



The Arvada Report

Quarterly News and Information www.ci.arvada.co.us

Parkway A Must For Arvada

Recently, there has been much media coverage about the proposed completion of the beltway around the Denver Metropolitan Area, often referred to as the "Northwest Parkway". The Parkway would create a connection between E470 to the east and C470 to the south and west of Arvada.

The City of Arvada is strongly in favor of completing the beltway. Our community is wedged

between two key regional transportation corridors - I-70 and US-36 - which are incurring explosive retail, residential, employment, and entertainment growth. Arvada will be directly impacted by the traffic generated by this massive development. If the beltway is not completed, Arvada's north/south streets such as Indiana, Ward, and Wadsworth will become the de-facto link for the beltway.

We must act to protect our community by actively supporting the completion of the beltway, and are seeking your input and help on behalf of Arvada.

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Trash No Match for City Cleanup Crews



Curbside Cleanup crews put in 2,357 regular hours on the two week program, plus an additional 985 hours of overtime. See story on page 18.

Y2k Community Meeting Set

Ask representatives from the City of Arvada, Public Service Company, and the Governor's Y2k Task Force about what to expect on January 1, 2000.

Wednesday, July 14

7:00 - 9:00 p.m.

Arvada City Council Chambers

8101 Ralston Road

Parkway Critical to Arvada

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The City of Arvada is not a direct beneficiary of the massive growth occurring to the north and south of our community, but it is a direct recipient of the impacts of this growth. Broomfield alone expects 15,000 new jobs and about five million new square feet of industrial, office, and retail in the next three to five years, primarily from the Interlocken development at approximately 128th, just west of Wadsworth Boulevard.

The resulting traffic generated by much of the northern developments will be partially accommodated by the completion of E470 to Colorado State Highway 128 just west of Simms Street. Development to the south, in the Golden area, will be aided by the link of C-470 to Colorado State Highway 58. Indeed, a beltway around the Denver Metro area is nearly complete. The roadway is already built, under construction, or soon will be under construction - **except for the portion in and around Arvada!**

Wadsworth through Arvada is not Arvada-generated).

If Arvada acts alone and provides an arterial link from Indiana Street to CSH-93:

- Most of the traffic problems in Arvada neighborhoods

- The remaining link of the beltway can be completed.

- Interests in all communities can be satisfied.

- No single community will be forced to bear the negative impacts of through-traffic in their neighborhoods.

acres on the east side of CSH-93 at Arvada's western edge.

Critics point to the so-called Jefferson Center development, a plan devised in 1987, during bleak economic times, to develop 18,000 acres west of the City. However, the proposal

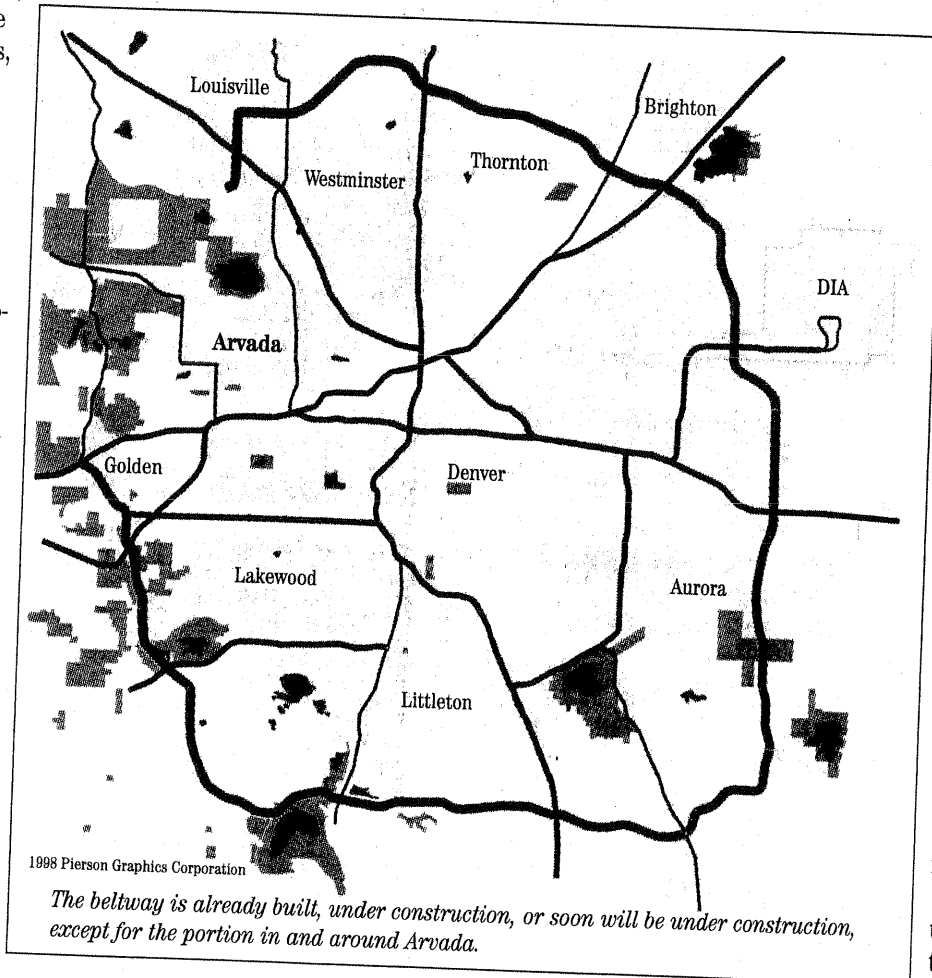
now has been downsized to approximately 5,800 acres, and already has the access it needs to be a successful project (and has the opportunity to generate jobs for Arvadans, lowering the 80% + of Arvadans now commuting out of town and back for their livelihoods).

Parkway Status

Golden, Arvada, Westminster, Lakewood, Wheat Ridge, Broomfield, and Jefferson County have all agreed to lobby together in a unified manner on the Parkway. All have agreed that the road is needed. The Arvada City Council has also appropriated \$250,000 for project planning.

It is crucial that the Arvada portion of the beltway not fall too far behind the Broomfield segment, currently scheduled to open in 2003.

City Council and staff have prepared a presentation for all interested community organizations. If you would like to schedule a presentation on the need for the completion of the beltway, please contact the City Manager's Office at (303) 431-3000 to schedule a time convenient for your group.



What Can Arvada Do?

If Arvada does nothing:

- Our existing roads become the de-facto last link of the beltway.

- Indiana Street to McIntyre to CSH-58 will become a major north/south corridor. Indiana and McIntyre will no longer be two-lane country ds.

- Wadsworth Boulevard traffic will increase dramatically (already almost 60% of traffic on

would be alleviated.

- Without an improved CSH-93, Golden would still have a problem - over 20,000 cars travel CSH-93 right now every day (only 17% of the traffic is from Arvada).

- This option would not be smart transportation planning.

If Arvada, Golden, and Westminster join forces to plan a transportation corridor:

- Traffic can be moved intelligently around our neighborhoods.

A Transportation Corridor and Link: Not a Growth Generator

The Arvada/Golden/Westminster segment of the Northwest Parkway will not be a growth generator. Arvada's rate of growth has been, and will continue to be one of the slowest in the metro area (1.4% annually in the past eight years). Much of the land surrounding the potential route of the Parkway has already been purchased as parks or open space, including over 2,000