction and maintenance. The Consolidated Mutual Company and the Wheat Ridge Water District provide water service construction and maintenance. The City also provides park and recreation facilities and general governmental services for the subarea.

The two major water districts in the subarea are the Consolidated Mutual Company and Wheat Ridge Water District. Even though these are separate providers, there is substantial dependence on the Denver Water Department. Each district must comply with the Denver Water Department's limitations on the number of new taps they can allot each year. Consolidated Mutual Water is the only water district to have its own storage or treatment facility. Nonetheless, approximately 80% of its customers receive some Denver water. These two providers also coordinate street improvements with water improvement/upgrades.

The sanitation district serving the subarea is the Wheat Ridge Sanitation District, which relies heavily on the Metropolitan Denver Sewage Disposal District Number 1 for treatment. The Wheat Ridge Fire Protection District serves the area south of Clear Creek. Redevelopment projects that occur in Wheat Ridge will need to conform to current fire safety codes.

The City of Wheat Ridge provides police protection to all residents and businesses. The City's police force is comprised of patrol, traffic and investigative officers, emergency specialists, community service officers and administrative staff. The Crown Hill cemetery at the southern end of the subarea is in unincorporated Jefferson County and the County Sheriff provides police protection.

In the Wadsworth Boulevard Subarea, the plan proposes the expansion of existing Town Center park. This will be a relatively large central park which has retail on its edges. In a semi-urban environment with multifamily housing, a need for small open areas/pocket parks is anticipated. Apel-Bacher Park is an example of such a pocket park.

CDOT will maintain, provide routine repair services and upkeep to Wadsworth Boulevard.

Aside from Wadsworth Boulevard, the City provides road maintenance and routine repair services in the subarea, including snow removal, sweeping, crack seal and similar maintenance activities. Repair of existing curb, gutter and sidewalk is accomplished through the City's 6-year capital investment program (CIP). Needed reconstruction projects or major repairs are programmed in the CIP and are included in the City's annual budget on a priority basis as funds are available.

Under the City's development code, developers are responsible for constructing roads, including curb, gutter, and sidewalk within and adjacent to new development. When located within the public right-of-way, this infrastructure is dedicated to the City for maintenance after a warranty period.

5. THE REGULATORY CONTEXT



Even though Wadsworth Boulevard is within the City of Wheat Ridge, the Colorado Department of Transportation (CDOT) has jurisdiction over Wadsworth Boulevard, which is State Highway 121.

5.1 DRCOG AND CDOT REGIONAL PLANS

The Denver Regional Council of Governments (DRCOG) is the region's Metropolitan Planning Organization. As such, DRCOG develops and updates a Metro Vision Regional Transportation Plan (Metro Vision RTP). This plan presents the vision for a multimodal transportation system that is needed to respond to future growth in the Denver Metro area. The Metro Vision RTP identifies numerous improvement projects needed in the next 25 years. Those projects that have a reasonable expectation of construction, based on projected revenues, are further identified in the fiscally constrained Metro Vision RTP. DRCOG also develops a short term Transportation Improvement Program (TIP) which identifies federally funded transportation improvements to be completed by CDOT, the Regional Transportation District (RTD) and local governments over a six-year period.

DRCOG reviews CDOT submitted projects for consistency with the Metro Vision RTP. If funding is proposed by CDOT in the next 25 years, the projects are included in the current fiscally constrained RTP. At this time the segment of Wadsworth from W. 36th Avenue to W. 46th Avenue is included in the Fiscally Constrained 2030 RTP, with an estimated cost of \$13.9 M. The remaining sections of Wadsworth Boulevard in Wheat Ridge are listed as un-funded widening projects in the Metro Vision RTP.

The actual design and construction of Wadsworth Boulevard improvements will be implemented by CDOT. Once a project is included in the TIP a concept plan is prepared and environmental clearances are pursued following the Federal process. During the environmental process several alternative plans are evaluated and public input is solicited. A community-supported plan for Wadsworth Boulevard would be likely be considered as one of the alternative plans during the environmental process.

5.2 JEFFERSON COUNTY: COUNTY-WIDE TRANSPORTATION PLAN

The 1998 Jefferson County-Wide Transportation Plan (JCTP) and a 2002 addendum are intended to be a tool for coordinating amongst separate jurisdictions, not to replace local plans. The plan has a vision statement and goals to accomplish the vision, a needs analysis based on projections to 2015, a fiscally constrained plan (related to funding availability) and an implementation strategy.

The current JCTP indicates that from I-70 south to W. 26th Avenue Wadsworth Boulevard will be "very severely congested" by 2015 if no capacity improvements are implemented. The JCTP suggests improvements but stipulates that Wheat Ridge will make the decision as to the timing and selection of capacity-increasing approaches. The JCTP also identifies trail needs throughout the County. Wadsworth Boulevard is identified as a gap in the County-wide trails system. From the needs based analysis, Wadsworth from W. 26th Avenue to I-70 was identified and designated within the "fiscally constrained" category (could be funded within the constraints of the revenue forecast).

