



A Fresh Perspective

# site plan

- Current I-2 Zoning: Medium Intensity Industrial District - Allows for fueling plaza, but excludes convenience uses.
- Proposed I-1: Light Intensity Industrial District
- Surrounding zoning included :
  - C-3, Santiago's restaurant
  - I-3, Colorado Asphalt
  - I-2, Dispensary



# Commerce City Comprehensive Plan





## Future Land Use


- Residential - Low
- Residential - Medium
- Residential - High
- Mixed-Use - E-470
- Mixed-Use (Corridor and Commercial)
- Commercial
- Office / Flex
- DIA Technology
- Industrial / Distribution
- General Industrial

# Commerce City Comprehensive Plan

Table 3.1: Land Use Categories

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Land Use Category	Characteristics and Uses (primary and secondary)	Density/Intensity	Related Zoning
<b>COMMERCIAL FOCUS</b>			
<b>Commercial</b> 	<p><b>Characteristics:</b> This category allows for retail, commercial, office, and other services and is appropriate in commercial centers, and commercial areas designated along arterial streets or within mixed-use developments. Generally, it is accessed from arterial streets; it should be convenient to transit routes and stops.</p> <p><b>Primary uses:</b> Retail at different scales to serve neighborhoods or the community.</p>	1.0 FAR	C-1, C-2, C-3, and PUD

<b>General Industrial</b> 	<p><b>Characteristics:</b> This category allows for a mix of medium- and heavy-industrial uses and production, and is appropriate where designated on the Plan, primarily in the southwest sections of the Historic City and in Irontdale along I-76. General industry is generally accessed off collector or arterial streets or highways and may have railroad access.</p> <p><b>Primary uses:</b> Medium intensive and heavy-industrial uses.</p> <p><b>Secondary uses:</b> Flex space, warehousing, outdoor storage, open space, and other public uses and facilities.</p>	Up to 1.0 FAR	I-2, and I-3
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<b>Industrial / Distribution</b> 	<p><b>Characteristics:</b> This category allows for a mix of light-industrial and industrial distribution uses and is appropriate where designated in the Historic City and Irontdale areas. Generally, it is accessed off arterial streets or highways or collectors via truck routes.</p> <p><b>Primary uses:</b> Warehouse, flex space, light manufacturing, office, and distribution facilities.</p> <p><b>Secondary uses:</b> Open space and other public uses and facilities. Small retail services to support the warehouses and light manufacturing uses, such as small convenience commercial (e.g., restaurants, delis, gas, etc.).</p>	Up to 0.50 FAR	I-1
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# Traffic – Existing Conditions

- Existing Traffic Condition

**Table 1 – Intersection Capacity Analysis Summary – Existing Traffic**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
E 72nd Avenue / Vasquez Boulevard (US 6) (Signalized)	C (23.6)	D (45.9)
E 72nd Avenue / Eudora Drive (Stop-Controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left, Through and Right	C	C
Southbound Left, Through and Right	C	C
E 72nd Avenue / Elm Drive (Stop-Controlled)		
Westbound Left	A	A
Northbound Left and Right	B	B

Key: Signalized Intersection: Level of Service (Control Delay in sec/v eh)  
 Stop-Controlled Intersection: Level of Service



# Traffic – Future Condition with Development

- Year 2042 without development

- Year 2042 with development

Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2042

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
E 72nd Avenue / Vasquez Boulevard (US 6) (Signalized)	C (34.1)	F (160.0)
E 72nd Avenue / Eudora Drive (Stop-Controlled)		
Eastbound Left	A	B
Westbound Left	A	A
Northbound Left, Through and Right	E	F
Southbound Left, Through and Right	F	F
E 72nd Avenue / Elm Drive (Stop-Controlled)		
Westbound Left	A	A
Northbound Left and Right	C	D

Key: Signalized Intersection: Level of Service (Control Delay in sec/v/veh)  
 Stop-Controlled Intersection: Level of Service

Table 8 – Intersection Capacity Analysis Summary – Total Traffic – Year 2042

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
E 72nd Avenue / Vasquez Boulevard (US 6) (Signalized)	D (36.4)	F (176.8)
E 72nd Avenue / Eudora Drive (Stop-Controlled)		
Eastbound Left	B	B
Westbound Left	A	A
Northbound Left, Through and Right	F	F
Southbound Left, Through and Right	F	F
E 72nd Avenue / Elm Drive (Stop-Controlled)		
Westbound Left	A	A
Northbound Left and Right	E	B
Eudora Drive / Access A (Stop-Controlled)		
Westbound Left	B	B
Westbound Right	A	A
Southbound Left and Through	A	A
Elm Drive / Access B (Stop-Controlled)		
Eastbound Left	A	A
Eastbound Right	A	A
Northbound Left and Through	A	A

