

**RVC Questions for City Staff
Regarding Proposed LDC Major Amendments
Semi-Truck Trip, Heavy Truck Trip, Heavy Logistics, Light Industry
6/5/2022**



The Ralston Valley Coalition (RVC) is a volunteer run, citizen coalition committed to protecting our community and quality of life in Arvada. The Land Development Code of Arvada is a governing document that was created with citizen input and should be compatible with other governing city documents for consistency. The LDC should also demonstrate the responsible and compatible development for the betterment of all who reside in the City of Arvada. Amending such an important guiding document requires citizen input and explanation by city staff so citizens can understand why changes are currently needed without waiting for the formal revisiting of the LDC document. **RVC respectfully requests that the city staff answer all the bolded questions during the workshop sessions PRIOR to bringing these amendments to a public hearing setting** so the citizens of Arvada have time to understand the changes and be able to respond publicly at the hearings. Just to clarify... the Staff Report in brief to the Planning Commission (dated June 7, 2022) states that the final proposed changes were discussed with the City Council on April 11th. RVC was in attendance at the April 11th workshop and we do not recall changing the definition to be based on heavy trucks. This was not presented nor was the change to the definition Heavy Industry discussed or presented. We want to make sure it is understood that the City Council has not yet heard these changes. We do recall the discussion on doing a comprehensive study to examine the proposed changes, look at what other cities are doing, etc as that was in fact suggested at the City Council workshop of April 11th.

The following concerns/questions pertain to the Arvada City Planning Staff's proposed LDC Major Amendments for the following:

- The revised definition of Heavy Logistics based on "heavy" truck trips.
- The revised definition of Light Industry based on "heavy" truck trips.
- The claim that the staff has always interpreted that "truck trips" are "round trips" in the 2020 amended LDC.
- The number of truck trips in the 2020 amended LDC.

In 2015, the LDC was amended to include and use definitions for Heavy Logistics, Light Industry, and Heavy Industry. The definitions were not modified or apparently not a subject of discussion when amending the LDC in 2020.

- 1. Why is the amendment process continuing without a study? What is the urgency for these changes?**
- 2. What problems prompted the need for the proposed amendments since the LDC was recently amended in 2020?**
- 3. How will the proposed amendments prevent further problems or provide added clarity in interpreting the LDC?**



4. *What legal evidence supports the claim that a “truck trip” as used in the 2020 and the 2015 amended LDCs is to be interpreted as a round trip?*

The Ralston Valley Coalition legal counsel emailed a letter with exhibits to each member of the current Arvada City Council, the Arvada City Attorney, and the Arvada Director of Community and Economic Development on December 13, 2021 arguing against the proposed amendments with specific regard to the staff’s claim that a “truck trip” in the 2020 LDC is a round trip with the evidence being a letter from Prescient dated 8/28/2015.

5. *Please address the concerns and arguments in the RVC letter dated Dec 13, 2021 and provide written evidence in support of the “round trip” theory in the LDC.*

6. *How does the Arvada level of industrial activity permitted in Light Industry (truck traffic and outdoor storage) compare to other front range cities of comparable size to Arvada and with similar land development codes defining Heavy Industry, Heavy Logistics, and Light Industry? If there are deviations, please provide justification for the deviations.*

The change to base the definitions of Heavy Logistics and Light Industry based solely on heavy-truck trips will remove a constraint on truck traffic in Light Industry areas since the current definition is based on all types of trucks.

7. *How will truck and other commercial traffic be regulated or limited within Light Industry areas?*

There does not appear to be any consideration or coordination of the definition of Heavy Industry and the requirement for a Heavy Truck Routing Plan with the new proposed threshold 76 semi-truck trips between Light industry and Heavy Logistics. The current LDC describes Heavy Industry as a use with more than 30 trips by semi-trailer trucks per day.

8. *How do you rationalize using a threshold of 76 heavy-truck trips for Light Industry and Heavy Logistics which is 2.5 times the level of truck trips which describes the current Heavy Industry zoning?*

9. *Have you looked at how the new definitions affect the requirements for a Heavy truck routing plan or the definition of heavy trucks?*

The Staff Truck Study data table seems to indicate that, with the exception of Sundyne, all the operations comply with existing truck traffic levels for Light Industry and does not support a need to change the LDC.

10. Please explain in detail how the study was performed, what truck traffic is included, and how the data supports the requested LDC amendments.

11. Is there a detailed staff report analyzing consistency with the Comp Plan and LDC?

The Federal Government and State of Colorado has lists describing the various classes of trucks by vehicle weights. (See attachment)

12. Would the city consider adopting the standards recognized by the State and Federal as Arvada standards to describe trucks and develop permissible levels of truck traffic for Light Industry and Heavy Logistics?

The Fleet Vehicle definition does not address contract vehicles which are being utilized more and more instead of an owner or operator fleet.

13. How are contract vehicles which are part of the business plan of a specific proposal regulated?

In summary, RVC has been in attendance at all the workshops on the LDC held by the City Council and Planning Commission that we were aware of. We understand the process of these workshops is to improve and craft the amendments until such time they can be in the best version and a finalized form to then present to Council for a vote. Through this process the City Council gave direction to staff to count truck trips as “one way” to be consistent with ITE standards and we believe that is appropriate as it clarifies the current LDC numbers for truck trips correctly as “one way” which is how the LDC reads. Light Industry is a total not to exceed 50 truck trips (25 in and 25 out) and Heavy Industry is anything over 30 semi-truck trips. Compared to similar sized cities, these numbers are already very liberal. We would highly encourage the staff to research what other cities with similar LDC’s have in place. (i.e. Loveland or Centennial have very similar LDC’s to Arvada)

Staff continues to argue that trips have always been “round trip” so they simply doubled all the numbers in the latest versions of the proposed LDC amendments now that Council made the trips one way. The amendment process is not getting closer to a final version but further away from where it began in our estimation as there is absolutely no justification shown that these changes are needed.