5.3 RELATIONSHIP OF THE WADSWORTH CORRIDOR SUBAREA PLAN TO OTHER CITY PLANS

The Wheat Ridge Comprehensive Plan

For the portion of the City covered by the Wadsworth Corridor Subarea Plan, the Wadsworth Corridor Subarea Plan will take precedence over the 2000 Comprehensive Plan (until the Comprehensive Plan is amended). That is, where there are conflicts between the two documents, the Wadsworth Corridor Subarea Plan shall supersede the Comprehensive Plan.

1999 Wadsworth Boulevard Corridor Study

In 1999, the City commissioned the “Wadsworth Boulevard Corridor, Transportation, Land Use and Design Plan” to address many of these issues. This study proposed to maintain the majority of Wadsworth Boulevard at four through-lanes but recommended a number of other improvements, including additional accel/decel lanes and turn lanes, several new street connections, access control, and streetscape enhancements. The study was neither officially adopted nor implemented and has no official standing. The Wadsworth Corridor Subarea Plan incorporates and builds upon many of the observations and recommendations of the 1999 plan.

The Wheat Ridge Urban Renewal Plans

Over the years, the Wheat Ridge Urban Renewal Authority has designated several Urban Renewal Areas (URA's) that overlap portions of the Wadsworth Corridor Subarea: the Town Center, the W. 38th Avenue Corridor and the Wadsworth Boulevard Corridor. The Wadsworth Boulevard Corridor Redevelopment Plan included a portion of the previous Town Center area. The current boundaries of the URA's are illustrated in Figure 19. The 25-year life of the Town Center Urban Renewal Area expired.

As a result, the Urban Renew Authority has the authority to initiate redevelopment within the Wadsworth Boulevard Subarea. The Urban Renewal Authority should be seen as a partner in plan implementation.

Major principles developed in the renewal plans for the various URA's are generally consistent with the Wadsworth Corridor Subarea Plan (see individual descriptions below). Where Urban Renewal Plans conflict with the Wadsworth Corridor Subarea Plan, those plans should be revised.

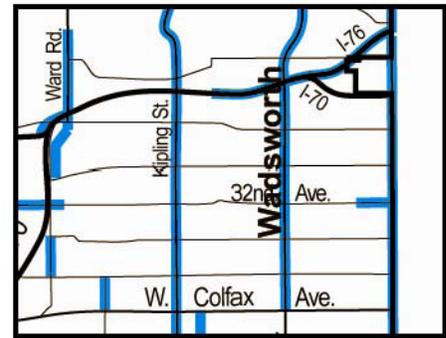


Figure 19: An excerpt of the Jefferson County Transportation Plan. Blue shading indicates 1995 roads with peak-hour congestion of level-of-service E or below. (Source: Jefferson County-Wide Transportation Plan.)

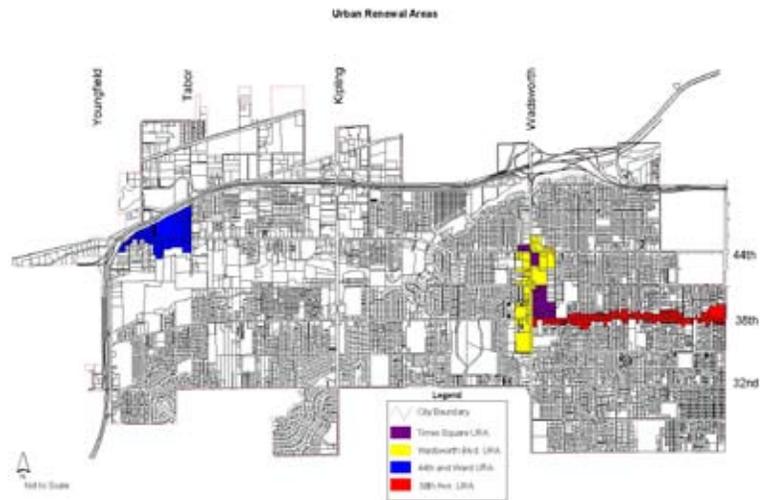


Figure 20: Urban Renewal Plans

Wadsworth Boulevard Corridor Redevelopment Plan

The City adopted the Wadsworth Boulevard Corridor Redevelopment URP in October 2001. This plan recommended conformance with the January 2001 Comprehensive Plan's vision of a "Community Commercial Center" along Wadsworth. The Community Commercial Center includes a mix of compatible retail and office uses that primarily serve a regional market area.

The overall land use goal of the 2001 Wadsworth Boulevard Corridor URP (WBCURP) is consistent with the Wadsworth Corridor Subarea Plan:

"...to strengthen the market potential and identity of Wadsworth Boulevard as a regional, destination-oriented commercial center, by facilitating opportunities for developing additional regional-scaled projects, maintaining desirable community-oriented uses and improving the physical environment of the redevelopment area."

Other key objectives of the Wadsworth Corridor Urban Renewal Plan that are consistent with the Wadsworth Corridor Subarea Plan are:

- Improve the market potential and physical environment along the Wadsworth Boulevard.
- Improve functionality and safety for vehicle and transit movement.
- Improve the physical appearance and amenities of Wadsworth Boulevard.

Some land uses of the WBCURP are not consistent with the land uses adopted in this Wadsworth Corridor Subarea Plan, to the following extent: whereas the URP recommended single-use categories, the Wadsworth Corridor Subarea Plan proposes a mix of uses along Wadsworth, including commercial, office and residential. Residential uses are important to provide additional market for the commercial uses.