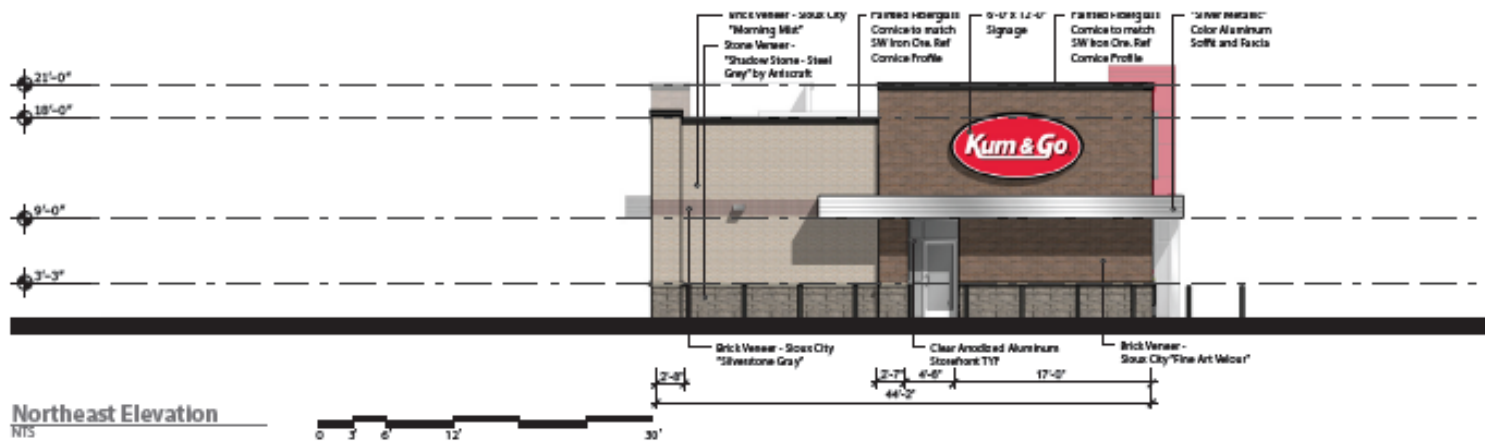
Key: Signalized Intersection: Level of Service (Control Delay in sec/v/veh)  
 Stop-Controlled Intersection: Level of Service