RVC does not agree with the LDC changes as proposed and has continually requested staff to show evidence and/or precedent that 1) the current LDC definition of truck trips has always been round trip, 2) give us examples of how the proposed changes will improve Arvada and 3) how the current LDC hasn’t worked for Arvada development and that’s why the changes in truck trips and truck definitions are needed.

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The proposed changes to truck definition and truck trips will substantially change the LDC from the current version and further confuses the process. The definition changes from “truck” to “semi-truck” to now “heavy truck” needs more clarification. RVC encourages the Planning Commission and City Council to study this more to make sure you get this right. The current proposal, if approved, could be seen as rezoning without a public rezoning hearing to further industrialize Arvada without community input. We caution you to consider the potential problems that will come from such a change. The LDC should guide the development of Arvada given where Arvada currently is in 2022 and what is still left to develop, looking also to what could be redeveloped in the future. The vacant parcels are mostly infill sites other than a few larger parcels on the outskirts and older developments that could be redeveloped are also infill sites. This should be considered along with Arvada’s current capacity for infrastructure to support any future development. Responsible and compatible development should be the #1 Goal in all cases.

These are the RVC suggestions to consider if using Heavy Truck as the definition:

- All truck trips should be counted as one way to be consistent with ITE.
- Truck definitions should be consistent with state and federal definitions for trucks.
- If Heavy Trucks is the threshold, a guideline for all other cargo vehicles associated with the business should be added.
- Warehousing and distribution uses that involve fewer than 50 (25 in and 25 out) truck trips per day are classified as Light Industry.
- Heavy Logistics Centers are expected to generate more than 50 (25 in and 25 out) heavy truck trips per day.
- More than 30 trips (15 in and 15 out) by heavy trucks is considered Heavy Industry.
- Fleet vehicles definition should include contractor fleet vehicles.

RVC also recommends a study be performed prior to making changes to include the following statement as well as answers to these questions:

- A statement of why changes are needed
- What problems will be corrected?
- How do the changes compare to industrial levels in other cities?
- What will be the effect of the changes / permitted traffic levels?
- Has a thorough coordination of changes been performed with the Arvada Comp Plan, LDC, and other Arvada municipal code?

RVC will continue to follow the workshops and provide community input in written form. We look forward to being able to engage publicly at the hearings. In the meantime, we would request that this information become part of the public record so other citizens can be informed of the proposed changes and RVC’s opposition to the major amendments to the LDC as currently proposed.



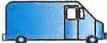


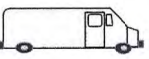


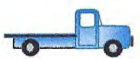
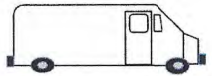


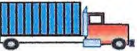



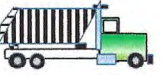
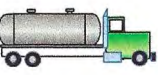
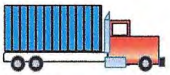





HOW ARE TRUCKS AND OTHER VEHICLES CLASSIFIED?

THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) CLASSIFIES TRUCKS AND VEHICLES AND BASED ON THEIR GROSS VEHICLE WEIGHT RATING (GVWR).

THE GVWR OF A VEHICLE IS THE VEHICLE WEIGHT PLUS MAXIMUM PAYLOAD.

THE FOLLOWING TABLE SHOWS THE TRUCK AND VEHICLES BY THEIR GVWR AND SHOWS THE EMPTY AND PAYLOAD WEIGHTS FOR EACH CLASSIFICATION.

PAYLOADS BY VEHICLE CLASS

Vehicle Description	Truck Class	GVWR LBS	Empty Weight LBS	Maximum Payload LBS	Payload % of Empty Weight	
Cars						
Mini-vans, Small SUVs and Pickups	1	2,400 to 4,000	3,200 to 4,500	1,500	33	
Large SUVs & Std Pickups	2a	6,001 to 8,500	4,500 to 6,000	2,500	40	 
Large SUVs & Std Pickups	2b	8,501 to 10,000	5,000 to 6,300	3,700	60	
Utility Vans, Multi-purpose mini-bus, Step Van	3	10,001 to 14,000	7,650 to 8,750	5,250	60	  
City Delivery, Parcel Delivery, large Walk-in Vans	4	14,001 to 16,000	7,650 to 8,750	7,250	80	   
City Delivery, Parcel Delivery, large Walk-in Vans	5	16,001 to 19,500	9,500 to 10,000	8,700	80	
City Delivery, School Bus, Large Walk-in Vans	6	19,501 to 26,000	11,500 to 14,500	11,500	80	  
City Bus, Refrigerated Trucks, Refuse trucks, Fuel Tankers Dump trucks, Concrete Trucks, Fire Engines, tow trucks (straight trucks)	7	26,001 to 33,000	11,500 to 14,500	18,500	125	   
City Bus, Refrigerated Trucks, Refuse trucks, Fuel Tankers Dump trucks, Concrete Trucks, Fire Engines Tractor Trailers, tow trucks	8a	33,001 to 80,000	20,000 to 26,000	54,000	200	   
Tractor-Trailer Trucks: Van, Refrigerated, Bulk Tanker, Flat Bed	8b	33,001 to 80,000	20,000 to 26,000	54,000	200	   

Source: National Academy of Sciences, Technologies and Approaches to Reducing the Fuel Consumption of Medium and Heavy Duty Vehicles, prepublication copy, March 2010, pp. 2-2 and 5-42