# elevations



Northwest Elevation (Eudora Dr)  
NTS

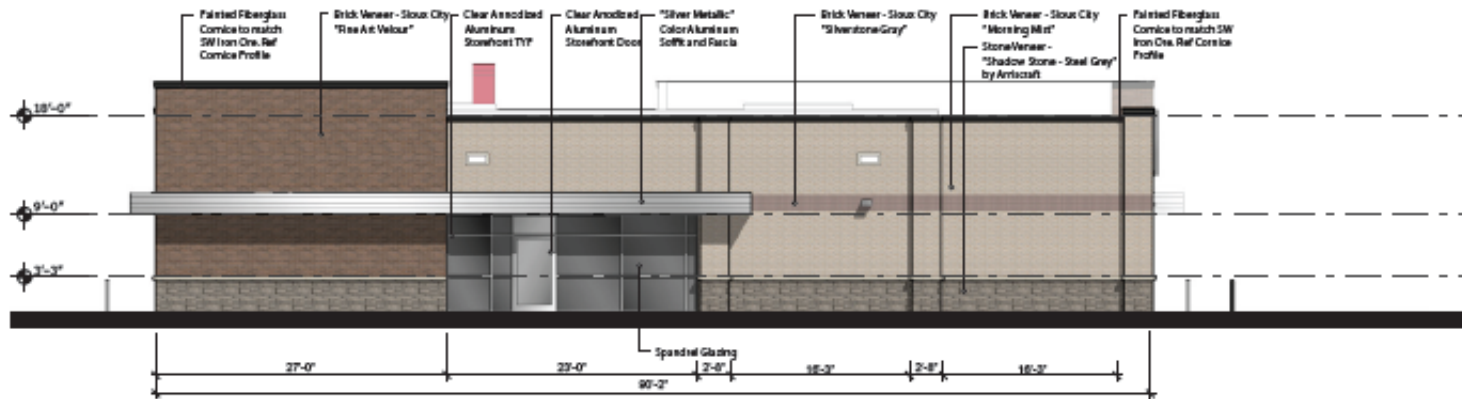


Northeast Elevation  
NTS

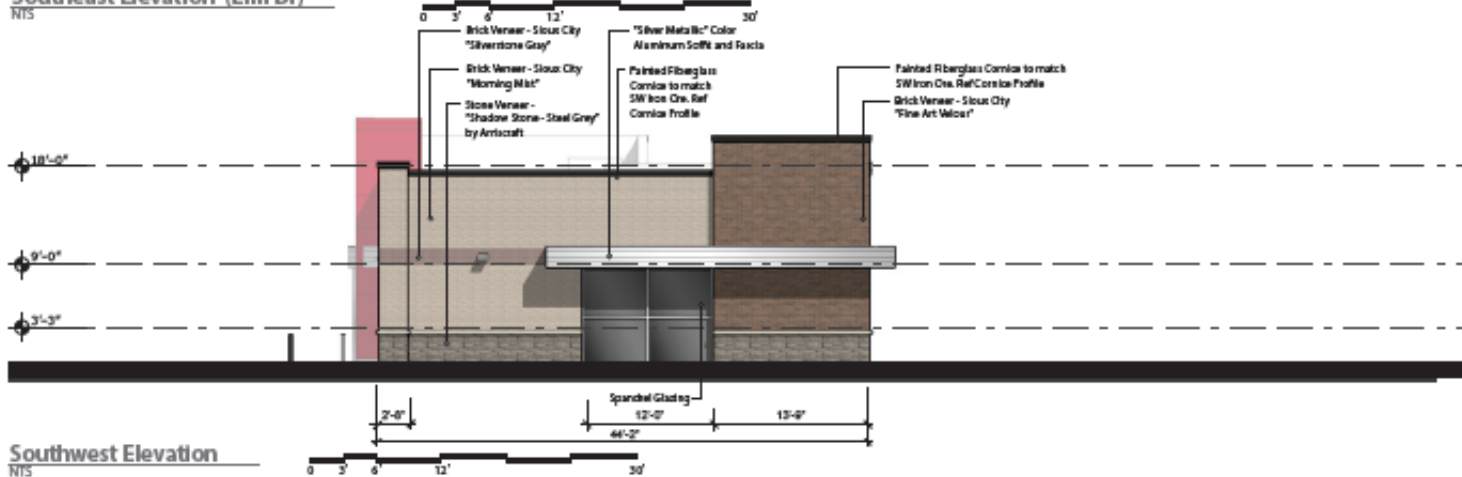




# elevations

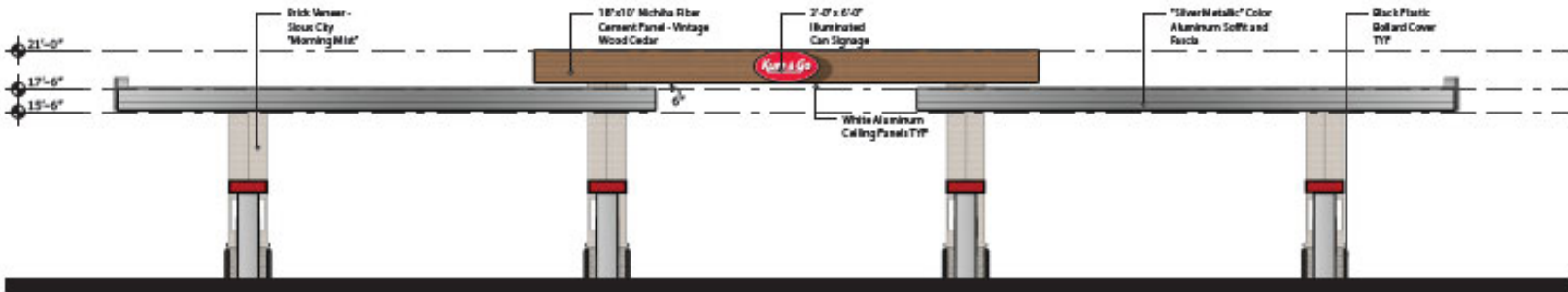


**Southeast Elevation (Elm Dr)**



**Southwest Elevation**

# elevations



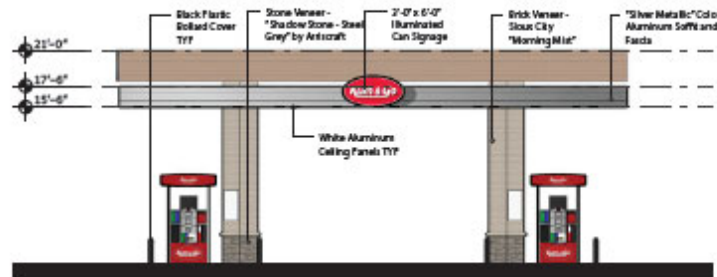
Northwest Elevation (Eudoroa Dr)

NTS



Northeast Elevation

NTS



Southwest Elevation

NTS

